

**MASTER WORK PLAN  
BOARDS AND COMMISSIONS CALENDAR**

<b>Board or Commission</b>	<b>BICYCLE AND PEDESTRIAN ADVISORY COMMISSION</b>
<b>Calendar Year</b>	<b>2008</b>
List all significant agenda items below. Include all pertinent items from the Council Study Issues Calendar.	
<b>MEETING DATE</b>	<b>AGENDA ITEM/ISSUE</b>
January 31	2008 BPAC Calendar Policy on Allocation of Street Space – Draft Report to Council Update of the City’s Handbook for Boards, Commissions and Committees (for information) City Project List Submitted for the Valley Transportation Plan 2035 (for information) FY 08-09 to FY 13-14 Curb Ramp Installation List (for information) FY 2008-09 AC Overlay/Reconstruction List (for information) BPAC Active Items List
February 21	Bike to Work Day Planning Utility Bill Stuffer Concepts Health and Safety Fair
March 20	Bike to Work Day Planning Health and Safety Fair
April 17	FY 08/09 TDA Allocation
May 15	Review of FY 08/09 Proposed Budget Bike to Work Day debrief
June 19	
July 17	Election of Officers Review Code of Ethics and Parliamentary Procedures Review of Boards and Commissions Council Policy Study & Budget Issue Development
August 21	Study & Budget Issue Development
September 18	Study Issue Finalization
October 16	Study Issue Ranking
November 20	
December 18	2009 Work Plan



*Public Hearing Item 2.*

**Policy on the Allocation of Street Space**

Please find attached a draft report for BPAC's review and consideration. The item is scheduled to go before Council on February 12, 2008.



Draft for Bicycle and Pedestrian Advisory Commission  
review on January 31, 2008.

**Council Meeting: February 12, 2008**

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

### **REPORT IN BRIEF**

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

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

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

### **BACKGROUND**

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

## **EXISTING POLICY**

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

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

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

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

## **DISCUSSION**

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

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

### **Potential Policy Themes**

To facilitate discussion and consideration of this issue, staff initially developed a series of potential policy statements on different themes. These themes were

discussed and refined with input from the BPAC and a "peer review" from transportation engineering colleagues of staff. Themes considered included:

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

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

Staff and the BPAC came to a realization that the issue should deal more with the policy of how streets are used, rather than the process of prioritizing uses

or changes. Chief considerations are provision for all users and safety as a primary measure of accommodation of users. Use of engineering standards and analysis of conditions should occur, but rather than prescribing what those standards are, the objective would be to assure that standards and analysis are applied according to a policy goal of safe accommodation of all users. Thorough analysis of conditions and alternatives is important to the BPAC. Also important to the BPAC is recognition that accommodation of all modes of travel (moving vehicles and pedestrians) should take priority over non-travel related uses (parking, landscaping) of street space. This is not to be interpreted that non-travel should not be provided, but rather they should be provided once minimum safety standards for mobile travelers of all modes are accommodated.

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

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

### Implications of the BPAC Proposed Policy

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

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

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

Step 1: Allocate space for traveled ways for auto/transit, bikes, and pedestrians to meet minimum safety standards. Minimum width travel lanes for a typical city street are 11 feet, bike lanes are five feet, and sidewalk is five feet. Therefore 32 feet of the roadway cross section is required to meet minimum safe standards.

Step 2: Consider parking, capacity, landscaping, or other enhancements to facilities. If the adjacent land uses would benefit from on-street parking, this would then be factored in. Providing on-street parking on both sides of the street would require 14 feet of additional street cross section. If traffic volumes were sufficiently great enough to warrant additional travel lanes, this would then be weighed against parking demand. If left turn access to adjacent land uses were found to be desirable or a safety enhancement, this would be considered against capacity enhancement or on-street parking. If parking, capacity, or safe access were not deemed to be priorities, landscaping or widened sidewalks might be uses for the remaining right of way. The ultimate configuration of the roadway would depend on the field conditions AFTER the basic minimum safe facilities for motor vehicles, bikes, and pedestrians were met. In this particular example, the use of the remaining street cross section after the 32 feet required to meet minimum safety standards is assumed, could be configured to provide additional motor vehicle travel lanes, or a center turn lane and on-street parking, or parking on one or alternating sides of the street plus additional travel lanes, etc. The decision would be dependent upon study of field conditions after the minimum safe standards for transport modes are met.

A key issue for the BPAC is that it believes that the opinion of individuals who might be more directly affected by roadway reconfiguration – chiefly property owners or tenants that could have on-street parking removed from in front of a house or business, are currently given undue weight in the consideration of removal of parking or other roadway reconfigurations. Conversely, in the case of providing new bike or pedestrian facilities where none exist, the position of the bicyclists or the segment of the community that might bicycle if bicycle lanes were constructed is muted or potentially discounted in the discussion of specific projects, because those individuals are diluted throughout the community. The example is that it is easy for the City to identify, notify and engage tenants and property owners on a potentially affected roadway segment; it is difficult to engage the broader community that might support improving alternative transportation opportunities. The BPAC believes this places undue burden on decision makers by misrepresenting the range and balance of community opinion.

This issue is not exclusive to bike lane projects, or even capital projects. The central issue of the recently adopted Community Engagement Sub-Element is informing and involving the broader community across the broad spectrum of City activities. Adopted policies of the Sub-Element stress the need to make efforts to inform a broad cross section of the public prior to decision making, and involving the public in decision making, particularly those residents, organizations, etc. that are affected by City actions. In the case of bike lane projects, staff has utilized many of the City's tools for reaching the broader public, such as the City web site, mailings to community groups, etc. However, based on the BPAC's input and the results of past outreach efforts, staff believes there is room for improving outreach to the bicycling community and the public in general. Increasing efforts to reach the bicycling community through methods such as developing and using a contact list of bicyclists, actively promoting and updating bicycle and pedestrian information on the City web site, posting signs regarding upcoming projects along the project route, etc. may be a potential means to "level the playing field" of public opinion and input. These activities should take place early in the development of potential projects.

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

Removal of On-Street Parking	Remove only if peak occupancy is below 20% of available supply. Higher thresholds may be considered if adjacent off street parking supply is ample and demand is low.
Remove Parking on One Side of the Street	Remove parking on one side of the street if more than 60% of parked vehicles are parked on one side and supply on one side of the street can accommodate total demand. Higher thresholds may be considered if adjacent off street parking supply is ample and demand is low.
Restrict parking during the daytime	Impose daytime no parking restrictions if daytime utilization is below 20% (or 15% in daytime employment areas). Higher thresholds may be considered if adjacent off-

	street parking supply is ample and demand is low.
Remove motor vehicle travel lanes	Remove travel lanes if peak traffic volumes do not exceed 360 vehicles per hour (two lanes per direction).
Widen roadways	Consider median or park strip landscape removal or acquisition of right of way to widen roadways if all other criteria for bike lane installation cannot be met.
Shared Use Symbols	Consider use of shared use symbols (pavement arrows and enhanced signage) as an alternative to roadway widening.

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

The BPAC does not believe that this issue is solely about removing on-street parking for bike lanes, but it certainly is the area with the most potential for controversy. The BPAC's intent is that safely moving all transport modes should be sacrosanct, and decisions about the ultimate configuration of roadways would be based on study of travel demand, parking supply and demand, and opportunities for aesthetic enhancement after minimum transport standards are met. This would not necessarily mean that on-street parking would always be sacrificed first. In fact, some bike lane projects have resulted and could result in the addition of on-street parking (for example, the recent Evelyn Avenue bike lanes project). The demand or need for on-street parking would be factored with the demand or desirability of other roadway features such as turn lanes, additional travel lanes, landscaping, or widened sidewalks, and decisions made accordingly.

### **FISCAL IMPACT**

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

### **PUBLIC CONTACT**

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

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

### **ALTERNATIVES**

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

## **RECOMMENDATION**

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

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

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

Reviewed by:

Marvin Rose, Director, Public Works

Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:

Amy Chan

City Manager

## **Attachments**

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

## Proposed Continuing Council Study Issue

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

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

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

**2. Current Status:**

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

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

**Managers**

Role	Manager			Hours
Lead	Witthaus, Jack	Mgr CY1:	50	Mgr CY2: 0
		Staff CY1:	50	Staff CY2: 0

Total Hours CY1: 100

Total Hours CY2: 0

Reviewed by

Marcia A. Rose

Department Director

11/1/07

Date

Approved by

[Signature]

City Manager

11/6/07

Date

Attachment B  
Proposed Policy for the Allocation of Street Space

**Modal Balance**

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

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

**Transport Versus Non-Transport Uses**

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

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

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

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

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

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

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

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

### **Design Standards/Safety**

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

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

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

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

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

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

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

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

Personal opinion- he rides a bike 90% time, drives on roads with reduced lanes. Finds that appearance of reduced capacity isn't fact because the roads operate more efficiently and calmly after lane reductions. In favor of reducing lane,s 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 is necessary, parking is part of travel. Thinks all streets should accommodate everything. Thinks the Mary Avenue bridge to Moffett Park should not be built. Supports reconfiguring Mary Avenue with bike lanes, 3 auto lanes, on street parking.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Attachment D**

### **Correspondence Received**



**BPAC DPW - roads are for transportation**

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

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Hi Sunnyvale BPAC--

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

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

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

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

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

Anne Ng  
[REDACTED]  
[REDACTED]

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**Jack Witthaus - Fw: Expansion of bike lanes**

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**From:** werner gans <[REDACTED]>  
**To:** <JWitthaus@ci.sunnyvale.ca.us>  
**Date:** 11/20/2007 1:39 PM  
**Subject:** Fw: Expansion of bike lanes

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----- Forwarded Message -----

**From:** werner gans <[REDACTED]>  
**To:** jwhithaus@ci.sunnyvale.ca.us  
**Sent:** Thursday, November 15, 2007 5:42:00 PM  
**Subject:** Expansion of bike lanes

Jack: It would have been nice if our founding fathers had made our main thoroughfares wide enough to accommodate bike lanes, but they didn't, Before adding new ones it's important to consider all of the negatives. Using Wolfe Road as an example here are some of the big ones

- weaving the lanes right and left reduces automobile safety. It requires the drivers to be more than fully attentive.
- taking peoples parking spaces away from in front of their homes forces people to back out of their driveways creating a hazardous situation for the traffic on the street, the bicyclist, and the people backing out of their driveway because the visibility is so poor when your backing out of your driveway.
- taking away one lane of traffic further increases traffic congestion which is already bad, leading to a higher risk of an accident.
- How many people are helped by the change vs how many people are hurt by the change. So few people use SV's bicycle lanes therefore few are helped are many are put at a disadvantage.

Werner Gans

**BPAC DPW - In favor of Safe biking in Sunnyvale**

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

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

Robert Faulhaber  
[REDACTED]  
[REDACTED]

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

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

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

Art Schwartz

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

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

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

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

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

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

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

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

Alexis Grant

--

Potinach and spato filling: evidence for new English syllable onsets

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

---

**From:** Andrew Trick <andrew\_trick@yahoo.com>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 12/8/2007 12:00 AM  
**Subject:** I Support Policies For Safe Cyclist Accommodation!

---

I Support Policies For Safe Cyclist Accommodation!

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

Andrew Trick

---

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**From:** Richard Withers <r\_s\_withers@yahoo.com>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 12/19/2007 5:20 PM  
**Subject:** Street-space allocation policy

Dear BPAC Committee Members:

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

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

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

Richard Withers  
898 West McKinley Avenue 94086  
739-2895

---

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**From:** "zeaphod@juno.com" <zeaphod@juno.com>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 12/28/2007 8:40 AM  
**Subject:** Safe Cyclist Accommodation

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

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

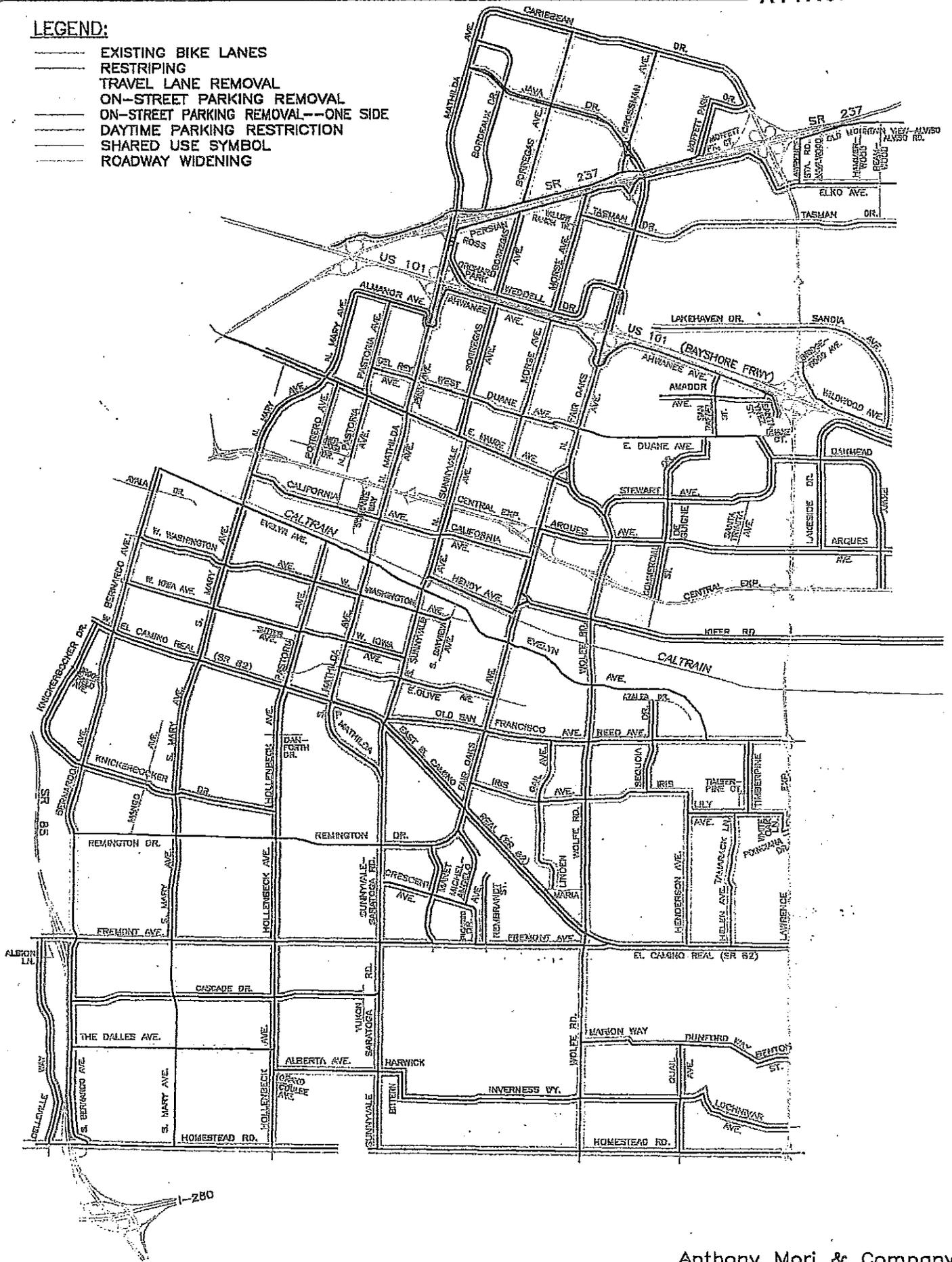
Dave Erskine  
Mountain View, CA

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**LEGEND:**

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



Anthony Mori & Company

*Information Item 3.*

Updated copies of the City's Handbook for Boards, Commissions and Committees will be provided to the BPAC members during the meeting scheduled for January 31<sup>st</sup>, 2008.

BPAC members are kindly requested to bring the old binders to the meeting, so that they could be exchanged with the updated Handbooks.

Thank you.



## **VTA VTP 2035**

As the Congestion Management Agency for Santa Clara County, the Valley Transportation Authority (VTA) is responsible for preparing and adopting the countywide transportation plan. VTA has started the process of updating the currently adopted Valley Transportation Plan (VTP) 2030. The development of the new plan, VTP 2035, will serve as recommendations for the Regional Transportation Plan (RTP) maintained by the Metropolitan Transportation Commission (MTC).

The City of Sunnyvale forwarded VTA the attached list of projects for inclusion in the VTP 2035. In general, the projects cover Highways, Expressways, Local Street & County Roads, Intelligent Transportation Systems (ITS), Bicycle/Pedestrian, Pavement Management, Sound Mitigation and Graffiti Removal/Landscape Restoration. For BPAC's information purposes, Project Forms associated with all bicycle and pedestrian related projects are attached.

It is expected that VTA will post the project lists received from all subject agencies (cities, counties, and VTA) for public review and comment during the month of February 2008. VTA is then planning to submit the Final Draft VTP 2035 project lists to the MTC in April 2008.



# VALLEY TRANSPORTATION PLAN 2035

## VTP 2030 Projects to be Removed

VTP ID	Project Name
R56	Downtown Sunnyvale/Mathilda Boulevard
R90	Washington Avenue/Mathilda Avenue Intersection Improvement
B41	Borregas Avenue Bike Lanes (Weddell to Caribbean)
B42	Borregas Avenue Bike/Pedestrian Overcrossings (at US 101 & SR 237)
B43	Evelyn Avenue Bike Lanes (Sunnyvale to Reed)
X10	Lawrence N of 101 – Convert HOV to Mixed-flow

## VTP 2030 Projects to Remain on the VTP 2035 with/without Revised Budget

ID	Project Name	Prev. Budget	Rev. Budget
H85-02	SR 85 Noise Mitigation (multi-municipalities)	\$7.0 millions	\$8.0 millions
H85-03	SR 85 Auxiliary Lanes (Fremont – El Camino Real)	\$48.0 millions	\$56.0 millions
H85-09	SR 85 NB to EB SR 237 Ramp Improvement	\$2.0 millions	\$3.0 millions
H85-10	SR 85 Auxiliary Lanes (Homestead – Fremont)	\$19.0 millions	\$22.0 millions
H101-12	101 SB Auxiliary Lane (Great America - Lawrence)	\$2.0 millions	\$3.0 millions
H101-19	101 SB Auxiliary Lane (Ellis - SR 237)	\$3.0 millions	\$4.0 millions
H101-27	101 SB to EB 237 Connector Improvements	\$55.0 millions	\$64.0 millions
H237-03	HOV Lanes on SR 237 (SR 85 – Mathilda)	\$36.0 millions	\$42.0 millions
H237-05	Ramp Improv. SR237 WB to NB 101	\$8.0 millions	\$9.0 millions
H237-06	Interchange Improv. (SR 237/101/Mathilda)	\$13.0 millions	\$15.0 millions
H237-07	SR 237 EB to Mathilda Flyover Off-Ramp	\$17.0 millions	\$20.0 millions
H237-08	SR 237 EB Auxiliary Lanes (Mathilda – Fair Oaks)	\$5.0 millions	\$6.0 millions
H237-09	Lawrence/SR 237 Auxiliary Lane Improv.	\$3.0 millions	\$5.0 millions
X06	Widen Central Expwy. (Lawrence – Mary)	\$13.0 millions	\$17.0 millions
X11	Channelization and Median Work on Lawrence	\$0.5 million	\$1.5 millions
X32	Lawrence – Interchange at Arques	\$35.0 millions	\$45.0 millions
X33	Lawrence – Interchange at Kifer	\$45.0 millions	\$59.0 millions
X34	Lawrence – Interchange at Monroe	\$45.0 millions	\$59.0 millions
R05	Mathilda/SR 237 Corridor Improvements	\$50.0 millions	\$56.275 millions
R07	Mathilda Caltrain Bridge Reconstruction	\$17.4 millions	\$32,683,215
R23	Lawrence/Wildwood realignment & signalization	\$4.4 millions	\$4.9522 millions
R37	Java Bicycle Shared Use Improvements	\$0.4 millions	\$0.4502 millions
R53	Sunnyvale/Remmington Improvements	\$1.2 millions	\$1.3506 millions
R58	Mary Avenue Bicycle Improvements	\$0.3 million	\$0.3377 millions
R63	Mary Ave./Evelyn Ave. Intersection	\$0.6 million	\$0.6753 millions
R64	Mary Ave./El Camino Real Intersection	\$0.6 million	\$0.6753 millions
R72	Wolfe/Reed/Old San Francisco Improvements	\$6.0 millions	\$6.7530 millions
R87	Fair Oaks/Arques Intersection Improvements	\$0.6 million	\$0.6753 millions
R88	Wolfe/Kifer Intersection Improvements	\$1.2 millions	\$1.3506 millions
R92	Mary/Fremont Intersection Improvements	\$1.0 million	\$1.1255 millions
R99	Comprehensive SW Network for Employment Areas	\$7.2 millions	\$8.1036 millions
R100	Citywide Traffic Calming Program	\$1.0 million	\$2,960,631
T0	Operating Assistance (Countywide)	\$1,003.0 millions	\$1.150 millions



T3	Bus Rapid Transit - Route 22 (Multi-Municipalities)	\$50.0 millions	\$58,00 millions
T4	Caltrain Electrification (Multi-Municipalities)	\$650.0 millions	\$1,121.20
T5	Caltrain Service Upgrades (Multi-Municipalities)	\$171.0 millions	\$197.0 millions
T16	Zero Emission Bus Demonstration (Countywide)	\$17.0 millions	\$20.0 millions
T16 (Unconstrained)	Zero Emission Buses & Facilities (Countywide)	\$260.0 millions	\$299.0 millions
S1401	Traffic Adaptive Signal System on Major Arterials	\$2.8 millions	\$3,318,725
S1402	Citywide CCTV Camera Deployment	\$0.6 million	\$1,063,932
S1403	Citywide Traffic Signal Controller Update	\$0.5 million	\$563,081
S1404	Citywide Count & Speed Monitoring Stations	\$0.9 million	\$1.0130 millions
S1405	Citywide ITS Communications Infrastructure	\$1.5 millions	\$1.6883 millions
S1406	Traffic Management Center Integration	\$0.2 million	\$247,756
B40	Bernardo Caltrain Undercrossing	\$6.5 millions	\$8,456,247
B44	Sunnyvale East Drainage Trail (JWCG – Tasman)	\$0.5 million	\$1,326,000
B45	Sunnyvale Train Station NS Grade Separated Access	\$1.8 millions	\$8,500,567

### New Projects to be Added on the VTP 2035

ID	Project Name	Estimated Budget
H	SR 82 Gateway Program	\$3,060,000
(R)		(replaced with \$4.0 millions)
R	Computer/Radio Controlled Landscape Irrigation	\$3,122,052
R	Pavement Rehabilitation Citywide	\$9,337,503
R	Replacement of Street Lights Conduit	\$3,206,793
R	Replacement of Signal Controllers at 10 intersections on Mathilda	\$1,630,013
R	Replacement of Signal Controllers Citywide	\$2,692,921
R	Replacement of Underground Signal Conduits Citywide	\$11,613,216
R	Replacement of Signal LEDs Approaching their Useful Life Cycle	\$1,877,257
R	Installation of Pedestrian Countdown Signals	\$195,093
R	Installation of In-Pavement Lighted Crosswalks	\$682,444
R	Installation of Radar Speed Signs for School Areas	\$200,000
R	Repair of the Fair Oaks Overhead Bridge	\$8,284,000
R	Caribbean Bridge Replacement	\$4,041,391
R	Downtown Specific Plan Transportation Improvements	\$12,970,000
R	Downtown Public Parking Structure	\$4,891,531
R	Downtown Neighborhood Traffic Mitigation Features	\$230,886
R	Downtown Streetscape Improvements (Mathilda-Iowa)	\$181,000
S	Emergency Preemption Receiver Installation	\$986,917
B	Moffett Park Bicycle and Pedestrian Trails	\$5,858,297
B	Stevens Creek Trail Connector	\$1,379,043
B	Bicycle Capital Improvement Program	\$3,127,881
B	Pedestrian Safety and Opportunities Plan Implementation	\$9,055,025
B	Projects identified in the Pedestrian Opportunity Districts	\$2,560,728



*Information Item 6.*

**FY 2008-09 - Preliminary List of AC Overlay/Reconstruction**

- Mary Avenue in the vicinity of Cascade Drive
- Mary Avenue from Carson Drive to Washington Avenue
- Kifer Road from Wolfe Road to Commercial Street
- Hollenbeck Avenue from Alberta Avenue to Homestead Road
- Fair Oaks Avenue in the vicinity of Evelyn Avenue



*Information Item 7.*

**Received BPAC E-Mail Messages**



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# Portland, Ore., Acts to Protect Cyclists

By WILLIAM YARDLEY  
Published: January 10, 2008

"Ghost bikes," riderless and painted white, were placed at two busy intersections in Portland, Ore., last October, makeshift memorials to two bicyclists killed when they were hit by trucks in accidents that month.



Enlarge This Image

Jonathan Maus

One of a pair of "ghost bikes" serving as memorials to two cyclists killed last fall in Portland, Ore.

This spring, at those same intersections and at 12 others across the city, "bike boxes" will be laid out on the roadway to provide a clearly designated place for cyclists, in front of and in full view of drivers, to wait for traffic lights to change. The boxes will be marked with signs and wide stripes alerting drivers to stop behind them at red lights.

Portland, which has a higher percentage of people who bike to work than any other large American city, is already considered one of the country's most bike-friendly urban centers. But the boxes, believed to be the first such to be put to use by any city in the country, will make cyclists even safer and more comfortable on the street, biking advocates and transportation officials say.

"It's something the city has been talking about for a long time, but these two deaths have certainly given an added sense of urgency," said Jonathan Maus, whose [bikeportland.org](http://bikeportland.org) is a focal point for Portland cyclists. "The community has just made it so clear that this is very important, that they're very concerned following these fatal crashes that things need to change."

By allowing cyclists to wait in front of motorized traffic, the bike boxes are intended chiefly to reduce the risk of "right hook" collisions, the kind most frequently reported in Portland, in which a driver makes a right turn without seeing a cyclist who is in his path. Drivers will not be allowed to pass through the bike box to turn right on a red light, although many right hooks now occur after the light has turned green, when traffic quickly accelerates.

Right hooks were what killed the two cyclists in October, a college student and a bike racer hit by large trucks. The drivers say they did not see them.

"In a lot of people's minds they weren't doing anything wrong and they were just run over," said Roger Geller, bicycle coordinator for the Portland Office of Transportation.

Another feature of the new project is that on the approach to an intersection with a bike box, the bicycle lane will be the same color as the box. "We want them to have that visual cue to take a look over their shoulder," Mr. Geller said of drivers, "and we want cyclists to know this is an area for potential conflict."

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The city will spend about \$150,000 on the bike boxes and also plans to pay about \$50,000 to retrofit larger trucks in the municipal fleet with new mirrors to reduce blind spots and with guard bars to prevent cyclists from falling into the trucks' big wheel wells.

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The trucks involved in the October collisions were not city vehicles. "We're just setting a good example," Mr. Geller said.

There were six cycling deaths in Portland in 2007, an unusually large number, though Mr. Geller and others say that with bicycle use up fourfold since the early 1990s, the rate of collisions has actually declined. Mr. Geller credits driver awareness.

While the city is installing the bike boxes at certain busy intersections, it is also trying to shift more riders away from bike lanes on busy streets to what it calls bike boulevards, quieter streets with less potential for collisions. The city is weighing a proposal to spend about \$25 million over 10 years to designate 110 additional miles of bike boulevards, for a total of 140, and make other improvements for cyclists.

About 4 percent of Portland workers already commute by bike, and city officials and biking enthusiasts say they believe the number can rise much higher.

"Bike advocates around the country are looking to Portland to create a model of how an American city can be a bike-friendly city," Mr. Geller said. "We feel that, and we take that seriously."

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Past Coverage

- Bicyclist Killed After Taking Wrong Turn and Falling on the Manhattan Bridge (November 18, 2007)
- NEW YORK; Queens: Boy On Bicycle Killed In Crash (August 29, 2007)
- A Severe Injury Brings Concern, and a Call for Insurance (July 23, 2007)
- PERSONAL HEALTH; Cars and Bikes Can Mix, When the Rules of the Road Are Clear (June 5, 2007)

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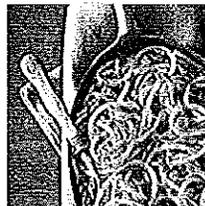
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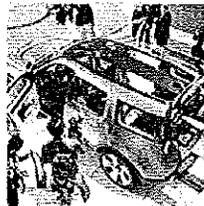
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The Wild Side: A Coffin for Rabies

Rabies is a scourge we can do something about, but we're not, writes Olivia Judson.

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OPINION »



Op-Ed: In Baseball, Fear Bats at the Top



**Heba El-Guendy - Request minutes of Nov 15 hearing include full text of Patrick Grant and Carl Sandwick Discussion**

**From:**  
**To:** Heba El-Guendy <helguendy@ci.sunnyvale.ca.us>,  
**Date:** 1/31/2008 11:43 AM  
**Subject:** Request minutes of Nov 15 hearing include full text of  
**CC:**

Greeting,

Below is transcript of statements made during the Nov 15 Hearing on Allocation of Street Space that were not included in the preliminary minutes. I will be requesting that they included exactly as spoken then transcribed into the minutes of the Nov 15 Hearing on Allocation of Street Space. I am emailing them to facilitate their inclusion and to expedite the meeting  
 Regards

---

Comment from Commissioner Grant

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

And later on, my personal preference is that, I know we cannot make any decision and stuff like that, but I hope something comes out of this, I do not know if I will be out of order, correct me if I'm wrong. Basically I hope it will be added that this policy is not to be construed as a license to remove parking for additional motor vehicle traffic lanes. That is what I have to say on it.

---

Carl Sandwick

My name is Carl Sandwick live on Duane Av, guess one of the Roads you are proposing to put a bike lane on even at the expense of of parking and the rest of it, The first thing I have to concede the traffic there, is setting at 4 lane traffic and could use some calming and I thing it is appalling that they want o t reduce the capacity of that roadway 50% while their doubling the population of that area. Across the street from my house they are putting in 300 +units, down the street about half lockthey are putting in 280 units

Unknown speaker

Would you repeat where you are at?

Duane Av, Duane just off of Lawrence Expressway. They have just taken an industrial area and changed from industrial from industrial to residential. They have just approved a population increase of about

100% over the entire neighborhood, Up from 600 or so residences and they just doubled it, and they are now proposing to cut road capacity from 4 lanes to 2 lanes. Seems it is a guaranteed no brainier we will have grid lock automatically. In front of my house I can expect if every one of those units have 2 cars both drive to work for morning rush hour, I will expect a car pass every 30 seconds (inaudible) backup on . To reduce the capacity by 50%, while doubling the population seem like a recipe for success, ugh failure. Pardon The other thing I want to try to discourage the anti business attitude by reducing the capacity on the highways, on the roadways,,city streets here discouraging business from maintaining their operations in our city and they reduce our tax base by having those business depart where they are more friendly (inaudible) . It would be nice to have extra bike paths there, but I

do not want to pay higher taxes. And I would rather maintain the same level of roadway capacity would seems to unfriendly to businesses, Yep, that covered all the points I wanted to.

Kevin Jackson:

That you Carl,

Patrick Grant

Carl I have a question. Is it Duane and what street now?

Carl Sandwick

I live at Duane and Duane Court. That right near Lawrence expressway



Pat Grant

Ok, What I am looking at is the map just trying to understand the plan

Carl Sandwick

Yep, see where Duane makes it jog. Right by

Oh, OK

Yep.

It got 4 lanes of traffic, Its got active businesses in the neighborhood.

And where the proposal is change 4 lanes to 2 lanes at the expense of parking to accommodate bike paths and reduce the flow.

Grant

I see it is restriping, I do not know the exact details

Carl Sandwick

I do know what is going on either, I am responding from an email

from our local

neighborhood association.

Grant

Yah, what I do know it is in the 2006 bike plan and that is online, Specifically

I know staff had come up a suggestion for that, So I do not know what that on top of my head

Carl Sandwick

Is there a bike plan being proposed for that road?

Eleanor Hansen? jumped in

That not possible, because I have the 2006 bike plan and Duane Court Project was not approved to 2007

Kevin Jackson

Restores order and

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

Jack Witthaus

Would you like me to answer the question

Kevin Jackson,

Sure, go right ahead

Jack Witthaus

The city has a comprehensive city wide [inaudible] program. Its not funded but it gives guidance on what would be a first approach to

take to modifying roads

to add bike lanes. That study was already done a number years ago. It has taken a kind of first cut planning level look at all the arterial and collector streets and conditions on the streets and using a set of criteria makes a set of recommendations on street segment by street segment basis

Carl Sandwick

On the current use at the time of the study?

Jack Witthaus

What?

Carl Sandwick

On the current use at the time of the study?

Jack Witthaus

Right, So that is the broader plan that is in place.,And it does recommend for Duane Avenue looking at the traffic volume, parking,etc, existing roadway geometry, and determined at time the study was done, that the traffic volumes were low enough, that you could remove a lane of travel lane in each direction and without affecting roadway level of service could install bike lanes. Now that does not mean its the

project, but means its the recommended course of action. As I said the program is not funded and the way city policy works is, there is a prioritization in that study and sort of start at the top and work our way down. And study each of these street segments on project by project basis if we happen to be successful in securing outside grant money to build the projects. There is no funded program. It only if we happen to secure discretionary money, So If we happen to secure grant for Duane Ave when it comes up on the priority. And it is coming very close to the top of the priority list . Then we would do the specific study. Update what that plan says, take a fresh more detailed look at as to whether or not eliminating a travel lane in each each direction is feasible, or should be supported or is there some other roadway configuration we should doing.

Carl Sandwick

If you want my input on it to double the population and reduce the capacity by 50% would not be my first choice



Jack Witthaus

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

---

---

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From : [stanford@stanford.edu](mailto:stanford@stanford.edu)  
To :  
Cc :  
Subject : council action, as I recall it  
Date : Wed, Jan 30, 2008 02:47 PM

In response to your phonemail, this is what I think we decided last night (I gave my notes to Cody since he was on deadline).

In addition to the established points (noted by staff) that commission members may address Council during public hearing on any issue that has NOT come through their commissions, and that council always has the opportunity to remand any issue back to a commission if the council feels that significant new information has been raised during public hearing, the motion had five policy statements.

1. Board and commission members may communicate privately with councilmembers without restriction, on any issue at any time, like other citizens. In public, when discussing issues that have come through their commissions, they must represent the majority opinion of their commissions.
2. If detailed minutes of a board or commission's discussion have been provided to council, only the commission chair or the chair's designee may speak during the council public hearing on that item. The chair must represent the majority position, but may report minority views that were raised as well. If any significant new information has been raised during the public hearing, the chair may be brought back to comment on the new information.
3. If the council has not been provided with detailed minutes of the commission's handling of the issue, all commissioners who desire may speak during the council public hearing, subject to the time limit and provided that they represent the majority view as in policy 1 above.
4. If a commission has made a recommendation different from that of city staff, the commission chair may be allowed to rebut the staff view, and the mayor may waive the time limit for the commission chair.
5. Any city ordinances that are in conflict with these policies shall be revised accordingly.

Council also noted that any commission may choose a designee for the chair whose tenure is indefinite. Normally, that would be the vice-chair.

Therefore, any commissioner who wishes to communicate views on an agenda item to council has options depending upon circumstance:

If the commissioner is the chair or the chair's designee, he may speak on any agenda item, and may have expanded speaking privileges as noted above.

If the commissioner is not the chair and his comments at the board meeting have already been transmitted to council via detailed minutes, he is limited to private communication.

If the commissioner supported the majority view and those comments were not supplied to council via detailed minutes, he may speak during council public hearing.

If the commissioner held a minority viewpoint and the comments were not provided to council by detailed minutes, he is limited to private communication.

I copy the city manager to make sure that I didn't forget anything.

Regards,



Information Item 8.

Bicycle and Pedestrian Advisory Committee

Active Items

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Borregas Avenue Bike Corridor	Raina	2008	Construction initiated, October 2007.	11/8/2007
2	Bernardo Caltrain Under-crossing	Withthaus	Preliminary engineering by 2005	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. BEP Tier 1 update submitted. VTA will program 80% funds out to 2016 to allow for time to secure matching funds.	10/14/2004
4	Evelyn Avenue Bike Lane Phase 1 and 2	Raina	Summer/Fall 2007	Final inspection, October 2007	11/8/2007
5	Code of Ethics	Withthaus	7/19/2007	Annual review to occur at July 2008 meeting	10/12/2007
6	Utility Bill Stuffer	Withthaus	May-07	Requested for May 2008	11/8/2007
7	Bike to Work Day	Cogill	5/17/2007	Complete.	7/12/2007
8	Overlay, Reconstruction, Slurry & Chip Schedule	T. Pineda	7-Apr	Info Only Item, April 2007	4/20/2007
O-1	Bike Transportation Account Grant Program	Cogill	Annual	Funding for the Borregas Bicycle/Pedestrian Bridges Awarded	7/13/2006

O-2	General Supply Expenditures		Ongoing		7/12/2007
O-3	Bicycle Capital Improvement Program		Ongoing		7/12/2007
O-4	TFCA grants		Annual		7/12/2007
O-5	Bike Parking Incentive Program	Cogill	Ongoing	another rack provided to Sports Basement	5/11/2007
O-6	Construction Zone Safety Complaints received	Witthaus	Ongoing	Complaint regarding downtown construction activities. Contractors significantly out of compliance and conducting traffic control without prior City approval. City pursuing compliance measures.	11/8/2007
O-7	Issues raised at BPAC meeting requiring staff follow-up	Witthaus	Ongoing	EI Camino/Mary signal timing researched, Caltrans contacted	11/8/2007