Council Meeting: September 11, 2012

SUBJECT: Consideration of Pastoria Avenue Street Space Allocation Study

REPORT IN BRIEF
Pastoria Avenue is planned for consideration of bike lanes as part of the City’s Bicycle Capital Improvement Program and is in the approved Bicycle Expenditure Program (BEP) of the Santa Clara Valley Transportation Plan 2035. Grant funding has been secured through the BEP to construct bike lanes on a segment of Pastoria Avenue from El Camino Real to Evelyn Avenue (project location map, Attachment A), connecting segments of Hollenbeck Avenue and Evelyn Avenue which currently feature bike lanes. The segment in question is a gap in the bike lane network.

This section of the road currently features one travel lane in each direction, parking on both sides of the street in the majority of areas, and sidewalks. Adjacent land uses are single family residential, the City Hall complex, the Stratford School, and Washington Park.

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. Staff and the Bicycle and Pedestrian Advisory Commission (BPAC) are recommending that the Council support construction of a hybrid bicycle lane/bicycle boulevard project utilizing portions of Olive Avenue and Charles Street, although such a project configuration will require developing a new financing plan for the project.

BACKGROUND
In 2009, the Council adopted a Policy on the Allocation of Street Space (April 28, 2009 RTC 09-085), which was initiated by the City’s Bicycle and Pedestrian Advisory Commission (BPAC). In July of 2011, Council amended the Policy into the General Plan’s Chapter 3, Land Use and Transportation (July 26, 2011 RTC 11-157). The goal of the Policy 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.

Pastoria Avenue is the current subject of a street space allocation study. Grant funding secured for bicycle lane construction triggered the completion of a study. A technical analysis of street space allocation options has been completed that considers bike facility options on Pastoria as well as alternative routes, as directed by the City Council.

DISCUSSION
Pastoria Avenue currently does not feature facilities for bicycles. Pastoria Avenue north of Sutter Avenue is a narrow street, with a 34’ cross section generally. The roadway width
does not currently meet standards for the existing configuration of two auto lanes and parking on both sides of the street, which would require a minimum cross section of 38’.

Providing bike lanes on the segment of Pastoria Avenue in question within the existing curb-to-curb width would require elimination of all on-street parking north of Sutter Avenue in order to meet minimum design standards and to maintain two way traffic flow. Providing bike lanes and retaining parking and auto lanes would require a minimum roadway cross section of 48’ which would entail widening the road by 14’. There is not sufficient right-of-way behind the existing curb to widen the road for bike lanes and 14’ feet of widening would be extremely costly and disruptive to adjacent land uses.

Staff has identified and studied four options for providing bike facilities. Two options focus on modifying Pastoria Avenue exclusively, while two options would provide alternate routes to portions of Pastoria for bicyclists. In all alternatives, between Olive Avenue and El Camino Real a right turn lane is proposed to be removed in the southbound direction in order to provide sufficient width to add bicycle lanes. It is not feasible to remove an auto through lane without causing congestion. The roadways in question are described as four segments to address varying geometric conditions and study alternatives. The four study alternatives are summarized as follows and displayed graphically in Attachment B.

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
</tr>
</thead>
</table>
| **Option 1. Pastoria Avenue bicycle lanes** | 1. El Camino Real to Olive – removal of southbound right turn lane at El Camino Real, four auto through lanes, provision of bike lanes  
2. Olive to Sutter - No change to auto lanes or parking, provision of bike lanes  
3. Sutter to Evelyn - One travel lane in each direction, bike lanes, no on-street parking on both sides of the street |

| Option 2. Pastoria Avenue bicycle boulevard | 1. El Camino Real to Olive (same as Option 1)  
2. Olive to Sutter (same as Option 1)  
3. Sutter to Evelyn – No changes to auto lanes and parking, provision of bicycle boulevard features including gateway choker islands, a traffic circle at Pastoria/McKinley, shoulder striping, chicane at Stratford School, back-in parking at Washington Park, shared lane arrows, and bicycle boulevard signage. |

| Option 3. Sutter/Sunset alternate route | 1. El Camino Real to Olive (same as Option 1)  
2. Olive to Sutter (same as Option 1)  
3. Sutter to Sunset to Evelyn - No change to auto lanes or parking, provision of shared lane arrows and bicycle directional signs on Sutter and Sunset |

| Option 4. Charles/Olive Avenue bicycle boulevard | 1. El Camino Real to Olive (same as Option 1)  
2. Olive Avenue from Pastoria to Charles – Two travel lanes in each direction, bike lanes, no on-street parking on one side of the street  
3. Charles Street, Olive to Evelyn – provision of bicycle boulevard features including gateway choker islands, traffic circles at Charles/Iowa and Charles/McKinley, shoulder striping, stop control at side streets, shared lane arrows, and bicycle boulevard signage. |
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 C. As a result of the evaluation, staff recommends that Option 4, a Charles Street bicycle boulevard project, be pursued.

Parking Analysis
Study of on and off-street parking shows a broad range of parking utilization (Attachment D). Morning, mid-afternoon, and nighttime surveys conducted during both weekday and weekend periods show that in two instances on the segment from Washington Avenue to Evelyn Avenue off-street unutilized supply would not be able to absorb the on-street demand, and during most study periods the combined demand for on and off-street parking in the Washington/Evelyn segment is from 70-93% of the off-street supply. The Iowa-McKinley segment also has high on and off-street total demand compared to off-street supply, exceeding 60% in two study periods and 70% in three others, and approaching 90% in the weekend nighttime period. The McKinley-Washington segment, on the east (residential) side of the street, has high weeknight and weekend parking demand, averaging 72% of off-street supply for all periods and exceeding the available off-street supply on weekend mornings.

It should be noted that correlating on-street parking demand to off-street parking capacity as done above cannot relate vehicle ownership to available off-street capacity. If there are four driveways with a total of four available off-street spaces and there are four vehicles parked on the street, it cannot be ascertained from a parking study if those four vehicles are owned by one property owner or spread amongst the four properties. This fact places more weight on the significance of the finding of a high ratio of on and off-street demand to available off-street supply.

Complicating the issue of determining the ability of off-street supply to meeting on and off-street demand is the configuration of single family driveways and the nature of land use on the street. Of the 50 residential properties on Pastoria between Sutter and Evelyn fronting on Pastoria, there are 47 single-loading driveways. Of these 50 residential properties, building records show 18 duplexes. Shifting the on-street parking demand to an off-street supply that consists almost exclusively of single-loading driveways in an area with a significant number of multi-family dwellings raises questions of parking logistics that extend beyond inconvenience to residents of managing multiple vehicles using single-loading driveways. The number of backing and entering maneuvers into and out of driveways will increase significantly, which would increase the likelihood of conflicts with moving vehicles, bicycles and pedestrians.

Another parking issue is the presence of unregulated parking facilities serving Washington Park and the Sunnyvale School District headquarters. While the intent of these facilities is to serve users of the Park and District office, staff observed that non-park users currently utilize the Washington Park lot and on-street spaces. It is likely that in the absence of any restriction or regulation that use of these facilities by residents would increase if on-street parking were removed, which could provoke conflict between residents and Park and School District patrons.

Staff concludes that elimination of on-street parking would cause a significant disruption to traffic operations and land use on Pastoria Avenue and the surrounding neighborhood.
Vehicle Speeds
Motor vehicle speeds are also a concern on Pastoria. The most current speed radar survey shows 85th percentile speeds of 32 MPH, which significantly exceeds the 25 MPH posted speed. Fifty-four percent of surveyed vehicles exceeded the posted speed. The current roadway condition presents narrow lanes and side friction from parking cars to the driver's perception, which typically results in slower travel speeds. However speeds on Pastoria are relatively high for conditions. The street is straight with good forward sight lines. Eliminating on-street parking and providing wider auto lanes with bike lanes may cause a further increase in auto travel speeds.

Pastoria/El Camino Real Southbound Right Turn Lane Removal

In the El Camino Real to Olive section, all options assume removal of an existing southbound right turn lane to provide space to reconfigure the roadway with bike lanes. Volume studies show that volumes for the right turn are below the level necessitating an exclusive lane, and there would be no degradation of level of service at the intersection.

Alternate Routes

Two other options studied assumed constructing bicycle facilities on alternate, parallel facilities to Pastoria Avenue. This was at the BPAC’s recommendation and City Council direction. Alternate routes have a disadvantage in that they do not provide any travel time or safety benefit to cyclists who would ordinarily utilize Pastoria Avenue, and they do not provide accommodation of all modes on Pastoria Avenue, which is the objective of City policy.

Bicycle Boulevards

Two options consider the implementation of a bicycle boulevard treatment on either Pastoria Avenue or Charles Street. A bicycle boulevard treatment would require minor to no changes to auto lanes and parking. Bicycle boulevard features could include gateway choker islands, traffic circles at certain intersections, shoulder striping, chicanes, back-in parking at Washington Park, shared lane arrows, and bicycle boulevard signage. Shared lane markings (“sharrows”) are a recognized bicycle facility by the California Manual of Uniform Traffic Control Devices (CA-MUTCD). They reduce the risk of “dooring” of cyclists by parked cars, alert road users of the location bicyclists are likely to occupy, encourage safe passing of bicyclists by motorists, and reduce the incidence of wrong-way bicycling. There is not official engineering guidance on other proposed bicycle boulevard treatments, but the proposed facilities are well tested in many locations nationally and internationally. Members of the BPAC indicate that they favor bicycle boulevard designs that prohibit or divert through automobile traffic on the bicycle boulevard route.

The features suggested in this report do not constitute a final construction plan, and should a bicycle boulevard be chosen as the preferred alternative, staff would conduct additional outreach to the BPAC and the neighborhood before recommending a project design.

A neighborhood meeting was held on February 29, 2012 to gather input from residents and property owners on Pastoria, Sutter, Sunset, and Olive Avenues. A summary of the
The meeting was well attended by residents who expressed concerns primarily about loss of on-street parking and bicycle and vehicle safety.

The Sunnyvale BPAC considered this item at its April 28, 2011 and August 30, 2012, meeting. The BPAC Minutes of these meetings are included as Attachments F and G.

**EXISTING POLICY**

General Plan, Chapter 3 *Land Use and Transportation*:

*Sub-policy LT-5.5d* Maximize the provision of bicycle and pedestrian facilities.

*Policy LT-5.9* 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.

*Policy LT-5.10* All modes of transportation shall have safe access to City streets.

*Policy LT-5.16* 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**

Funds from a Bay Area Air Quality Management District (BAAQMD) grant in capital project 829290 are sufficient to construct bike lanes (Option 1) on Pastoria Avenue. However, should the Council elect to pursue a bicycle boulevard project or other non-bike lane alternative (Options 2-4), the BAAQMD has indicated that the project emissions reductions calculations would need to be re-done using effectiveness values for a bicycle route. This would likely result in a reduction in funding of approximately 70%, which would be insufficient to construct any of the non-bicycle lane alternatives at this time. BAAQMD also may elect not to provide funding for a project which diverts from Pastoria Avenue, as this constitutes a project location change from what was originally submitted for funding.

Options to address the fiscal shortfall include replacing the reduced BAAQMD funding with funds from a City source, or rescinding the BAAQMD grant and pursuing other future funding sources. The Pastoria Avenue project is in the Valley Transportation Plan Bicycle Expenditure Program and could be eligible for other sources of funds through this Program that do not have emissions reductions criteria. Alternatively, the FY 12/13 Proposed Budget includes a Transportation Grant Matching Fund reserve for the purpose of providing matching funds for transportation grants. There is approximately $562,000 budgeted in the FY 12/13 budget for transportation grant matching purposes. Staff estimates the cost of a Option 4 with a Charles Street Bicycle Boulevard at $165,000, and the BAAQMD would provide an estimated $35,000 in grant funds after recalculating emissions cost effectiveness, so utilizing Transportation Grant Matching Fund reserve funds to fund the balance of the project cost would constitute a 79% local match.
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.

A neighborhood meeting was held at the Washington Park building on February 29, 2012. The meeting was well attended by residents who expressed concerns primarily about loss of on-street parking and bicycle and vehicle safety (meeting summary, Attachment D). Also, the Bicycle and Pedestrian Advisory Commission held public hearings on the Pastoria Bicycle Lanes Project on April 28, 2011, and on a draft Report to Council at its August 30, 2012 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 implement Option 4 which allocates street space on Pastoria Avenue between El Camino Real and Olive Avenue by removing a southbound right turn lane and providing bike lanes; allocates street space on Pastoria Avenue between Olive Avenue and Sutter Avenue by reconfiguring existing roadway features to provide bike lanes; allocates street space on Olive Avenue between Pastoria Avenue and Charles Street by removing parking on one side of the street and providing bike lanes; and allocates street space on Charles Street between Olive Avenue and Evelyn Avenue in order to retain one auto lane in each direction, parking on both sides of the street and provides a bicycle boulevard treatment.

2. Direct staff to pursue outside grant funding sources for a Pastoria Avenue Bicycle Boulevard project to augment the loss of BAAQMD revenues because bike lanes will not be installed.

3. Direct staff to utilize transportation grant matching funds to supplant lost BAAQMD revenues.

4. Direct staff to allocate street space on Pastoria Avenue between El Camino Real and Evelyn Avenue in an alternative configuration as determined by Council.

5. Direct staff to make no changes from the existing configuration and take no further action.

RECOMMENDATION

Staff and the Bicycle and Pedestrian Advisory Commission recommend Alternatives No. 1 and 2: 1) Direct staff to implement Option 4 to allocate street space on Pastoria Avenue between El Camino Real and Olive Avenue by removing a southbound right turn lane and providing bike lanes; allocate street space on Pastoria Avenue between Olive Avenue and Sutter Avenue by reconfiguring existing roadway features to provide bike lanes; allocate street space on Olive Avenue between Pastoria Avenue and Charles Street by removing parking on one side of the street and providing bike lanes; and allocate street space on Charles Street between Olive Avenue and Evelyn Avenue in order to retain one auto lane in each direction, parking on both sides of the street and provide a bicycle boulevard treatment; and, 2) Direct staff to pursue outside grant funding sources for a Pastoria
Avenue Bicycle Boulevard project to augment the loss of BAAQMD revenues because bike lanes will not be installed.

Alternative 1 provides bike lanes on Pastoria Avenue between El Camino Real and Sutter Avenue, provides bike lanes on Olive Avenue through the Civic Center complex to Charles Street and provides a widely accepted and implemented form of bicycle accommodation in the form of a bicycle boulevard on Charles Street between Olive Avenue and Evelyn Avenue. There are no impacts to the proposal on automobile service levels, and potential impacts from removing on-street parking and shifting it to single-loading driveways is avoided. Exercising this alternative will result in a creation of bicycle facilities that connect the Civic Center area and the De Anza neighborhood to the Downtown and the rest of the City’s bikeway network via Evelyn Avenue. A Charles Street bicycle boulevard also features the prohibition of through automobile traffic as desired by the BPAC by virtue of the closure of Charles at Evelyn Avenue which was implemented as part of the Mathilda Caltrain Bridge Rehabilitation Project. Bicycles are still able to traverse the closure, while automobiles cannot.

Alternative 2 is consistent with past City practice to pursue bicycle improvement projects on a revenue dependent basis. While the BAAQMD would still provide a reduced level of funding for a bike boulevard project, it is insufficient to construct the project and the City would not be able to meet BAAQMD deadlines for project construction without an additional source of funds. Utilizing Transportation Grant Matching Funds would require a 79% local match, which is atypical for grant matching and constitutes almost full project funding from a source that is intended to leverage a higher level of outside funding.

Reviewed by:

Kent Steffens, Director, Public Works
Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:

Gary M. Luebbers
City Manager

**Attachments**
A. Project Location Map
B. Project Options Map
C. Street Space Allocation Study Summary
D. Parking Occupancy Study
E. February 29, 2012 Neighborhood Meeting Summary
F. Bicycle and Pedestrian Advisory Commission Meeting Minutes of April 28, 2011
G. Draft Bicycle and Pedestrian Advisory Commission Meeting Minutes of August 30, 2012
ALTERNATIVE PROPOSAL 1

- Bike Lanes/On-Street Parking Removal

ALTERNATIVE PROPOSAL 2

- Bicycle Boulevard

LEGEND

- Modification/changes to travel lanes approaching El Camino Real
- New bike lanes in each direction, existing on-street parking to remain
- New bike lanes in each direction and removal of on-street parking between Sutter Ave to Evelyn Ave
- Bicycle Boulevard may include traffic circles, median chokers, sharrows, and new signage
ATTACHMENT B: PROJECT OPTIONS MAP

LEGEND

- **Green Line**: Modification/changes to travel lanes approaching El Camino Real
- **Purple Line**: New bike lanes in each direction, existing on-street parking to remain
- **Blue Line**: Sharrows and new signage
- **Orange Line**: New bike lanes and parking permitted only along the southside of Olive
- **Teal Line**: Bicycle Boulevard may include traffic circles, median chokers, sharrows, and new signage

ALTERNATIVE PROPOSAL 3

- **Sharrows**
- **Bike Lanes**
- **Bike Lanes/Travel Lane Removal**

ALTERNATIVE PROPOSAL 4

- **Bicycle Boulevard**
- **Bike Lanes**
- **Bike Lanes/Parking On One-Side**
- **Bike Lanes/Travel Lane Removal**
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</thead>
<tbody>
<tr>
<td>Vehicle travel lane width (typical)</td>
<td>10' travel</td>
<td>12'5&quot; inside 11'6&quot; outside 10' north of Sutter</td>
<td>Segment 1 – 10'-12' Segment 2 – 11'-12' Segment 3 – 12'</td>
<td>Segment 1– 10'-12' Segment 2– 11'-12' Segment 3 –10'</td>
<td>Segment 1– 10'-12' Segment 2– 11'-12' Segment 3 – 12'</td>
<td>Segment 1– 10'-12' Segment 2– 11'-12' Segment 3 – 11' Segment 4 – 10'</td>
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<td>Parking lane width</td>
<td>8' parking</td>
<td>7' parking</td>
<td>Segment 2 – 8' Segment 3 – 7'</td>
<td>Segment 2– 8' Segment 3 – 8'</td>
<td>Segment 2– 8' Segment 3 – 8'</td>
<td>Segment 2– 8' Segment 3 – 8' Segment 4 – 7'</td>
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<tr>
<td>Bike lane width</td>
<td>3' asphalt, 4' total</td>
<td>Segment 1 – 5' All other segments – 0'</td>
<td>Segment 1 – 5' Segment 2 – 5'– 6' Segment 3 – 5'</td>
<td>Segment 1 – 5' Segment 2 – 5’– 6’ Segment 3 – 0’</td>
<td>Segment 1 – 5’ Segment 2 – 5’– 6’ Segment 3 – 0’</td>
<td>Segment 1 – 5’ Segment 2 – 5’– 6’ Segment 3 – 5’ Segment 4 – 0”</td>
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<td>AM Peak Hour Intersection level of service – El Camino Real/Pastoria</td>
<td>LOS “D” or above</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>D</td>
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<tr>
<td>PM peak hour Intersection level of service (El Camino Real/Pastoria)</td>
<td>LOS “D” or above</td>
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<td>C</td>
<td>C</td>
<td>C</td>
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<tr>
<td>Roadway capacity</td>
<td>10,000 vpd/per lane</td>
<td>3,700 ADT</td>
<td>3,700 ADT</td>
<td>3,700 ADT</td>
<td>500 ADT (Sutter)</td>
<td>900 ADT (Charles)</td>
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<tr>
<td>Sidewalks</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Crash reduction potential</td>
<td>High = incidence of bike collisions, pedestrian collisions</td>
<td>3 bike collisions in five years near El Camino intersection</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Moderate</td>
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<tr>
<td>Crosswalk installation potential</td>
<td>Low travel speeds, volumes</td>
<td>candidate</td>
<td>candidate</td>
<td>candidate</td>
<td>candidate</td>
<td></td>
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<tr>
<td>Speed compatibility and speed reduction potential</td>
<td>Hollenbeck btwn. Danforth, El Camino – 30 MPH Pastoria btwn. El Camino and Evelyn – 25 MPH Sutter – 25 MPH Sunset – 25 MPH Olive – 25 MPH Charles – 25 MPH</td>
<td>Increased side friction from Seg.1 travel lane removal, Seg. 2 bike lane striping could reduce speeds. Reduced side friction from parking removal could increase speeds</td>
<td>Increased side friction from Seg.1 travel lane removal, Seg. 2 bike lane striping could reduce speeds. Seg. 3 Bike boulevard treatments likely to reduce speeds</td>
<td>Increased side friction from Seg.1 travel lane removal, Seg. 2 bike lane striping could reduce speeds. Seg. 2 bike lane striping could reduce speeds. Bike boulevard treatments likely to reduce speeds</td>
<td>Increased side friction from Seg.1 travel lane removal, Seg. 2 and 3 bike lane striping could reduce speeds. Bike boulevard treatments likely to reduce speeds</td>
<td></td>
</tr>
</tbody>
</table>
Pastoria Avenue Bike Lanes Project
Street Space Allocation Study

Proposed Study Alternatives

1. Pastoria Avenue Bike Lanes
   Bike lanes on Pastoria Avenue
   - Elimination of one travel lane in each direction, Hollenbeck Drive from Danforth Avenue to the approach to El Camino Real
   - Elimination of southbound RT lane @ El Camino, reconfiguration of remaining lanes to shift lanes east, move NB Pastoria 2 lanes to one merge to south of Olive Avenue intersection
   - Shifting of center line east between Olive Avenue and Sutter Drive
   - Elimination of on-street parking, Sutter Avenue to Evelyn Avenue

2. Pastoria Avenue Bike Lanes/Bike Boulevard
   Bike lanes on Hollenbeck and Pastoria Avenue from Danforth to Sutter, bike boulevard on Pastoria Avenue from Sutter to Evelyn
   - Elimination of one travel lane in each direction, Hollenbeck Drive from Danforth Avenue to the approach to El Camino Real
   - Elimination of southbound RT lane @ El Camino, reconfiguration of remaining lanes to shift lanes east, move NB Pastoria 2 lanes to one merge to south of Olive Avenue intersection
   - Shifting of center line east between Olive Avenue and Sutter Drive
   - Gateway islands at Sutter Drive
   - Sharrows from Sutter Drive to Evelyn Avenue
   - Mini-traffic circle at McKinley Drive
   - Reverse in parking at Washington Park Pool
   - Gateway islands at Evelyn Avenue
   - Bike Boulevard signage, Sutter Drive to Evelyn Avenue

3. Pastoria Avenue Bike Lanes/Sutter-Sunset Alternative Bike Route
   Bike lanes on Hollenbeck and Pastoria Avenue from Danforth to Sutter, Sutter/Sunset ByPass Route
   - Elimination of one travel lane in each direction, Hollenbeck Drive from Danforth Avenue to the approach to El Camino Real
   - Elimination of southbound RT lane @ El Camino, reconfiguration of remaining lanes to shift lanes east, move NB Pastoria 2 lanes to one merge to south of Olive Avenue intersection
   - Shifting of center line east between Olive Avenue and Sutter Drive
   - Guide signs and sharrows on Sutter from Pastoria to Sunset and on Sunset from Sutter to Evelyn

4. Pastoria Avenue/Olive Avenue Bike Lanes, Charles Street Bicycle Boulevard
   Bike lanes on Hollenbeck and Pastoria Avenue from Danforth to Olive, bike lanes on Olive from Pastoria to Charles, Charles Street Bicycle Boulevard
• Elimination of one travel lane in each direction, Hollenbeck Drive from Danforth Avenue to the approach to El Camino Real
• Elimination of southbound RT lane @ El Camino, reconfiguration of remaining lanes to shift lanes east, move NB Pastoria 2 lanes to one merge to south of Olive Avenue intersection
• Shifting of center line east between Olive Avenue and Sutter Drive
• Elimination of parking on one side of the street on Olive Avenue, Pastoria to Charles
• Gateway islands, Charles at Pastoria
• Mini traffic circles, Charles at Iowa, McKinley, Washington
• Bike boulevard favoring stop signs, Charles at Iowa, McKinley, Washington
• Charles Ave. sharrows and bike boulevard signage, Olive to Evelyn
• Bicycle left turn pocket, Evelyn at Charles
### Weekday Parking Summary

**Date of Survey:** 10/18/11 (Tuesday)

<table>
<thead>
<tr>
<th>Street Segment</th>
<th>Capacity (spaces)</th>
<th>On-Street Parking</th>
<th>8:00 AM to 9:30 AM</th>
<th>12:00 PM to 2:00 PM</th>
<th>9:00 PM to 10:00 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>No.</td>
<td>%</td>
<td>No.</td>
<td>%</td>
</tr>
<tr>
<td>Sutter to Iowa</td>
<td>9</td>
<td>0</td>
<td>0%</td>
<td>1</td>
<td>11%</td>
</tr>
<tr>
<td>Iowa to Mckinley</td>
<td>31</td>
<td>9</td>
<td>29%</td>
<td>7</td>
<td>23%</td>
</tr>
<tr>
<td>Mckinley to Washington</td>
<td>20</td>
<td>1</td>
<td>5%</td>
<td>1</td>
<td>5%</td>
</tr>
<tr>
<td>Washington to Evelyn</td>
<td>64</td>
<td>22</td>
<td>34%</td>
<td>17</td>
<td>27%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>124</strong></td>
<td><strong>32</strong></td>
<td><strong>26%</strong></td>
<td><strong>26</strong></td>
<td><strong>21%</strong></td>
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<tr>
<th>Street Segment</th>
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<th>Off-Street Parking</th>
<th>8:00 AM to 9:30 AM</th>
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<th>9:00 PM to 10:00 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>No.</td>
<td>%</td>
<td>No.</td>
<td>%</td>
</tr>
<tr>
<td>Sutter to Iowa</td>
<td>131</td>
<td>76</td>
<td>58%</td>
<td>90</td>
<td>69%</td>
</tr>
<tr>
<td>Iowa to Mckinley</td>
<td>36</td>
<td>16</td>
<td>44%</td>
<td>15</td>
<td>42%</td>
</tr>
<tr>
<td>Mckinley to Washington</td>
<td>86</td>
<td>30</td>
<td>35%</td>
<td>33</td>
<td>38%</td>
</tr>
<tr>
<td>Washington to Evelyn</td>
<td>61</td>
<td>24</td>
<td>39%</td>
<td>21</td>
<td>34%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>314</strong></td>
<td><strong>146</strong></td>
<td><strong>46%</strong></td>
<td><strong>159</strong></td>
<td><strong>51%</strong></td>
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### Weekend Parking Summary

**Date of Survey:** 10/22/11 (Saturday)

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OLIVE AVE (EB/WB)

**Weekday Parking Summary**

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<tr>
<td><strong>On-Street Parking</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Pastoria to All America</td>
<td>15</td>
<td>10</td>
<td>67%</td>
<td>8</td>
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<td>0%</td>
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<tr>
<td>All America to Charles</td>
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<td>54%</td>
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<td>0%</td>
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**Off-Street Parking**

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<tbody>
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<td>220</td>
<td>71</td>
<td>32%</td>
<td>151</td>
<td>69%</td>
<td>24</td>
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<tr>
<td>All America to Charles</td>
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**Weekend Parking Summary**

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<td>All America to Charles</td>
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<td>6%</td>
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<td>20%</td>
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<td>0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
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<td>8%</td>
<td>14</td>
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**Off-Street Parking**

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<th>%</th>
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<tbody>
<tr>
<td>Pastoria to All America</td>
<td>220</td>
<td>126</td>
<td>57%</td>
<td>171</td>
<td>78%</td>
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<tr>
<td>All America to Charles</td>
<td>84</td>
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<td>1%</td>
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<td><strong>Total</strong></td>
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Pastoria Avenue Bicycle Corridor Project
Community Hearing
February 29, 2012
7:00PM-8:30PM

City Staff Attendance
Jack Witthaus, Transportation/Traffic Manager
Jerard Madrigal, Traffic Engineering Assistant II

Speaker Summary

- Jack Witthaus, Transportation/Traffic Manager, representing the Public Works Department for the City of Sunnyvale, presented four (4) proposed alternatives for the Pastoria Avenue Bicycle Corridor Project. The current project is in accordance with the City Bicycle Plan and Bay Area Quality in an effort to reduce pollution and create a more comprehensive network within the City. All four alternatives include removing travel lanes on Hollenbeck Ave and adding bike lanes on Hollenbeck/Pastoria Ave from Danforth Dr to south of Sutter Ave. The first alternative includes eliminating parking on Pastoria Ave north of Sutter Ave and installing bike lanes extending into Evelyn Ave. The second alternative proposes creating a bicycle boulevard along Pastoria Ave north of Sutter Ave with gateway features and signing/striping plans. The third alternative includes an alternative bike route with sharrows along Sutter Ave to Sunset Ave onto Evelyn Ave. The fourth alternative also includes an alternative bike route but with bicycle boulevard features through Olive Ave (east of Pastoria Ave) to Charles Ave onto Evelyn Ave. After introducing the four project alternatives, Mr. Witthaus opened the floor for a question and answer session. The following represents the community feedback of the proposed Pastoria Avenue Bicycle Corridor Project:

Community Feedback

- Alternative 1
  - Overall about 60%-70% of residents are not in favor of this proposal. Residents are heavily concerned that off-street parking demands will not meet on-street parking demand once on-street parking is removed.
  - Some residents mentioned that the City needs to consider that some properties on Pastoria Ave are tri- or duplexes which already have difficulty meeting existing parking demand.
  - Residents also expressed concerns that removing parking would adversely affect parking demand on nearby adjacent streets. One resident mentions that there is an existing “overflow” of on-street parking demand on Pastoria Ave from residents along Muender Ave, Coolidge Ave, & Lewis Ave. The City should, therefore, include within the technical study the potential
impacts on cross street parking demand/capacity east and west of Pastoria Ave.

- The effects of increase vehicle speeds and decrease in roadway safety were also another great concern to residents. Residents expressed that without tandem parking it will have the potential to aggrandize speeding along Pastoria Ave.
- Residents also discussed the potential for decrease property values with the removal of home-front parking. Residents would like the City Council to consider this factor heavily as well.
- One resident mentioned the convenience of having home-front parking rather than using the Caltrain designated parking for those that ride the Caltrain and walk to the station.
- Some residents suggested that the City consider an alternative option of restricting parking at certain hours rather than eliminating parking completely.

- **Alternative 2**
  - Some residents expressed concern over driveway safety with the installation of a shared roadway. Residents feel that with existing parking & narrow streets, a shared roadway would add a potential hazard to an already difficult travelway.
  - Some in favor of this proposal like the idea of having a bicycle boulevard in order to slow traffic with gateway features such as chokers, traffic circles, & stop signs.
  - Some residents question the frequency of use with the installation of a bike route on Pastoria Ave. The City should perform a bicycle count study.

- **Alternative 3 & 4**
  - Residents feel these two alternatives have the least impact.
  - Some in favor of this proposal like the idea of having a bicycle boulevard in order to slow traffic with gateway features such as chokers, traffic circles, & stop signs.
  - Some residents believe that with a designated bike route bicyclists will take alternatives routes regardless. Several bicycle riders raised their opinion stating that riders will use designated bike routes because of added bicycle features on the road.

- **Alternative X**
  - Has the City considered combining both Alternative 3 & 4?
  - Has the City considered restricting parking for certain hours rather than eliminating parking on Pastoria completely?
  - Has the City considered closing Pastoria at Evelyn?
  - The City should consider Mathilda Ave as an alternative route.
The City should consider also Waverly St or Florence St as an alternative route.

- **Side Notes**
  - If the City is to consider eliminating parking the technical study (i.e. parking study) should include an analysis of impacted cross streets along the bicycle corridor.
  - The technical study should also include a Caltrain parking demand analysis and initial bicycle volume count study.
  - Report to council needs to include cost of maintenance for each type of alternative proposal.
  - Residents would like the City to expand the community outreach to residents 2 or 3 blocks east and west of the proposed bicycle corridor; in addition, inform any surrounding schools like Straford Elementary. One resident requested to implement a community panel or a door-to-door campaign using City volunteers.
ATTACHMENT F
The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:30 p.m. on April 28, 2011 with Commission Chair Patrick Walz presiding. The meeting was held in the Garden Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present: Andrea Stawitcke
Angela Rausch
Cathy Switzer
David Gandrud
James Manitakos
Patrick Walz
Ralph Durham

Members Absent: None

Staff Present: Jack Witthaus, Transportation and Traffic Manager, PW Department
Heba El-Guendy, Senior Transportation Planner, PW Department

SCHEDULED PRESENTATION

None.

PUBLIC ANNOUNCEMENTS

Kevin Jackson noted that a representative of the Moffett Park Business Group, Ms. Kerry Haywood, is seeking volunteers to staff energizer stations on the Bike to Work Day. The Horizon 2035 Committee discussed a draft list of transportation policies, and each member had the opportunity to select her/his ten highest and ten lowest priority policies. Believes that not all members knew that the Street Space Allocation policies already exist, and these policies were listed individually which used up Mr. Jackson’s high priority selections.

Chair Walz noted that he will staff an energizer station at El Camino Real/Wolfe Road on behalf of Leadership Sunnyvale, and requested volunteers and contributions towards the supplies.

CONSENT CALENDAR

1.A) Approval of Draft Minutes of the March 17, 2011 Meeting
1.B) Approval of the 2011 BPAC Calendar Update
Commissioner Durham moved and Commissioner Stawitcke seconded the motion to approve Consent Calendar items 1.A) and 1.B).

Motion passed: 6-0.

Commissioner Rausch arrived at 6:55 PM due to the change in meeting location.

PUBLIC COMMENTS

Kevin Jackson noted with regard to one of the e-mail messages contained in the agenda packet that the travel lanes along Tasman Drive are substandard and that cyclists have the right to use full width of the lanes.

PUBLIC HEARINGS/GENERAL BUSINESS

4. DISCUSSION: VTA BEP Funding Awards

David Simons (member of the VTA BPAC) noted that the Transportation Funds for Clean Air (TFCA) program was undersubscribed. Bike/pedestrian projects applying for TFCA must meet the cost effectiveness criteria and be ready for implementation. Concerned that the list of projects applying for Bicycle Expenditure Program (BEP) funds were initially shared with the VTA BPAC as a discussion, and not action item.

2. DISCUSSION: Mary Avenue Bike Lanes – Central Expressway to Maude Avenue

BPAC members reiterated their preference for a road diet along this roadway segment due to:
- Mary Avenue is expected to be the main north-south cycling route through the City, and is a cost effective route in terms of implementation;
- Allow the provision of wider six-foot bike lanes all along the length of the road segment. This wider bike lane width would also exclude the side gutter, relative to the other alternative that generally offers the standard five-foot bike lane including the typical two-foot gutter which narrows the effective width of the bike lane;
- Enhance good safety conditions and encourage cycling through the provision of wider bike lanes. The wider bike lanes will also better accommodate tricycles and baby trailers;
- The provision of wider 12-foot vehicular travel lanes is not expected to significantly increase speeds, and will allow some room for drivers’ error;
- Allow for break down and maintenance space on the sides of the road; and,
- Somewhat reduce construction cost relative to other alternatives.

3. DISCUSSION: Grand Boulevard Concept Planning

Chair Walz noted that VTA may form a citizen advisory committee for the Bus Rapid Transit (BRT) project on El Camino Real and encouraged having a cycling activist from the individual cities along the corridor to be a member of such committee. Clarified the need for providing continued bike lanes along El Camino Real as the corridor travels through the different municipalities.
Staff will plan for a future presentation by VTA on the BRT project and invite Council member Moylan who presents Sunnyvale on the project’s Policy Advisory Committee.

5. DISCUSSION: Utility Bill Stuffer Concepts

BPAC members selected two photos to be utilized for drafting the 2011 utility bill stuffer, and the photos will be e-mailed to staff.

6. DISCUSSION: Pastoria Avenue Bike Lanes Project

Chair Walz informed the BPAC and public members of his potential professional conflict with the project and left at 8:00 p.m.

Staff stated that the City received a grant to establish bike lanes on Pastoria Avenue possibly between Danforth Drive and Evelyn Avenue. Clarified that due to the narrow pavement width on Pastoria Avenue, the provision of bike lanes is likely to require eliminating vehicular parking and provided alternative cross-sections for possible future changes. Noted that this is an older neighborhood and the project may become controversial, and asked BPAC members for early feedback.

The BPAC members discussed the project and indicated their preference to proceed according to the City’s Street Space Allocation policy. Pastoria Avenue serves a considerable amount of bicycle traffic, and observations showed aggressive driving possibly due to the narrow vehicular travel lanes.

Commissioner Simons (VTA BPAC) suggested converting the street to one way vehicular travel lane, bike lanes, and curb-side parking.

Staff noted the lack of a couplet and the possibility of diverting vehicular traffic to other neighborhood streets.

Art Schwartz suggested replacing the existing head-on angle parking with tail-end angle parking to improve visibility in the area adjacent to the community’s swimming pool.

Kevin Jackson indicated that majority of the homes along Pastoria Avenue have at least three off-street parking spaces including garages and driveways. There is also curb-side parking on side streets. According to the City’s policy, the minimum standards need to be met for all transportation users and currently even the auto lanes are substandard. Parking is stationary, and moving vehicles should have higher priority according to the policy. Noted that San Jose has issues with one-way couplet streets.

NON-AGENDA ITEMS AND COMMENTS

- BOARD MEMBERS OR COMMISSIONERS ORAL COMMENTS

Commissioner Switzer asked for BPAC volunteers to assist her and Chair Walz during the Health and Safety Fair.
Commissioner Stawitcke noted the ongoing work on the Stevens Creek overpass on the Sunnyvale/Mountain View side.

Commissioner Gandrud indicated the need for marking the bike detectors at the intersection of Maude Avenue/Sunnyvale Avenue, and at Caribbean Drive/Twin Creeks.

Commissioner Manitakos asked if there is a plan to apply pavement markings on Sunnyvale Avenue.

Commissioner Durham noted that the travel lanes on Tasman Drive are substandard and cyclists have to use the full width of the lanes. Consequently, requested that the existing “Share the Road” signs be replaced with “Bikes Allowed Full Use of Lane” signs.

- STAFF ORAL COMMENTS

None.

INFORMATION ONLY ITEMS

7. Sunnyvale Family Fun Bike Ride – VERBS Kick-off Event
8. BPAC E-mail messages and/or letters since circulation of the agenda packet of the March 17th meeting.
9. BPAC Active Items List.

Accepted as submitted in the agenda packet.

ADJOURNMENT

Meeting adjourned at 8:40 P.M.

Respectfully submitted by:

Heba El-Guendy
Senior Transportation Planner
SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION
Special Meeting Minutes – August 30, 2012

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:30 p.m. on August 30, 2012 with Commission Vice-Chair James Manitakos presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present:  Cathy Switzer
                   James Manitakos
                   Angela Rausch
                   Kevin Jackson
                   Richard Kolber

Members Absent:  None

Council Liaison Present:  Absent

Staff Present:  Kent Steffens, Director of Public Works
               Jack Witthaus, Transportation and Traffic Division Manager, Department of Public Works
               Shaunn Mendrin, Community Development Department

Visitors:  David Simons, Valley Transportation Authority Bicycle and Pedestrian Advisory Committee representative
           Ralph Durham
           Tristan Lawrence
           Allen Takahashi
           Dan Hafeman
           David O’Brien
           Sue Harrison

PUBLIC ANNOUNCEMENTS
(Speakers are limited to 3 minutes for announcements of related board/commission events, programs, resignations, recognitions, acknowledgments)

Ralph Durham announced that the Santa Clara Valley Transportation Authority (VTA) is taking comments until September 15 on revisions to their Bicycle Technical Guidelines. They can be viewed at www.vta.org/bike_information/bicycle_technical_guidelines.html.

Commissioner Jackson announced that the Centennial Celebration was successful, including an information booth by the Friends of the Stevens Creek Trail and a history themed bicycle tour. Chair Manitakos suggested posting an updated history bike tour map on the City’s web site.

Chair Manitakos announced that the Silicon Valley Bicycle Coalition is offering valet bike parking at Stanford University football games this season and is seeking volunteers.
SCHEDULED PRESENTATIONS

None.

CONSENT CALENDAR

1.A) Approval of the Draft Minutes of July 19, 2012 Meeting
Motion by Manitakos, second Jackson, to approve as submitted. Motion approved, 5-0.

Item 1B was pulled by Chair Manitakos

1.B) Updated 2012 BPAC Calendar

Chair Manitakos asked that an item be added to the September calendar for a presentation by Ralph Durham, former BPAC chair, to present information on European bike improvements.

Vice-Chair Switzer requested a presentation on street space policies and complete streets once new BPAC members were seated, perhaps in October.

Motion by Manitakos, second Switzer to approve the Update 2012 BPAC calendar as amended. Motion approved 5-0.

PUBLIC COMMENTS

This category is limited to 15 minutes, with a maximum of three minutes per speaker. If you wish to address the board or commission, please complete a speaker card and give it to the Recording Secretary or you may orally make a request to speak. If your subject is not on the agenda, you will be recognized at this time; but the Brown Act (Open Meeting Law) does not allow action by board or commission members. If you wish to speak to a subject listed on the agenda, you will be recognized at the time the item is being considered by the board or commission.

Dan Hafeman expressed concerns about lane dimensions on Evelyn Avenue near the Mathilda Avenue Caltrain overcrossing.

Allan Takahashi expressed concerns about street sweeping and pavement condition in the same area.

Ralph Durham presented information and expressed concerns regarding lane dimensions and sidewalk width on Sunnyvale Avenue in the downtown. He stated that bike lanes should be provided by Caltrans as part of the upcoming re-paving of El Camino Real. He noted that street work related to new development on Duane Avenue did not appear to provide for bike lanes. He presented an example of a bike lane in Saratoga that is striped with a substantial portion within a rolled gutter.
Dave Simons gave a brief update on VTA BPAC items including update of their Bicycle Technical Guidelines, review of a County events permit for bicycle rides, and prioritization of City projects in the Valley Transportation Plan.

PUBLIC HEARINGS/GENERAL BUSINESS

1. ACTION: Draft Report to Council - Pedestrian Plan for ITR 6

Shaunn Mendrin gave the staff report. He noted that the Planning Commission had heard this item at its August 27, 2012 meeting and had approved it unanimously. Commissioners discussed sidewalk widths, East Channel Trail dimensions and surfacing, curb extensions, improvements to bus stops, placement of street furniture, and elimination of on-street parking.

The public hearing was opened. There were no comments.

Motion by Jackson, second Manitakos, to recommend that the City Council approve the Fair Oaks Junction ITR 6 Pedestrian Plan with changes recommended by the BPAC with regard to careful design of curb extensions to avoid impacts to bicyclists’ travel path; increasing the recommended width of an East Channel Trail to minimum Caltrans design standards; recommending an all-weather surface for an East Channel Trail; minimizing clutter and obstruction of sidewalks by street furniture and eliminating references to Downtown streetscape design standards; eliminating on-street parking as properties transition consistent with City policy to require land uses to provide adequate off-street parking; and providing reference to provision of Class II bikeways.

2. ACTION – Draft Report to Council – Adoption of Vision Triangle Ordinance Changes

Jack Witthaus gave the staff report. He noted that the Planning Commission had considered this item at its August 27, 2012 meeting and had approved the staff recommendation 5-1.

Commissioner Kolber asked if whether a 40’ by 40’ vision triangle could be implemented in some locations, and the 15’ by 40’ triangle in locations where setbacks conflicted with a 40’ by 40’ triangle. Staff indicated that a uniform triangle dimension was desired by staff for consistency of implementation.

The public hearing was opened. Tristan Lawrence asked if vision triangle restrictions applied to on-street parking.

David Simons commented on changes in urban form over time. He noted that the ordinance does not apply to City structures such as signal controllers.

David O-Brien asked if whether requirements are more stringent on single family homes and if existing homes were grandfathered in.
Motion by Manitakos, second Kolber, to recommend that the City Council approve the staff recommendation. Motion approved 5-0.

3. ACTION – Draft Report to Council - Pastoria Avenue Street Space Allocation Study

Jack Witthaus gave the staff report.

The Commissioners discussed the relative merits of a bicycle boulevard on Pastoria Avenue versus Charles Street. The Commissioners discussed issues associated with providing bike lanes on Pastoria. Commissioner Rausch indicated support for the staff recommendation for a bike boulevard on Pastoria, citing opposition to the removal of parking on Pastoria Avenue. Commissioner Jackson stated that he disagreed with the study approach to consider alternative routes to Pastoria, because it diverts cyclists to other routes which presumes they should not be on Pastoria, and therefore no consideration is given to cyclists that chose to take Pastoria instead of an alternate route. He stated that cyclists are not comfortable with sharrows. He believes that staff did not consider means to increase off-street parking or encourage methods to reduce car ownership. He cited provisions of the originally adopted street space allocation policies which were not included in the report that the staff recommendation was inconsistent with. He believed that garages should be included in the tally of off-street parking supply. He suggested considering traffic calming features as part of a bike lane option for Pastoria. He noted that loss of air quality management funding symbolizes a loss of air quality benefits from a bike lane option for Pastoria. Commissioner Kolber stated that any option could discourage through traffic from using Pastoria. Commissioner Jackson noted missing information from Attachment C.

The public hearing was opened. Chair Manitakos summarized written statements submitted by citizens that had to leave the meeting before the Pastoria item was heard. Allen Takahashi, a resident of Coolidge Avenue in the project vicinity, wrote that he is opposed to removal of on-street parking, and supports traffic calming. Ralph Durham wrote to advocate for bike lanes and removal of parking based on his experience with difficulties riding on Pastoria.

Tristan Lawrence testified that the existing condition on Pastoria near Washington Park is dangerous for commute cycling. He supports a bike boulevard option that would divert or restrict automobile through traffic.

Chair Manitakos stated that he believes shared lanes don’t work because motorists are too impatient and they routinely accost bicyclists that take the travel lane.

David O-Brien stated that the draft Report to Council does not recognize the major destinations that are present along Pastoria, and that this is an important factor for supporting bike lanes on the length of Pastoria. He does not support options that call for diversion to other routes, because cyclists would not intuitively know to divert from their main route. He indicated support for Option 1 to provide bike lanes the length of Pastoria, and suggested consideration of daytime parking restrictions.
David Simons indicated support for Option 1 in order to take advantage of already-granted regional funding. He suggested considering a one-way street with contraflow bike lanes.

Dan Hafeman indicated sympathy for residents of multi-family lots with insufficient off-street parking, and supported consideration of daytime parking restrictions or a one way street with contraflow bike lanes. He expressed concern that whatever decision was made regarding Pastoria could impact consideration of bike lanes on Mary Avenue. He inquired about providing parking on one side of the street only.

Sue Harrison indicated support for eliminating parking on one side of the street to provide some additional space. She believed that City policy supporting transport modes over vehicle storage when allocating street space should be followed.

Dave O-Brien inquired why Pastoria was being evaluated instead of other streets.

The public hearing was closed. Commissioner Jackson stated he does not support street parking if it compromises bike safety, and that policies were being ignored in deference to people that want on-street parking. He advocated for parking removal as a serious step towards making bicycling a more viable travel option. He stated that bicycle facilities must be implemented correctly for cycling to be take seriously as a travel option.

Motion by Jackson that the BPAC recommend that the City Council approve Option 1 to provide bike lanes the length of Pastoria, and to direct staff to consider all reasonable measures to mitigate the loss of on-street parking for bike lanes. Motion fails for lack of a second.

Motion by Manitakos, second by Kolber to recommend approval of Option 4 for bike lanes on portions of Pastoria and Olive, and a bicycle boulevard on Charles Street. The Commissioners discussed if the role of the BPAC was to make recommendations that were palatable to the City Council, or whether bicycle and pedestrian advocacy was its primary function. Commissioner Jackson indicated that he would abstain from voting on the motion. Commissioner Kolber stated that bike lanes were not necessarily always the best option for every situation, and that sometimes bike boulevards were appropriate. Vice-Chair Switzer indicated that she believes that the multiple destinations served by Pastoria warranted provision of bike lanes, particularly because of uses that attract children like Washington Park, the pool, and the library. Bike lanes would encourage children to bicycle in a safe environment. The Commissioners discussed the merits of the existing road closure on Charles Street at Evelyn towards providing a successful bike boulevard. Motion carries, 3-1-1, Rausch opposed, Jackson abstaining.

4. DISCUSSION – Consideration of Candidate Study Issues

Commissioner Jackson inquired on the status of the Comprehensive School Traffic Safety study and whether it would consider 15 mile per hour school zones. He requested that car sharing be included as a possible option to explore under the proposed study issue to consider methods to decrease on-street parking demand.
The public hearing was opened. Tristan Lawrence asked whether implementing parking restrictions in vision triangle areas was an appropriate study. Chair Manitakos indicated that the previously approved measures included implementation of parking restrictions at controlled intersections, and that one of the proposed studies would consider increased parking restrictions. Commissioner Jackson asked that alleyways be included in the study of increased vision triangle restrictions.

NON-AGENDA ITEMS AND COMMENTS

- COMMISSIONERS ORAL COMMENTS

Vic-Chair Switzer inquired about the posting of Commissioner’s terms on the City web site.

Chair Manitakos suggested considering parking removal on one side of Borregas Avenue between Weddell and Persian Drives. Vice-Chair Switzer noted that trucks appeared to be being stored in this area, and that the pavement surface is horrible for bicycling. She also noted a pavement patch that removed bike lane striping.

Chair Manitakos noted that legislation on bike lanes and CEQA and a three foot passing rule were on the Governor’s desk.

- STAFF ORAL COMMENTS

None.

INFORMATION ONLY ITEMS

1. Volunteer Opportunity – Community Walkability/Bikeability Assessments, Walk and Roll Santa Clara County

Commissioner Jackson noted that volunteers were needed for assessments at San Miguel, Fairwood and Stocklmeir schools.

2. Stevens Creek Trail Joint Cities Feasibility Study – Citizens Working Group
3. BPAC E-mail messages and/or letters since circulation of the agenda packet of the July 19, 2012 meeting.
4. BPAC Active Items List.

ADJOURNMENT

Meeting adjourned at 9:30 p.m.

Respectfully submitted by:

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Jack Witthaus
Transportation and Traffic Manager