

**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	Updated 2008 BPAC Calendar Proposed Policy on the Allocation of Street Space Review of the Code of Ethics and Conduct for Elected and Appointed Officials Bike to Work Day Planning Utility Bill Stuffer Concepts Earth Day Health and Safety Fair Update of the City’s Handbook for Boards, Commissions and Committees (for information) Home Care Guide published by the County’s Public Health Department (for information) BPAC Active Items List Update
March 20	Updated 2008 BPAC Calendar Proposed Policy on the Allocation of Street Space Review of the Code of Ethics and Conduct for Elected and Appointed Officials Tasman/Fair Oaks Parking Issues – Draft Report to Council Santa Clara Countywide Bicycle Plan Earth Day Event Update (for information) BPAC Active Items List Update
April 17	Policy on Allocation of Street Space FY 08/09 Transportation Development Act Article 3 Funds Allocation Health and Safety Fair Bike to Work Day Earth Day Utility Bill Stuffer (for information) BPAC Active Items List Update

MEETING DATE	AGENDA ITEM/ISSUE
May 15	Review of FY 08/09 Proposed Budget Bike to Work Day debrief
June 19	Policy on Connections to Regional Bicycle facilities
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

## **Policy on the Allocation of Street Space**

Staff has drafted the attached Report to Council based on input from the BPAC. Staff recommends that the BPAC recommend that the Council approve the proposed allocation of street space policy.



Draft for Bicycle and Pedestrian Advisory Commission  
review on April 17, 2008

**Council Meeting: May 13, 2008**

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

### **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 City Council considered an earlier set of policy recommendations at its February 12, 2008 meeting. At that time, staff and the BPAC did not agree on a recommendation. Council expressed concerns that the earlier policy proposal could unjustly pre-decide street space allocation issues. The Council directed staff and the BPAC to continue work on the street space allocation policy with the goal of developing a mutually agreeable recommendation.

Staff and the BPAC now concur and recommend 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.

### **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 safely accommodate all potential users of the roadway. The study looked at general street space allocation issues among modes of transportation. The goal is to provide direction as to how to consider all modes of transportation when allocating roadway space, and what factors to evaluate when decisions must be made between uses of the public right-of-way.

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 this policy that would structure decision-making on street configurations when projects might 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 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.

A City Council hearing was held on February 12, 2008. Minutes of that meeting are included as Attachment E. The Council directed staff and the BPAC to continue consideration of street space allocation policy with the goal of developing a mutually agreeable policy. The BPAC discussed the issue at its February 21, 2008 meeting, and staff and the BPAC agreed on a general framework for a revised policy. A revised set of policies was presented and refined at the March 20, 2008 BPAC. The BPAC voted to \_\_\_\_\_ at its April 17, 2008 meeting.

### **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**

Staff and the BPAC have considered a broad range of potential approaches to a street space allocation policy. Themes including “case by case” approaches, adoption of technical thresholds, outcome-based policy, process-based policy, and safety-based policy have been considered. As the discussion has evolved, and utilizing the City Council’s input and direction, staff and the BPAC have developed a set of policies and action statements that are grounded in the goal of safe accommodation for all transport modes. The proposed policy stresses the inclusion in any decision making process of information on the technical impacts of street configurations that minimally accommodate all transport users. Non-transport uses, particularly on-street parking, are identified as a lower priority for accommodation than minimum safe accommodation of transport uses. The policy does not absolutely prioritize or preclude any given use of street space, but instead generally states priorities to be considered.

The desired effect of the policy is to assure that the City Council has information on the effects and impacts of street space allocation options that accommodate all transport modes whenever they make decisions on street space allocation. The Council may be presented with other options, and there may be situations where there are compelling reasons not to accommodate certain uses of the street (including certain transport uses). However, the Council would always be able to understand the technical ramifications of providing safe accommodation for all users versus other options, and could subsequently make informed decisions.

The policy intends to deal more with the policy of how streets are used, rather than dictating priority uses. 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. It is important to the BPAC that safe accommodation of all modes of travel (moving vehicles, bicycles and pedestrians) should take priority over non-travel related uses (parking, landscaping) of street space. This is not to be interpreted that non-travel uses should not be provided, but rather in a decision-making process, they should be considered alongside options that provide minimum safety standards for mobile travelers of all modes. The proposed policy includes a statement that on-street parking should be a lower priority consideration when making decisions, but this is meant as a guide for decision making, not a rule.

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

### Public Outreach and Input

A key issue for the BPAC is that it believes that the opinion of individuals who might be more directly affected by roadway reconfiguration – mainly 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 and not readily identified or notified. 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.

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 desire is that safely moving all transport modes should be more important than improving convenience for any one mode, i.e. providing extra motor vehicle capacity at the expense of bike space, or providing on-street parking at the expense of bike space. The BPAC believes that decisions about the ultimate configuration of roadways should include information on the impact on travel demand, parking supply and demand, and opportunities for aesthetic enhancement if minimum safe transport standards are met. This would not mean that on-street parking would be sacrificed by policy. 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.

However, because Sunnyvale must retrofit existing streets to complete its bike network, it is likely that situations will arise where roadway space is limited, parking demand is high, and minimum safe transport standards cannot be met without eliminating parking or widening the roadway. The staff and BPAC policy proposal advocates for informed decision making when considering these kinds of trade offs.

The BPAC voted to\_\_\_\_\_.

### **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 by posting the Council agenda on the City’s official-notice bulletin board outside City Hall, in the Council Chambers lobby, in the Office of the City Clerk, at the Library, Senior Center, Community Center, and Department of Public Safety; posting the agenda and report on the City’s Web site; and making the report available at the Library and the Office of the City Clerk.

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, January 31, 2008, February 20, 2008, March 20, 2008, and April 17, 2008 meetings.

### **ALTERNATIVES**

1. Approve the policy on allocation of street space as described in Attachment B, 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. Other action as directed by Council.

**RECOMMENDATION**

Staff and the BPAC recommend Alternatives 1 and 3: Adopt the policy on allocation of street space as described in Attachment B, 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.

Staff and the Bicycle and Pedestrian Advisory Commission believe that the proposed policy regarding the allocation of street space will emphasize the safe accommodation of all potential users of the roadway in decision making on street space use. The policy provides direction as to how to consider balancing roadway space among all modes of transportation, to identify factors to evaluate when decisions must be made between uses of the public right-of-way, and to assure minimum safe accommodation of all travel modes as consideration.

Reviewed by:



Marvin Rose, Director, Public Works

Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:

Not applicable - Draft Report

~~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. February 12, 2008 Council Meeting Minutes



**Proposed New Council Study Issue**

**ATTACHMENT A**

**Number** DPW 10  
**Status** Above the line  
**Calendar Year** 2007  
**New or Previous** Previous  
**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? What precipitated it?**

The BPAC would like a policy to be developed regarding the allocation of street space to accommodate bicyclists. This 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.

**2. How does this relate to the General Plan or existing City Policy?**

C3.5.4 Maximize the provision of bicycle and pedestrian facilities.

**3. Origin of Issue**

- Council Member(s)
- General Plan
- City Staff
- Public
- Board or Commission Bicycle and Pedestrian Advisory Committee

**4. Multiple Year Project? No Planned Complete Date 10/30/07**

**5. Expected participation involved in the study issue process?**

Does Council need to approve a work plan? No  
 Does this issue require review by a Board/Commission? Yes  
 If so, which?  
 Bicycle and Pedestrian Advisory Committee  
 Is a Council Study Session anticipated? No  
 What is the public participation process?  
 This would require an extensive public participation process, because it is anticipated that this would be a controversial issue. At least 5 public meetings gathering public input would be required.

**6. Cost of Study**

Operating Budget Program covering costs  
 115 Transportation Operations  
 Project Budget covering costs  
 Budget modification \$ amount needed for study  
 \$10,000

Explain below what the additional funding will be used for  
 Additional funding would be used for engineering consultant services, production of presentation materials, direct mailings, and document reproduction services.

7. Potential fiscal impact to implement recommendations in the Study approved by Council

Capital expenditure range \$500 - \$50K  
 Operating expenditure range None  
 New revenues/savings range None

Explain impact briefly  
 Funding could be required for the installation of no-parking signs.

8. Recommendation for this calendar year

Board or Commission ranked this  
 study issue \_\_\_ of \_\_\_  
 2 of 4

Board or Commission ranking comments  
 Staff Recommendation None

If 'For Study' or 'Against Study', explain

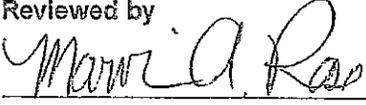
9. Estimated consultant hours for completion of the study issue

Managers

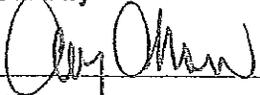
Role	Manager	Hours
Lead	Withaus, Jack	
	Mgr CY1:	20
	Mgr CY2:	0
	Staff CY1:	160
	Staff CY2:	0

Total Hours CY1: 180  
 Total Hours CY2: 0

Note: If staff's recommendation is 'For Study' or 'Against Study', the Director should note the relative importance of this Study to other major projects that the Department is currently working on or that are soon to begin, and the impact on existing services/priorities.

Reviewed by  
  
 Department Director

2/21/07  
 Date

Approved by  
  
 City Manager

2/29/07  
 Date



**Proposed Policy for the Allocation of Street Space**

**Modal Balance**

Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for City streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.

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

The City should consider enhancing standards for pedestrian facilities.

**Transport Versus Non-Transport Uses**

City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.

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

Historical precedence for street space dedicated for parking shall be a lesser consideration than providing street space for transportation uses when determining the appropriate future use of street space.

Parking requirements for private development shall apply to off-street parking only.

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

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

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.

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.

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

Public input on roadway space reconfiguration shall be encouraged and presented independently of technical engineering and planning analyses.

### **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 roadway space retrofit project, a bike and pedestrian 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 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 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

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.



## **Attachment D**

### **Correspondence Received**



**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

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

=====

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, bikable 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:** Bill Bushnell <[REDACTED]>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/11/2007 10:28 AM  
**Subject:** Sunnyvale's proposed transportation plans

Dear Sunnyvale BPAC:

I fully support the proposed transportation plans for the city of Sunnyvale as summarized below.

Bill Bushnell  
[REDACTED]  
[REDACTED]

\*\*\*\*\*

1. 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.

2. 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.

3. 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.

4. Design Standards/Safety

## BPAC DPW - Give Bicycles a fair shake

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**From:** Parth Sethia <[REDACTED]>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/15/2007 1:01 PM  
**Subject:** Give Bicycles a fair shake

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Hi:

I am a 4 year Sunnyvale resident and frequently use my bicycle to go to work at Applied Materials in Sunnyvale and to ride around for errands. We should do everything we can to make the city more bicycle friendly, which I know would encourage my wife to start riding to work etc.

I writing to encourage BPAC adopt the following policy with regards to street space.

> 1. 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.

> 2. 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.

> 3. 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.

> 4. Design Standards/Safety

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

>

**BPAC DPW - Safe accomodation of cyclists: YES**

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**From:** Paul Metz <[REDACTED]>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/17/2007 8:09 AM  
**Subject:** Safe accomodation of cyclists: YES

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Thank you for pushing for safe accomodation of cyclists!

Paul Metz  
San Jose

**From:** [REDACTED]  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/17/2007 3:35 PM  
**Subject:** Safe bicycle space needed on major routes

This summer I started bicycle commuting again when I got a new job back in Sunnyvale.

My route is pleasant except for the short part I must use Mary Ave. to cross the railroad tracks.

Southbound before the tracks is so bad with the narrow lanes and heavy traffic that I decided

it just wasn't safe to ride at night, even though I've been a bicycle commuter on and off since

1980. So I won't be riding again until we go back on daylight savings time. Even then, this

road feels very dangerous, even though it is designated as a bicycle route! If an experienced,

bicyclist like me feels uncomfortable riding through Sunnyvale, how are we going to

encourage new bicycle commuters? There are several possible solutions, all cost money or

may inconvenience non-cyclists. It is easy to make excuses, effective people find a way.

Thank you,

Ginger Wolnik

[REDACTED]  
Sunnyvale, CA USA

P.S.

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**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

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Potinach and spato filling: evidence for new English syllable onsets

**From:** Richard Withers <[REDACTED]>  
**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  
[REDACTED]

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BPAC DPW - Bicycling and Street Space allocation Policies

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From: <[REDACTED]>  
To: <bpac@ci.sunnyvale.ca.us>  
Date: 1/31/2008 1:58 PM  
Subject: Bicycling and Street Space allocation Policies

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Hi:

I am writing to insist that the BPAC consider bicycling safety while more seriously in the Street space allocation policy. Accommodating cyclist safely need to come ahead of allowing developers and home owners to use streets that are meant for Transportation as parking garages. If one is allowed to park on the street, they should clearly demonstrate that no form of transportation including bicycles is being disrupted.

Please share my input with the city council and others as appropriate.

Regards,

Parth

Marketing Manager

Applied Global Services

[REDACTED]

[REDACTED]

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Thank you.

