

Information Item 6.

BPAC E-Mail Messages

Please find enclosed e-mail messages received since the last BPAC meeting held on March 20, 2008.

BPAC DPW - Toward an Equitable Solution on Allocation of Safe Street Accomodation

From: Patrick Grant <[REDACTED]>
To: Jack Witthaus <jwitthaus@ci.sunnyvale.ca.us>, Heba El-Guendy <helguendy@ci.sunnyvale.ca.us>, Sunnyvale <bpac@ci.sunnyvale.ca.us>
Date: 3/15/2008 3:47 PM
Subject: Toward an Equitable Solution on Allocation of Safe Street Accomodation
Attachments: plan_dual_panel.jpg; castro_inset_parking.jpg; P1020121.JPG

Jack and Helba,

Suggestion of another tact, Noting most of the engineering logic and basis for street allocation was already done in preparing the 2006 Bike plan. That should be the common basis for the policy to rest on.

The street intimidation's issue revolves mainly around space for bikes, (pedestrian space generally is not contentious). That has to be tied with the solid engineering behind the 2006 Sunnyvale bike plan. Attached is a compilation of the 2006 bike plan street allocation. The left panel shows what has already been done, adding trails that are proposed, and a local street Wolfe bypass as in the 2006 bike plan. Hazardous gaps with lots of dangerous traffic are circled in red. The right panel shows what has to be done per the 2006 bike plan other than simple non controversial changes such as the street restriping. It really does not look that terrible when you get into the details. (Except for allocation of parking along East California Av, the changes as specified in the 2006 plan look easily achievable with much hardship) We just need to see that all of the departments do not allow changes,(ie planning change increasing vehicle traffic or street parking demand) that destroys safe accommodation needs as shown by the 2006 bike plan and as noted below. The proposed policy is to protect the street bike corridors allocated per the 2006 Bike plan with clarification as noted below.

On map issues, the only difference from the 2006 Bike plan from the city website I am aware of is I updated the parking to reflect current no parking zones already in effect. The figures were made by direct cut and past from 2006 Bike plan maps as stated in the email, so if the 2006 Bike plan maps have omissions that the BPAC and staff missed, this will have omissions too. I started to remove the streets not controlled by the city, I finished removing light traveled by bikes Lawrence. That is far as I got, Reminder some less controversial changes (ie. restriping) are not shown in either map and may appear as gaps. This is an attempt to make as simple of a picture as possible of the needs and the possible issues of contention from those who might lose parking or land.

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Also attached is an example inset parking as used elsewhere in the south bay, note it really protects pedestrians from moving cars, a concern voiced by the vice mayor.

Also an excellent example of a bike lane showing stripping into the intersection heightening awareness to cross traffic of a bike cross traffic. Kind of the along the concept that cross walks provide for pedestrians.

Notes on street accomidation

1. Note El Camino, Central, and Lawrence are County and state controlled roads, and city cannot make policy on these, but negotiates with county and state and so are outside this policy.
2. Streets with 25MPH limits and low peak hourly traffic volume are generally safe for bikes and cars to coexist. This is the basis for no accommodation needed and vast majority of residential streets. Areas such as schools with low speeds and high peak traffic volumes need special accommodation as per Santa Clara county government Traffic Safe Communities Network (TSCN) and California "Safe Routes to School" especially in that youth riders with less than fully developed cognitive abilities are at risk. Dropping street speed to 25MPH or slower is prudent in active parking areas at parks such as Inverness bike corridor.
3. The design goal for streets in the plan is to be consistent with Bay Area Government MTC studies and guidelines that bike lanes are needed for designated bike routes as per 2006 Sunnyvale bike plan when street speeds are 35MPH or greater, or AHV > 400 as per MTC recommendations
http://www.mtc.ca.gov/library/2001_rtp/downloads/bike/final_plan/toolbox-safety_index.doc
4. The goal is to provide access for all users to all facilities. Certainly that is to be for all public facilities (schools, civic centers, libraries) health facilities, retail and large apartments which typically are not located off of low speed residential streets. For corridors such as Fair Oaks, near 101, it will be difficult to accommodate bicyclists and traffic in separate lanes on Fair Oaks. Fortunately, the East Canal trail is being considered and can provide a suitable alternate for greater than an estimated 90% of bike transportation needs in this corridor without having bikers divert more than a 1/4 mile diversion. Stevens Creek Trail access, especially at Remington provides safe diversions around several difficult to correct corridor intersections around Hwy85 and El Camino. The Borregas Bridges provide a 0.3 mile diversion around the Matilda 101/237 interchanges. So if a corridor is not an sole destination approach, then up to an 1/3 mile diversion is reasonable as long as typical trip distance is not increased by over 25%. This should apply to schools and other public facilities. That is if a safe bike path exists to an side of the school, or similar facility, and it does not increase travel for student by over 25% who live at least a mile from school then minimum safe accommodation for all users is considered complete for the other streets bounding that facility. That does not preclude further enhancement of street safety if it can be accommodated and desired at that facility.
5. Inset parking into selected areas of street garden strip (shown on attached photo) provides attractive traffic separation protection to pedestrians and provide more street space for safe street accommodation for cyclists.. In fact with marked bike lanes, the space between active traffic and pedestrians is increased over unmarked, or intermittent street parking.

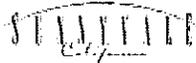
80

6. It is proposed that any development that affect the 2006 Sunnyvale bike plan along the bike corridors, needs a public documented review and a possible hearing if impact (or erosion of service trend) is significant to maintain the integrity of the 2006 Sunnyvale Bike plan, within the constraints of the rules provided above or in the 2006 Sunnyvale Bike plan.

Regards
Pat Grant

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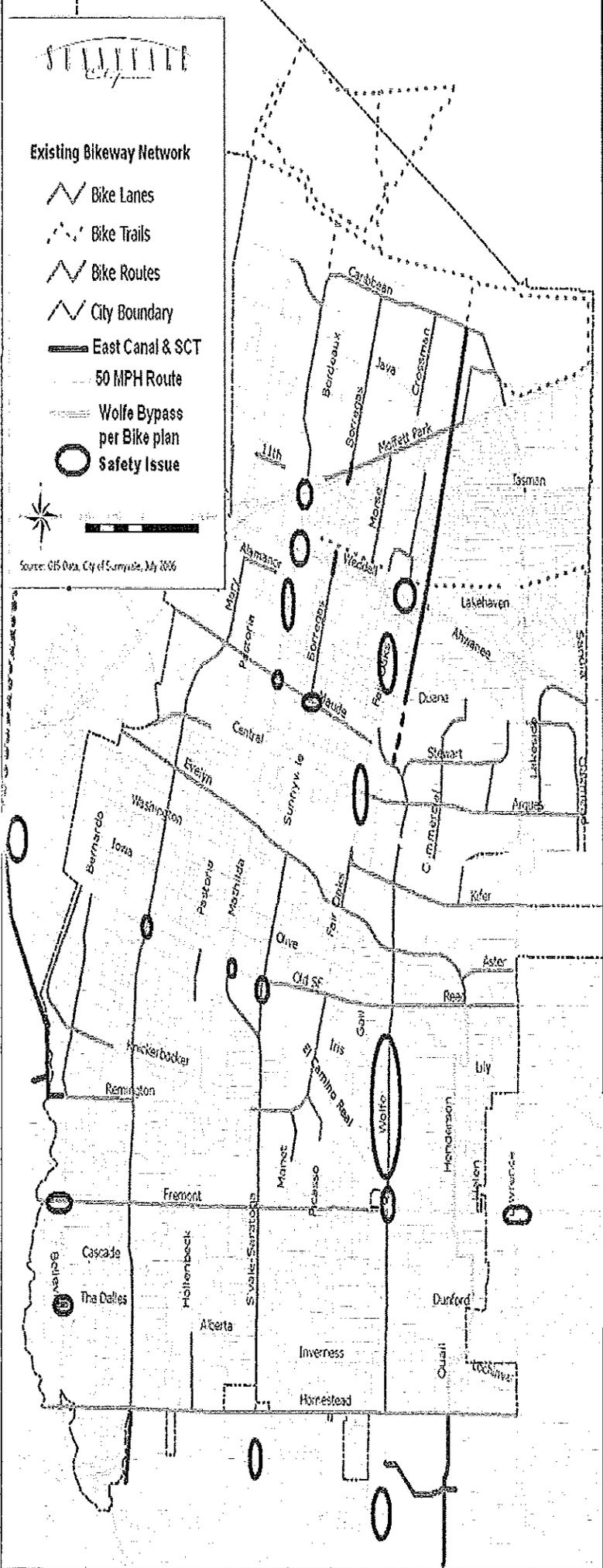
81



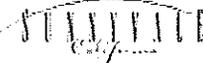
Existing Bikeway Network

- Bike Lanes
- Bike Trails
- Bike Routes
- City Boundary
- East Canal & SCT
- 50 MPH Route
- Wolfe Bypass per Bike plan
- Safety Issue

Source: GIS Data, City of Sunnyvale, July 2006



Present state of Bike network and significant changes as identified by 2006 Sunnyvale Bike Plan

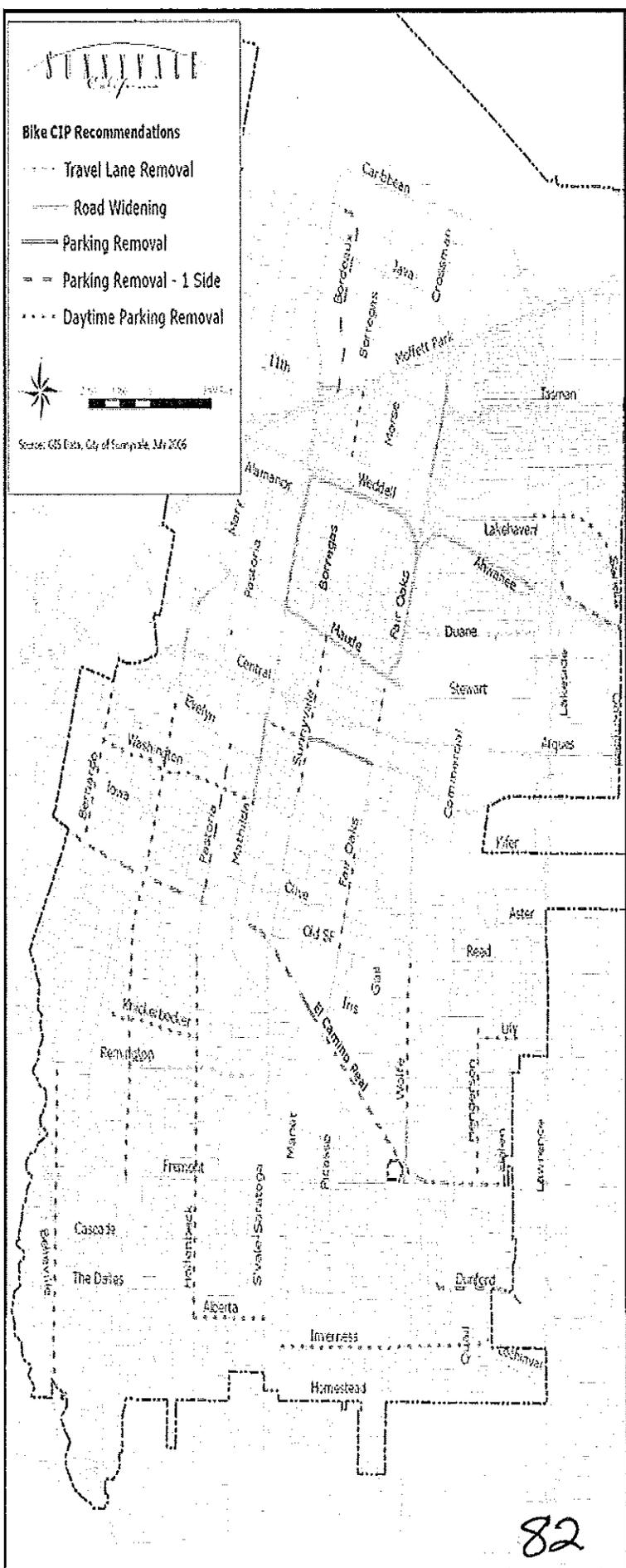


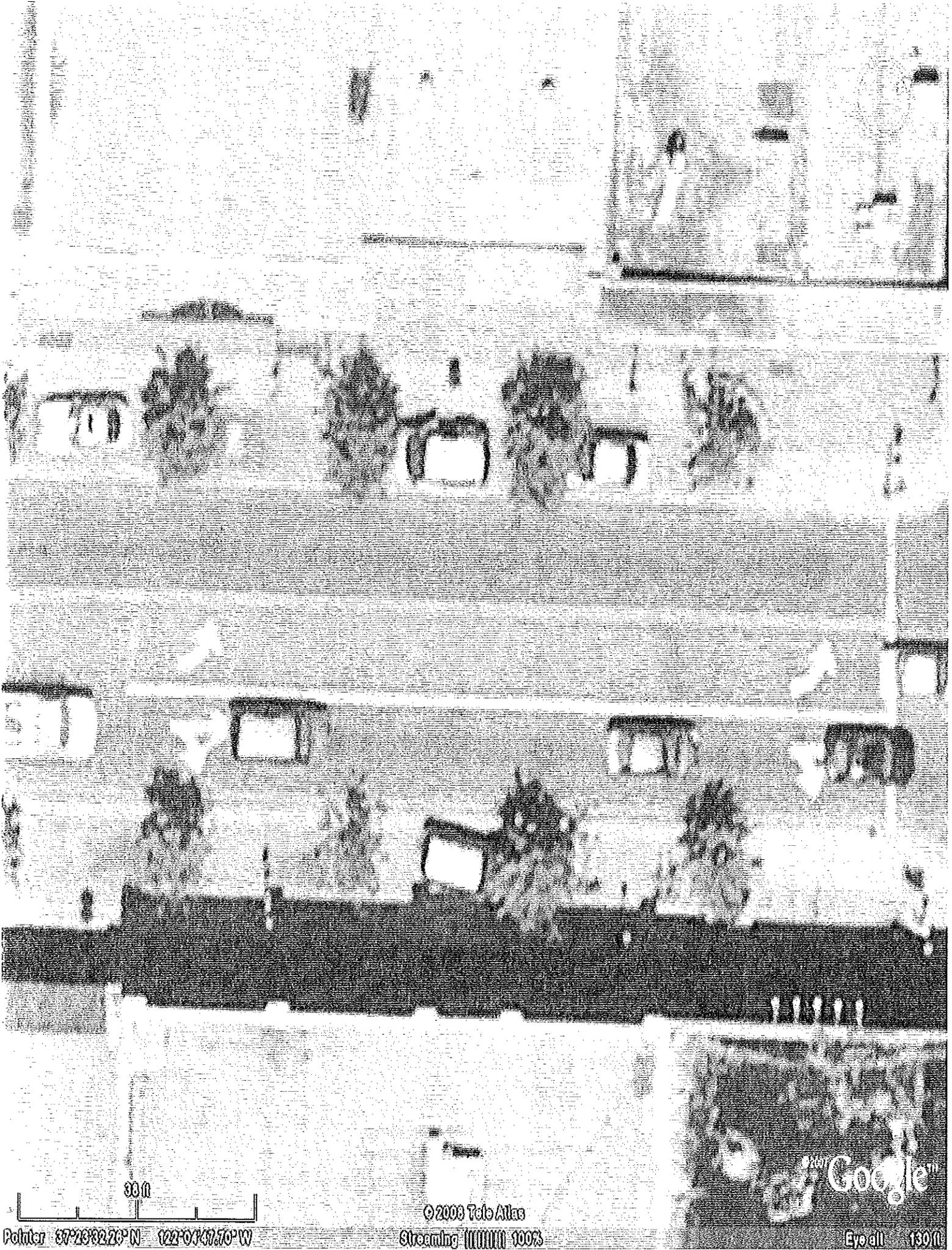
Bike CIP Recommendations

- Travel Lane Removal
- Road Widening
- Parking Removal
- Parking Removal - 1 Side
- Daytime Parking Removal



Source: GIS Data, City of Sunnyvale, July 2006





300
Point: 37°23'32.20" N 122°04'47.70" W

©2008 Tele Atlas
Streaming (|||||) 100%





From: Patrick Grant <sunnyvale_trails@yahoo.com>
To: Sunnyvale <bpac@ci.sunnyvale.ca.us>, <council@ci.sunnyvale.ca.us>
CC: Heba El-Guendy <helguendy@ci.sunnyvale.ca.us>, Jack Witthaus <jwitthaus@...>
Date: 3/16/2008 9:16 PM
Subject: Fair oaks Avenue listed in most dangerous 25 Bay area roads for cyclists
Attachments: Bay_area_Most_dangerous_roads.jpg

As in the Sunday March 16, SF Chronicle and on SBVC. I think Fair Oaks and Tasman is on April 8 agenda. Lets not do anything that makes Fair Oaks higher on the Bay area list of shame, please,
Regards
Pat Grant

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BPAC DPW - Fwd: [SVBC] Homestead left turns (Mary + Bernardo)

From: Cathy Switzer <[REDACTED]@mac.com>
To: <bpac@ci.sunnyvale.ca.us>
Date: 3/22/2008 5:43 PM
Subject: Fwd: [SVBC] Homestead left turns (Mary + Bernardo)

FYI.

Begin forwarded message:

From: Jeremy Hubble <[REDACTED]@gmail.com>
Date: March 22, 2008 1:08:21 PM PDT
To: SVBC <bikes@svcbikes.org>
Subject: [SVBC] Homestead left turns (Mary + Bernardo)

I've noticed that the left turns from Homestead to Mary and to Bernardo both do not seem to be picking up bikes. (This in spite of actually having a 'bike' symbol in the left turn pocket.) I filled out a form on Sunnyvale's site, but haven't received any response. What is the best way to report these? And who actually has jurisdiction over this. (I am guessing this would technically be in Cupertino since it is that side of the street, but I'm not exactly sure how it is managed.)

Jeremy

bikes@svcbikes.org mailing list

To unsubscribe from the SVBC discussion list or change your options, please visit <http://lists.svbc.dreamhost.com/options.cgi/bikes-svbc.dreamhost.com/>.

You can also unsubscribe via e-mail by sending a message from your subscribed e-mail account to unsubscribe@svcbikes.org with the word 'unsubscribe' in the subject or body--don't include the quotation marks. You will be asked to confirm your request to unsubscribe for security reasons.

List information:

<http://lists.svbc.dreamhost.com/listinfo.cgi/bikes-svbc.dreamhost.com>

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BPAC DPW - Please provide the funds to enforce Sunnyvale's vision triangle ordinances.

From: Thomas Mayer <thom94089@pacbell.net>
To: Sunnyvale City Council <council@ci.sunnyvale.ca.us>, Sunnyvale BPAC <bpac@ci.sunnyvale.ca.us>
Date: 3/22/2008 7:50 PM
Subject: Please provide the funds to enforce Sunnyvale's vision triangle ordinances.

Please provides the funds to enforce Sunnyvale's vision triangle ordinances.

Thom Mayer

San Ramon neighborhood mourns 11-year-old boy killed by bus

Bob Egelko, Heather Knight, Chronicle Staff Writers

(03-22) 16:20 PDT SAN RAMON -- A residential San Ramon neighborhood today was mourning the death of 11-year-old Daniel Pan, a brainy, sweet fifth grader who was on his way home from school when he rode his bicycle into the path of a small bus and was killed.

The accident occurred at 3:30 p.m. Friday at the intersection of Montevideo Drive and Vera Cruz Drive. Daniel was just a half-block from home, a one-story, cream colored house on Montevideo, when he rode his bike down a curb-cut and into the path of a 15-passenger bus.

He was returning from Montevideo Elementary and was traveling eastbound on the north sidewalk of Montevideo Drive.

The bus was traveling southbound on Vera Cruz, and witnesses said it stopped at a stop sign and then began turning right onto Montevideo. **Tall hedges at the corner make it difficult to see bicyclists, neighbors said.** There is no stop sign on Montevideo.

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From: "Jeremy Hubble" <jmhubble@gmail.com>
To: <jwitthaus@ci.sunnyvale.ca.us>
CC: <bpac@ci.sunnyvale.ca.us>
Date: 3/24/2008 10:58 AM
Subject: left turns on Homestead - bike sensitivity

Jack,

The left turn signals on Homestead appear to have trouble registering bicycles. Both have bike positioning symbols painted in the left turn lane. However, I was unable to get either to activate the left turn with my bicycle (in spite of waiting through multiple cycles and even attempting to repositioning the bike.) I had filled out the online form for Mary about a week ago.

I'd appreciate if the city could look in to these (and perhaps check Wright and Kennewick also.)

Thanks,

Jeremy

BPAC DPW - Thank you and follow up

From: Cathy Switzer <cbsbikes@mac.com>
To: <bpac@ci.sunnyvale.ca.us>
Date: 3/26/2008 6:43 PM
Subject: Thank you and follow up

Hi all,

Thanks for the follow up:

- The City's Parks and Recreation Department was contacted with regard to the requested installation of bicycle signage in the vicinity of the Sunnyvale entrance to the Baylands Park.
- The City's building inspector in charge of overseeing the Moffett Towers construction project was contacted with regard to the requested sweeping of H Street. Representative of Lockheed Martin was also contacted in this regard. As a result, H Street was swept and cleared of all construction related debris.

Question - will the sweeping be a one-time event or regular daily/weekly/monthly?

And my action item is to take a picture of the following hazard and forward it on:

- Vicinity of the Fair Oaks/Tasman intersection, including the southbound travel lanes, was checked. No roadway maintenance issues were identified during the site check. Consequently additional feedback is welcomed with regard to the requested filler at a storm drain.

--Cathy

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From: webmaster@ci.sunnyvale.ca.us
To: <bpac@ci.sunnyvale.ca.us>
CC: <webmaster@ci.sunnyvale.ca.us>, <hkwan@ci.sunnyvale.ca.us>, <jtest@ci.su...
Date: 4/4/2008 2:59 PM
Subject: Web BPAC Request - Street: Moffett Park Drive

Name = Andy Cedilnik

Email = 

Street = Moffett Park Drive

Between Street =

and Street =

Landmarks = Crossman Ave

Suggestion =

There does not seem to be any detection for bicycles on the intersection of Moffett Park Dr and Crossman Ave.

From: webmaster@ci.sunnyvale.ca.us
To: <bpac@ci.sunnyvale.ca.us>
CC: <webmaster@ci.sunnyvale.ca.us>, <hkwan@ci.sunnyvale.ca.us>, <jtest@ci.su...>
Date: 4/4/2008 2:59 PM
Subject: Web BPAC Request - Street: Buena Vista Ave

Name = Andy Cedilnik

Email = [REDACTED]

Street = Buena Vista Ave

Between Street = Mary

and Street = California

Landmarks =

Suggestion =

Buena Vista Ave where it meets the Mary and California has the loop detection, but the detection does not detect my bike any more.

From: webmaster@ci.sunnyvale.ca.us
To: <bpac@ci.sunnyvale.ca.us>
CC: <webmaster@ci.sunnyvale.ca.us>, <hkwan@ci.sunnyvale.ca.us>, <jtest@ci.su...>
Date: 4/7/2008 1:59 PM
Subject: Web BPAC Request - Street: Wedell & bike path connecting to Lakehaven

Name = Carla Cremers

Email = [REDACTED]

Street = Wedell & bike path connecting to Lakehaven

Between Street = Fair Oaks

and Street = Lakehaven

Landmarks =

Suggestion =

Could you please run a street sweeper down Weddell and the bike path connecting it to the Lakewook Village subdivision ? There's broken glass and lots and lots of little round pine tree things. It makes riding on the bike path rather like riding on so many little ball bearings. If I just sweep, the pine tree stuff piles up on the sides and a week later, you can't tell the difference, and a street sweeper would remove the pine tree stuff.

From: Pat Parseghian <pep@aboutpep.com>
To: <bpac@ci.sunnyvale.ca.us>
Date: 4/9/2008 10:05 PM
Subject: loop sensor problems

Hello -

I am writing about two traffic loop sensors that do not detect a bicycle in Sunnyvale. (In this case, it's a steel bicycle - plenty of metal - and I do understand how to position myself over the loop.)

First problem: Southbound on Bernardo, at Fremont. I was centered over the loop, which includes multiple diagonal lines. I waited through two complete cycles without getting a green signal: from free-flowing traffic on Fremont, to westbound traffic halted for the left turn lane (eastbound on Fremont turning northbound onto Bernardo). The signal to cross Fremont turned green only after a car stopped behind me.

Second problem: Southbound on Kennewick, at Homestead. Here I was positioned over the leftmost loop, which has diagonal lines and a bicycle symbol painted on the center. I was aligned with the symbol, centered over the loop, to make a left onto Homestead. I waited through two complete cycles of this light, too - from free-flowing traffic on Homestead, to westbound traffic halted for the left turn lane (eastbound on Homestead turning northbound onto Kennewick). Just as I was preparing to walk over to the sidewalk and activate the button to cross as a pedestrian, a car arrived behind me and triggered the green light.

Please help - thanks,
- Pat

Heba El-Guendy - Comprehensive Sunnyvale city phone survey show trails and biking have top support of residents

From: Patrick Grant <sunnyvale_trails@yahoo.com>
To: Executive Director <ed@stevenscreektrail.org>, Ross Heitkamp <ross_heitkamp@stevenscreektrail.org>, Garth Williams <garthmba@yahoo.com>, Kevin Jackson <kjbiker@netzero.net>, Stawitcke <andrea@baas.org>, <manitakos1@netzero.com>, <mike-e-62@sbcglobal.net>, <rgdurham@stanford.edu>, <cyclistrick@gmail.com>, Heba El-Guendy <helguendy@ci.sunnyvale.ca.us>
Date: 4/10/2008 1:26 PM
Subject: Comprehensive Sunnyvale city phone survey show trails and biking have top support of residents
Attachments: Sunnyvale_park_survey_2008.pdf

Hi,
 Sunnyvale parks and rec just came out with a comprehensive phone survey, error bar roughly 5%. What is great news biking, walking, and trails are in the very top. Trails like the Steven creek trail show the highest level of broad support among residents in the city.
 A 2 page summary attached.

For specifics see.

<http://www.parksofthefuture.com/docManager/1000000073/Sunnyvale%20Parks%20Final%20Report.pdf>

and the really fine detail on methods etc
<http://www.parksofthefuture.com/docManager/1000000074/Sunnyvale%20Parks%20Final%20Report%20%28Appendices%29.pdf>

Cheers
 Pat Grant

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Information Item 7.

BPAC Active Items List Update

An updated copy of the Commission's active items list is attached.

Bicycle and Pedestrian Advisory Committee

Active Items

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Borregas Avenue Bike Corridor	Raina	2008	Freeway closures for placement of bridge falsework scheduled late April, 2008	4/9/2008
2	Bernardo Caltrain Under-crossing	EI-Guendy	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. Project update submitted for Valley Transportation Plan (VTP) 2035 consideration.	2/19/2008
3	Evelyn Avenue Bike Lane Phase 1 and 2	Raina	Summer/Fall 2007	Project complete.	4/8/2008
4	Code of Ethics and Conduct	EI-Guendy	4/8/2008	Annual BPAC review is scheduled for July 17, 2008 meeting.	4/9/2008
5	Utility Bill Stuffer	EI-Guendy	May-08	Shift scheduling, April BPAC	4/9/2008
6	Bike to Work Day	EI-Guendy	5/15/2008	Shift scheduling, April BPAC	4/9/2008
7	Earth Day	EI-Guendy	4/26/2008	Shift scheduling, April BPAC	4/9/2008
8	Health and Safety Fair	EI-Guendy	5/10/2008	Brainstorming scheduled for the February BPAC meeting	2/19/2008
9	Overlay, Reconstruction, Slurry	T. Pineda	FY 2008-09	Information only item provided during the BPAC meeting of January 31, 2008.	2/19/2008
11	E-Lockers at the Caltrain Station	EI-Guendy	Mar-08	Relocation of four new e-lockers and placement of information and BAAQMD signage	2/19/2008
12	Signage request - Entrance of Baylands Park	EI-Guendy	Apr-08	Add bicycle route signage in the vicinity of the Sunnyvale entrance to the Baylands Park	3/14/2008

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
13	Maintenance request - Fair Oaks south of Tasman	EI-Guendy	Apr-08	Addition of filter to the storm drain in the southbound direction on Fair Oaks Avenue just south of Tasman Drive	3/14/2008
O-1	Bike Transportation Account Grant Program	EI-Guendy	Annual		7/13/2006
O-2	Bicycle Capital Improvement Program	EI-Guendy	Ongoing		7/12/2007
O-3	TFCA grants	EI-Guendy	Annual	Funding for light rail corridor traffic controllers recommended	4/9/2008
O-4	Bike Parking Incentive Program	EI-Guendy	Ongoing		5/11/2007
O-5	Construction Zone Safety Complaints received	EI-Guendy	Ongoing		2/19/2008