

BPAC E-mail Messages and/or Letters

Enclosed is a copy of E-mail messages covering requests and/or relevant information received after circulation of the agenda packet of the June 16th, 2011 BPAC Special Meeting.

Heba El-Guendy - Re: Web BPAC Request - Street: Moffet Parkway

From: Heba El-Guendy
To:
Date: 7/18/2011 2:26 PM
Subject: Re: Web BPAC Request - Street: Moffet Parkway

Hello,

Thank you for bringing your concerns to our attention. Please be advised that new bike detector cards have been installed to test this location for cyclists traveling in the eastbound through and eastbound left-turn directions. Please do not hesitate to inform us if you continue to experience timing issues when crossing Mathilda Avenue at Moffett Park Drive.

Best regards,
Héba El-Guendy, T.E.
Senior Transportation Planner
Division of Transportation and Traffic
City of Sunnyvale Public Works Department
456 West Olive Avenue
Sunnyvale, CA 94088
Tel: (408) 730-2713
Fax: (408) 737-4943



Please consider your environmental responsibility before printing this or any other e-mail.

On 6/20/2011 at 4:05 PM, "emailer" <emailer@ci.sunnyvale.ca.us> wrote:

Name

Email

Street Moffet Parkway

Between Street Mathilda

and Street

Landmarks

Suggestion Could you please make the green longer for crossing Mathilda on Moffet Park ? Even if I jump on the pedals when the light goes green for Moffet Park, I'm usually still in the intersection when Matilda gets its green, and all too often, I can't jump on the pedals when I get my green because west bound Moffet Park turning south on Mathilda traffic is still going.... Thanks,

14

Heba El-Guendy - Re: Popularity of Slurry Seal on Bike Routes

From:
To: Public works <pubworks@ci.sunnyvale.ca.us>
Date: 7/18/2011 11:54 AM
Subject: Re: Popularity of Slurry Seal on Bike Routes
CC: Frances Morales <FMorales@ci.sunnyvale.ca.us>, Tony Pineda <TPineda@ci.sunnyvale.ca.us>, Heba El-Guendy <helguendy@ci.sunnyvale.ca.us>

Hi,

Thanks for the reply. I appreciate the time taken to respond. I remain unsatisfied with the response, however.

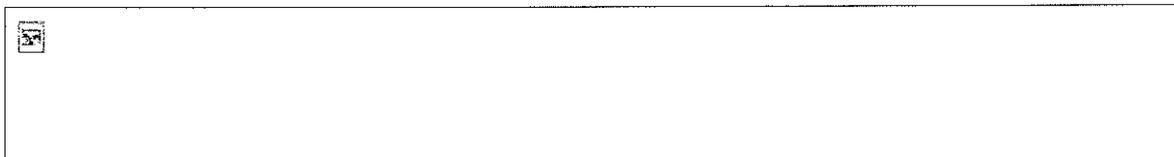
Perhaps there is a professional association, forum or conferences where pavement maintenance is discussed and the issue of pavement smoothness in the context of cyclists is also raised? It would seem sensible that there is work or research somewhere in this world (not just the U.S.) to produce optimal, low cost surfaces that are a bit better for cyclists. For example, perhaps there is a better way of applying the slurry seal that makes it smoother.

It also seems odd that other cities, who also have cost concerns and who are often in climates or with soils that are prone to worse road deterioration, can find solutions that are better for cyclists. Do they have different priorities with regard to cyclists? Or are they looking at the same numbers and data but coming up with different answers?

How do we change the priorities and interpretation of data here in Sunnyvale to show more favor to cyclists? I have to admit that I am a bit of a skeptic with regard to your interpretation and conclusion, but then I hardly have access to the same data. Or how do we find better solutions?

Regards,

On Mon, Jul 18, 2011 at 11:34 AM, Public works <pubworks@ci.sunnyvale.ca.us> wrote:



Dear

Thank you for expressing your concerns about paving surfaces and bicycling. Sunnyvale's maintenance philosophy embraces cost-effective means for extending the life of pavement surfaces. Slurry seal and chip seal are used as pavement conditions begin to show signs of fatigue. In the case of slurry seal, it can extend the life of a roadway for 10 years for a tiny fraction of the cost of a pavement overlay (\$0.15 per square foot for slurry vs. \$ 3.00 per square foot for asphalt overlay). The tradeoff is that the roadway surface is not as smooth. If slurry seals are not applied and the roadway is allowed to deteriorate until deterioration reaches a level requiring overlay and sufficient funds for an asphalt overlay are available, this can result in a rough roadway surface as well, including potholes and surface cracks that can also pose issues for bicyclists. Increasing the frequency of asphalt overlays would represent a significant cost to the City for which there is insufficient funding available. Sunnyvale is not likely to pursue exponentially more expensive pavement maintenance practices that might require deferred maintenance and greater decline in pavement conditions.

15

Thank you,
Public works

----- Your Original Message -----

Request #: 16869

From:

Date: 07-11-11 11:55 pm

Subject: Popularity of Slurry Seal on Bike Routes

Message: I've been travelling lately and having the great fortune of having my bike with me. What I've been seeing is new, well built bike lanes and paths popping up in many cities across this continent. Most all of these lanes and paths seem to have had special attention paid to providing a good, smooth surface for bikes to ride on. In Sunnyvale, however, there is a passion for adding slurry seal to roads. We've seen it on Fremont a few years back, and on minor roads (eg. my street Ticonderoga). We are even seeing slurry seal on formerly very smooth roads such as Remington. We got great new bike lanes on Remington, but the surface was degraded with the application of the slurry seal. The department of public works argues that the slurry seal smooths out after a while. That's true, but if a good road scores a 10, slurry seal is a 5, and well worn slurry seal is maybe a 7. Where bikes ride on the road doesn't tend to get as well worn as where cars drive. How can we ask the city to give greater priority to the comfort of cyclists by improving road surfaces? Is there a process, or someone we should write to? Are there standards? Regards,

Heba El-Guendy - Web Contact - Request ID: 16625 Reply: No, Subject: advanced stop line

From: "emailer" <emailer@ci.sunnyvale.ca.us>
To: "Contact - helguendy@ci.sunnyvale.ca.us" <helguendy@ci.sunnyvale.ca.us>
Date: 6/23/2011 5:58 PM
Subject: Web Contact - Request ID: 16625 Reply: No, Subject: advanced stop line

Dear **BPAC**,
Below is message **16625**, no reply is needed.

- Reply
- Reassign
- Close with no reply

From

Reply Needed No

Location Description: evelyn crossing mary ave

Subject advanced stop line

Message <http://www.bikexprt.com/bikepol/facil/stopline.htm> something like this might make that intersection a litte safer, right now it feels like we are left to the fates 100 feet before and after the intersection :)

Heba El-Guendy - Fwd: Re: BPAC May 26th public comments

From: Heidi Kirk
To: COUNCIL
Date: 6/21/2011 10:56 AM
Subject: Fwd: Re: BPAC May 26th public comments
CC: Campbell, Coryn; El-Guendy, Heba; Luebbbers, Gary; Rose, Marvin; Uribe, Christina; Walker, Robert; Witthaus, Jack

Forwarding from Council AnswerPoint. - Michelle

On 6/21/2011 at 10:54 AM, Heidi Kirk <Heidi Kirk@ci.sunnyvale.ca.us> wrote:

Mr.

Thank you for copying the Council AnswerPoint on your email. I am forwarding your message to Council, copying key City staff for their information as well.
Michelle Zahraie for Heidi Kirk

Heidi Kirk
Executive Assistant
Office of the Mayor and City Council
City of Sunnyvale
hkirk@ci.sunnyvale.ca.us
www.ci.sunnyvale.ca.us
PH: (408) 730-7470
FAX: (408) 730-7699

On 6/20/2011 at 2:19 PM, wrote:
Dear Sunnyvale BPAC members,

Thank you for listening to me and my neighbors express our concerns at your May 26, 2011 meeting regarding the safety of streets and sidewalks in our neighborhood.

One of the action items suggested to me was to request traffic calming measures on our streets to address the speeding vehicle issues. At this meeting, Jack Witthaus provided to me the necessary forms. I am in the process of filling these out now and getting the signatures of my neighbors.

As you may remember from my presentation, speeding was not the only one issue that we raised at this meeting.

The intersection of San Diego Ave & E. Hemlock Ave has some chronic safety issues that we talked about and were hoping the commission could make some recommendations to city staff.

I identified the severe lack of school crosswalks on the back side of Columbia Middle School as compared to the other public schools in Sunnyvale. Many children walking to school take E. Hemlock ave, crossing Borregas Ave and San Diego Ave, neither of which have crosswalks painted.

I requested that the city either paint the no parking zones at the inside and outside corners of San Diego Ave & E. Hemlock Ave, or let me and my neighbors buy the paint and perform the labor ourselves to save the city the expense of painting.

We discussed the recent double-yellow center-line painting at this same intersection and how this appears to have the effect of encouraging people to go even faster around the corner.

We also talked about this intersection being a primary route for pedestrians accessing the school and park, and the lack of ADA curb cut on the current 2011/2012 curb cut schedule in Sunnyvale.

As I stated above, I am pursuing the traffic calming measures to address the speeding vehicles. At this point, I am asking for advice on how to proceed with these other pedestrian related items:

1. paint school-zone crosswalks on all routes children walk to/from Columbia Middle School
2. raise the priority of ADA curb cuts for all routes to/from Columbia Park
3. install stop sign at the intersection of San Diego Ave & E. Hemlock Ave

Regards,

Heba El-Guendy - Consider reverse angle parking by Washington Pool on Pastoria and Washington

From:
To: Sunnyvale <bpac@ci.sunnyvale.ca.us>, Heba El-Guendy <helguendy@ci.sunnyvale.ca.us>, Jack Witthaus <jwitthaus@ci.sunnyvale.ca.us>, <council@ci.sunnyvale.ca.us>
Date: 6/16/2011 10:12 AM
Subject: Consider reverse angle parking by Washington Pool on Pastoria and Washington

Hi,
Perhaps the city should look at Reverse Angle parking around Washington pool area where the path of cyclists is immediately behind bumpers of cars.. Statistics show its a win win for all safety-wise!

Reverse Angle parking has been very successful in reducing both car collisions (23%) and ped/bike/car injury collisions (43% decrease!). It put children being unloaded typically from right side of cars, next to the sidewalk, with the open car door protecting them from dashing into the street. Typical heads in parking, the open car door blocks access to the safety of the sidewalk and tends to funnel children into the path of traffic.

See the city of Baltimore info sheet at :
http://www.hampdenhappenings.org/HCC_WEB/Zoning_Pdf/RAP/The_Art_Of_Reverse_Angle.pdf.

Regards

The Art Of Reverse Angle Parking

or why you want reverse angle parking but don't know it yet

By: George L Peters Jr. Chairman
HCC Zoning & Land Use Committee

Very soon Hampden will be first in Baltimore yet again, we will be the first neighborhood to institute reverse angle parking. Initially there will be one test area located on the east side of Chestnut Avenue between 36th Street and 34th Street for 2 long continuous blocks of Reverse angle parking, (*it is really more like 4 blocks if you count the intersections on the west side of the street*) but hopefully in the next few months we will have reverse angle parking on some other appropriate blocks in the neighborhood as well.

At this point you may be wondering a couple of things. What exactly is reverse angle parking and why in the world would we want it here in Hampden?

To answer the first question, reverse angle parking is like regular diagonal parking except that you enter the space by backing into it instead of pulling forward into the space. Reverse angle parking, also know as Back-in angle parking, operates under the basic premise that it's always better to "Reverse into the known" (i.e., you are able to see the space before backing into it). With regular diagonal parking, as a driver, you are required to back out into the unknown due to obstruction of vision.

The answer to the Why would we want it here in Hampden question is two fold. First it will create more parking spaces, 25%-30% more. As more and more cars come to our neighborhood to compete for our already limited number of parking spaces, reconfiguring our existing on street parking is vital to sustaining the level of livability that we all expect and deserve. If reverse angle parking is put into place in the appropriate areas of Hampden we could gain as many as 100 new parking Spaces.

Second it's safer. A recent study in Pottstown, Pennsylvania found a 25% reduction in the number of accidents as a result of reverse angle parking. The study also found a 43% reduction in accidents involving injuries related to parking. When pulling out of a reverse angle diagonal space, the driver has a unobstructed view of oncoming traffic by simply looking left before pulling out.



This is a rendering of what a posted
Reverse angle parking sign may look like

Cyclists are also much more visible, which reducing the potential of car-bike accidents. There are also safety advantages when it comes to loading and unloading. When loading or unloading a small child for instance, reverse angle parking allows your car doors to open to the safety zone of the sidewalk, as opposed to opening towards the danger zone of the street. With the door as a barrier, children and pets are much more likely to take the path of least resistance to the sidewalk. Additionally, it is safer and more convenient, to load items into and out of the back of your vehicle.

Now finally we come to the reverse angle \$50,000 question. How exactly do I reverse angle park? I didn't need to do this when I took my driving test. Well relax it's easy and I am going to tell you how. In fact living in Hampden I will assume that you are already an old pro at parallel parking, so reverse angle parking is going to be a piece of cake. Here is how it's done.

- Put on your right turn signal as you approach the parking space.
- Don't make any turns away from or into the spot before reversing, just continue along your normal path of travel, just outside the parking spaces.
- Think of it like parallel parking - pull past the parking space until the rear tires of your vehicle are even with the end of the parking space and then just turn your steering wheel to the right while backing up just like parallel parking without the final step.
- Use your mirrors to see the parking stripes to center yourself in the space.
- Use the front of your vehicle as a reference for how far to pull back - if you drive a pickup truck or larger vehicle with a lot of overhang, be careful not to pull too far back and block the sidewalk.
- Practice - it only takes a few times to get the hang of it.

There are plenty of places around the country that have successfully implemented reverse angle parking including Brooklyn, New York, Portland, Pottstown, Salem, Salt Lake, Seattle, Tacoma, Tucson, Washington DC, Vancouver and Wilmington. What is found time and time again after reverse angle parking is implemented is that it is safe, convenient, and of course who in Hampden can argue with more parking spaces.

If you would like more information on Reverse Angle Parking please go to www.hampdehappenings.com/zoning

BPAC Active Items List Update

The Commission's active items list is attached for your reference. Concerns regarding operational matters such as signal operations and bicycle detection are not individually listed, but will be regularly addressed during the BPAC meetings.

Bicycle and Pedestrian Advisory Commission

Active Items List

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Bernardo Caltrain Under-crossing	Witthaus	TBD	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.	4/9/2009
2	Code of Ethics and Conduct	El-Guendy	Annual	Was reviewed and accepted by BPAC during the meeting of January 20th, 2011.	2/10/2011
3	Utility Bill Insert	El-Guendy	Annual	Postponed for circulation in September/October 2011. Set as an agenda item during the July 21st meeting to help facilitate the scheduling of date and time for photo taking needed for the insert.	7/18/2011
4	Bike to Work Day	El-Guendy	Annual	The event took place on May 12, 2011. BPAC members assisted the Moffett Park Business Group and Leadership Sunnysvale in staffing energizer stations within the City of Sunnysvale.	5/19/2011
5	Earth Day	El-Guendy	Annual	A number of events took place in celebration of Earth Day, one of which at Full Circle Farm on April 17 including live music, kids activities, contests and local food vendors.	6/8/2011
6	Health and Safety Fair	El-Guendy	Annual	The event took place on Saturday, April 30th from 11:00 a.m. to 3:00 p.m. BPAC members participated in the event.	5/19/2011
7	Curb Ramps, as well as Road Overlay, Slurry, Reconstruction & Chip Schedule	T. Pineda	Annual	Information only items were shared with the BPAC members during the meeting of March 17, 2011.	4/22/2011
8	Signage request - Entrance of Baylands Park	El-Guendy	TBD	A site meeting took place with staff of the City's Department of Parks and Recreation who are planning to install improved signage and pavement markings.	8/13/2010
9	Spare the Air Fair	El-Guendy	Annual	The event took place on May 18, 2010. The BPAC Chair participated in the event.	6/11/2010
10	State of the City	El-Guendy	Annual	The event took place on Monday, July 4th from 10:00 a.m. to 2:00 p.m. at Washington Park. Following the Mayor's State of the City address, community awards were presented.	7/18/2011

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
11	VTA Bicycle Expenditure Program (BEP)	Withtaus	Annual	Funds in the amount of \$85,000 is being awarded to design and construct bike lanes on Pastoria Avenue between El Camino Real and Evelyn Avenue. The work also includes intersection improvements at El Camino Real, Iowa Avenue and Washington Avenue including signal modifications.	4/22/2011
12	Block Grants	Withtaus	Annual	Application was submitted for the redesign of Hendy Avenue between Fair Oaks and Sunnyvale Avenues in order to provide sidewalks, bike lanes, underground utilities, and other improvements. The project will receive approximately \$2 million in BEP and Pavement Rehabilitation funds. Also an application was submitted for the construction of left-turn and associated signal at the intersection of Old San Francisco Road/Sunnyvale Avenue.	8/13/2010
13	Construction Zone Safety Complaints received	EI-Guendy	Ongoing	Responses are provided via phone or e-mail communications. In some cases, the responses are provided verbally during the BPAC meetings and documented as part of the meetings minutes.	2/19/2008
14	Policy on Street Space Allocation	Withtaus	Ongoing	Coordination is ongoing based on the approved policy on street space allocation and relevant roadway resurfacing/construction projects (examples are Bordeaux and Remington Drives). CEQA clearance and General Plan amendment have been carried out to the policy.	9/10/2010
15	Bicycle Detection Complaints received	EI-Guendy	Ongoing	Responses are provided via phone or e-mail communications. In some cases, the responses are provided verbally during the BPAC meetings and documented as part of the meetings minutes.	9/11/2008
16	Community Design and Transportation (CDT) - Planning Grant Program	EI-Guendy	Annual	Application was submitted by January 13, 2011 for \$75,000 excluding local match to conduct a feasibility study and develop a concept plan for the West Channel Trail corridor from Carribean Drive to Mathilda Avenue. The plan was recommended for funding.	2/10/2011
17	2011/12 Transportation Planning Grant Funds	Withtaus	Annual	An application requesting \$157,500 grant funds was submitted to conduct the Four Cities Stevens Creek Bicycle and Pedestrian Corridor Feasibility Study.	4/22/2011
18	2009 State Safe Routes to Schools	EI-Guendy	Annual	A grant application was submitted by April 15, 2009 to add safety and operational improvements in school areas Citywide. The City's application for \$720k succeeded for Cycle 8, FY 2009/10. Project implementation is underway.	9/10/2010

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
19	2011 Federal - Cycle 3 Safe routes to Schools	El-Guendy	Annual	As a continued effort to the received state grant and to help establish citywide safe routes to schools, a grant application was submitted on July 15, 2011 for the amount of \$820,000 to implement infrastructure improvements in areas of 20 public and private schools. A non-infrastructure application for the Cities of Sunnyvale and Campbell was submitted under Traffic Safe Communities Network (TSCN) of the County's Health Department.	7/18/2011
20	Stimulus Package	Witthaus	Ongoing	Application for the Green Infrastructure Funding Grant was submitted to complete the design and implement the East Channel Trail (Application was denied)	9/10/2010
21	2010 Community Design and Transportation (CDT) - Capital Grant Program	El-Guendy	Annual	In response to the second call for projects, application was submitted on October 4th to complete design and construct the East Channel Trail. The project was recommended to receive grant funds in the amount of \$595,200 in addition to the required local match of 20% (\$148,800).	11/10/2010
22	Establishment of Bike Lanes on Mary Avenue	Witthaus	Ongoing	The BPAC requested adding this item on the list for the establishment of bike lanes on Mary Avenue between Fremont and Maude Avenues following the required review in accordance with the street space allocation policy. Conceptual planning and consultation are underway.	3/10/2011
23	Santa Clara Valley Water District Grant Programs	Witthaus	Annual	An application requesting the maximum allowable amount of \$75,000 of Clean, Safe Creek Funds was submitted in March of 2011 to conduct the Four Cities Stevens Creek Bicycle and Pedestrian Corridor Feasibility Study (Application was denied).	6/8/2011
24	Sustainable Communities Planning Grant	Witthaus	Ongoing	Application was submitted on behalf of the Cities of Cupertino, Los Altos and Mountain View and lead by the City of Sunnyvale to conduct the Feasibility Study associated with the Stevens Creek Extension (Application was denied).	9/10/2010
25	Vehicle Emissions Reductions Based at Schools (VERBS) Grant Program	El-Guendy	Ongoing	Teaming with the Traffic Safe Communities Network (TSCN), an application for non-infrastructure initiatives was submitted on October 4th. The project was awarded funding of \$1 million excluding local match which will be split between the City of Sunnyvale and the County of Santa Clara. About 80% of Sunnyvale elementary and middle schools will be evaluated. To kick off this grant, a Family Fun Bike Ride event took place at Las Palmas Park on May 21st.	6/8/2011