



DRAFT MINUTES

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

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

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present: Kevin Jackson

Richard Warner Patrick Grant James Manitakos Andrea Stawitcke

Members Absent: Ralph Durham

Staff Present: Jack Witthaus, Transportation and Traffic Manager

Lt. Rick Sautter

Visitors: Charles McDonald

Art Schwartz
Cody Kraatz
Linda Eaton
Michael Gutierrez

Michael Gutierrez Michael Schuh Cathy B. Switzer Dan Hafeman Jan Boehm Eleanor Hansen Mark Hlady

Christa Ansbergs Fritz Staurtebe Daniel Gutierrez Bill Matthews Mike Murray Luc Hermange Carl Sandwick Josh Salans
Mary Olmstead
Geeta Patangay
Gopal Patangay
Connie Portele
Thom Mayer
John Hayden
Charlene Tufts

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

SCHEDULED PRESENTATION

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

PUBLIC ANNOUNCEMENTS

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

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

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

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

CONSENT CALENDAR

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

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

STAFF RESPONSE TO PRIOR PUBLIC COMMENTS

No prior public comments

PUBLIC COMMENTS

None.

PUBLIC HEARINGS/GENERAL BUSINESS

2. MOTION Pedestrian Safety and Opportunities Study

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

3. TIME CERTAIN: 7:00 PM

DISCUSS: Policy for the Allocation of Street Space – Public Meeting

Witthaus gave the staff report. Commissioner Grant noted that his understanding is that the emphasis of the proposed policy is on providing facilities for all travel modes, and that the news release on the item may have placed undue emphasis on removal of onstreet parking to provide additional motor vehicle lanes. Chair Jackson noted that his opinion was that the policy should emphasize an engineering approach to providing for all modes of travel using limited street space. He expressed concern that it is being misconstrued as making on-street parking removal a first priority.

The public hearing was opened.

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

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

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

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

Personal opinion- he rides a bike 90% of time, drives on roads with reduced lanes. Finds that appearance of reduced capacity isn't fact because the roads operate more efficiently and calmly after lane reductions. In favor of reducing lanes, thinks existing bike lane striping isn't obvious enough to drivers- suggest red lines or brick would be a safety improvement. Wide gutters put juncture of gutter, pavement right in the riding area, suggest gutter should be asphalted with special compound. Murphy/El Camino Real was done with this type of treatment 20 years ago.

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

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

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

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

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

Dan Hafeman- 30 year Homeowner, SV west and Cool Cities member. 35 year bike commuter doesn't think bike lanes are necessary but encourages people to ride. Era of single occupant automobile is coming to an end, thinks a network of bike lanes is essential. Supports removing traffic lanes as a priority over parking removal. Four lanes to 2 lanes does not reduce access by 50% (volume is not 100% of capacity). Intercity commute traffic shouldn't be accommodated; bike lanes should never be removed for parking or travel lanes.

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

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

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

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

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

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

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

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

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

The public hearing was closed.

2. MOTION Pedestrian Safety and Opportunities Study

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

rail tracks. He suggested expanding the downtown Pedestrian Opportunity District to encompass the Sunnyvale train station area and the Civic Center.

The public hearing was opened.

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

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

Connie Portele inquired about projects.

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

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

The public hearing was closed.

Chair Jackson made a number of editorial comments.

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

NON-AGENDA ITEMS AND COMMENTS

BPAC ORAL COMMENTS

None.

STAFF ORAL COMMENTS

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

INFORMATION ONLY ITEMS

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

ADJOURNMENT

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

Jack Witthaus

Transportation and Traffic Manager