

FINAL

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

Meeting Minutes – January 31, 2008

The Bicycle and Pedestrian Advisory Commission met at 6:30 p.m. on January 31, 2008 with Committee Chair Jackson presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present: Kevin Jackson
Richard Warner
Patrick Grant
Andrea Stawitcke
Ralph Durham
Michael Reece

Members Absent: James Manidakos

Staff Present: Jack Witthaus, Transportation and Traffic Manager
Heba El-Guendy, Senior Transportation Planner

Visitors: Arthur Schwartz
Alexis Grant
Cathy Switzer
Linda Eaton

Commission affirmed (6-0) that the member absence was excused.

SCHEDULED PRESENTATION

Chair Jackson requested that the new Commission member and staff liaison introduce themselves.

Michael Reece – New Commission Member – Resides in Sunnyvale near Fair Oaks Avenue. Applied to become a member of the Commission about a year ago. Believes in making the streets safe for all modes of transportation. Is very familiar with the northern part of the City, and will be happy to review different City locations depending on the BPAC needs.

Heba El-Guendy – New Commission liaison – Joined the City of Sunnyvale in November of 2007 as a staff member of the Division of Transportation and Traffic. Worked in the public and private sectors for about 17 years. One of the main focus areas of her work experience and graduate studies, is bicycle and pedestrian projects and policies.

PUBLIC ANNOUNCEMENTS

Chair Jackson - Indicated that the bike bridge in the City of Cupertino will be opened in December 2009.

Commissioner Durham - Circulated copies of a booklet on Sharing the Road with Pedestrians which was produced by the Arizona Department of Transportation.

CONSENT CALENDAR

1.A) [Approval of Draft Minutes from November 15, 2007](#)

1.B) [Approval of January 31 Agenda](#)

1.C) Approval of 2008 BPAC Calendar

Consent calendar items 1B and 1C were approved 6-0.

Commissioner Grant - Requested that the November 15th meeting minutes be revised as per his e-mail message dated January 31, 2008.

Jack Witthaus - Explained that it is the practice to produce summary minutes, and the expectation should not be for minutes that state word for word.

Commissioner Grant - Indicated that the staff's recommendations contained in the report on the allocation of street space conflict with the Committee's views. Thus, the public hearing needs to be detailed to avoid any biases or misunderstandings.

Commissioner Stawitcke - Corrected the last name of Fritz Stawitcke listed on the first page of the minutes.

Chair Jackson - Indicated that Linda Eaton has been a resident of Sunnyvale for 17 years, and she is not 17 years of age (correction on Page 3). Clarified that Galap Patangay is in favor of Mary Avenue being changed from four to three/two lanes configuration with bike lanes (on Page 4). Corrected the word "minimum" to "maximum" under the comment of Thom Mayer noted on Page 6 of the minutes.

Commissioner Grant - Indicated that the minutes should clarify that Dan Hafeman does not think that bike lanes are necessary for himself since he is an experienced cyclist, but they generally encourage people to ride (on Page 4).

Consent calendar item 1A was approved 6-0 as amended.

STAFF RESPONSE TO PRIOR PUBLIC COMMENTS

No prior public comments

PUBLIC COMMENTS

Arthur Schwartz - Council did not address how Commission members could testify for items that they disapproved, but passed.

Chair Jackson - Noted that Council will generally rely on meeting minutes.

Linda Eaton - The bike racks near Macy's are in poor condition and inquired if the City could install the wave racks.

PUBLIC HEARINGS/GENERAL BUSINESS

2. DISCUSS: Policy for the Allocation of Street Space – Draft Report to Council

Jack Witthaus – Summarized the staff report to Council. Explained that the staff's recommendation to keep the status quo is mainly to maintain the flexibility to craft analysis and recommendations based on the nature of the individual projects. It is the City's practice to consult with affected communities within the project areas and cannot bias project findings with input of all cyclists. However, staff will take the necessary measures to enhance relationships with bicycle organizations, and make a better use of available technologies to seek and maintain a database of all received comments.

Chair Jackson – Noted that some projects have not been adequate, and possibly future projects would be more controversial and difficult to secure their approval. Thinks that the existing approach has not been sufficient, and that there is a need to engage "Potential cyclists" and establish safe bicycle facilities. Revised the last paragraph on Page 1 of the report to read "The BPAC would like policy to be developed regarding the allocation of street space to safely accommodate all as many potential users of the roadway as ~~safely possible~~". Corrected part of the first paragraph on Page 4 to read "Also important to the BPAC is recognition that safe accommodation of all modes of travel (moving vehicles, bikes, and pedestrians) should take priority over non-travel related uses (parking and landscaping) of street space. This is not to be interpreted that non-travel uses should not be provided, but rather they should be considered provided once minimum safety standards for mobile travelers of all modes are accommodated". Added "or safety features" at the end of the second to last paragraph on Page 4. Also requested that staff ensure that all e-mail messages be included under Attachment D of the report.

Commissioner Reece – Indicated that some people like to cycle, but do not feel safe. Inquired if the BPAC would check on the community's feedback.

Chair Jackson – Responded that this process has been done in November of 2007, and that the people in favor out weighed the ones opposed to the BPAC recommendations.

Commissioner Reece – Inquired if staff need to conduct additional review to ensure that the community's opinions are met.

Chair Jackson – Explained that the practiced procedure require that all comments be passed to Council.

Commissioner Grant – Indicated that the issue is more fundamental, and that there is no consideration of bicycle facilities when evaluating developments. Noted that the policy would require changing the review approach. Used Duane Avenue as an example, and whether or not it would have bike lanes.

Chair Jackson – Indicated that traffic engineering and safety standpoints should determine the recommendations. Believes that evaluating projects on a case by case basis generates objections which could be eliminated if engineering judgment is used. Noted that minimum standards should first be met, and then all modes could compete for any remaining space.

Commissioner Grant – Inquired if staff require wider sidewalks when evaluating mixed-use and higher density developments.

Jack Witthaus – Responded that staff required the provision of wider sidewalks from some key developments such as in the Town Center and the Tasman-Fair Oaks areas.

Commissioner Grant – Requested that this point should not be precluded from the explanation provided on Page 5 of the report.

Chair Jackson – Clarified that the minimum street cross section width noted on Page 5 of the report should be 42 feet (not 32 feet) in order to include width of the sidewalks. Added to a part of the last

paragraph on Page 5 to read "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 available or could be notified*". Revised a part of the second paragraph on Page 6 to read "Another method of decision making would be to rely strictly on engineering criteria and standards, and ~~downplay the need for public input~~". Believes that the Table provided on Pages 6 and 7 of the report promotes the provision of bike lanes where it is easy to do, and not necessarily where it is needed.

Commissioner Durham – Indicated that a lot of the freeways and arterials prevent cyclists from traveling to their destinations the way motorists could.

Chair Jackson – Agreed with Commissioner Durham and indicated that cyclists theoretically could use some of these routes, but it is too dangerous. Revised the last phrase of the first paragraph on Page 7 to read "~~This would in effect remove public outreach and opinion from the equation in making determinations about roadway configurations and bike lane construction.~~ *Consider public opinion in determining the staff recommendation*". Revised a part of the second paragraph to read "The BPAC's intent is that safely moving all transport modes should be ~~sacrosanct~~ *more important than convenience*, 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."

Commissioner Warner – Indicated that there was no BPAC meeting in December and thus removed the "~~December 20, 2007~~" date from the third paragraph on Page 8.

Chair Jackson – Requested revising the second paragraph on Page 9 to read "*The Bicycle and Pedestrian Advisory Commission recommends Alternative 1: approve the policy on allocation of street space and direct staff to amend the zoning ordinance and the Land Use and Transportation Element of the General Plan*".

Commissioner Durham – Indicated that BPAC would like to bring the matter to a higher level than planning.

Jack Witthaus – Indicated that he will draft the wording of Attachment B on the Proposed Policy and send an advance draft to BPAC members for their review and approval.

The public hearing was opened.

Arthur Schwartz – Noted that the Planning Commission looks at developments at the early stages and not necessarily take the bike/pedestrian comments seriously. Seldom sees cyclists or BPAC members at such meetings, and matters would not be resolved unless raised in the early stages. City practice generally accepts a five-foot sidewalk, yet it cannot accommodate a double infant stroller. Would like to see painted bike lanes because just having an edge line is not sufficient. Also belief that crosswalks marked with zebra stripes do not work unless other than white.

Alexis Grant – Resides in Menlo Park and works in Sunnyvale. Believes that safety should be a priority, and that the current practice has not established a continuous grid of bicycle lanes. Noted that the spirit of the policy is what is important.

Chair Jackson – Noted that there is a need for changing people's belief. Most people drive because they feel that they do not have other options.

Cathy Switzer – Raised concerns with regard to the vicinity of the former Navair property. Explained that it is difficult to stay on the sidewalks abutting to this property due to the driveways design and

sharp slopes. Street lighting is more important for the pedestrians than it is for cars that should have their headlights on. Whoever is doing the utility work in downtown should reset the paving bricks at the construction locations. Added that it is acceptable to have curb-side parking along residential streets. However, parking along main streets such as Hollenbeck and Homestead is scary for cyclists. Noted that it is important to provide equal opportunities for all modes of transportation in Sunnyvale, and staff need to commit to contacting cyclists since they ride their bikes for thousands of miles and are aware of the issues that face them.

Arthur Schwartz – Noted that sidewalks need to be six feet wide not five, which would require amendment to the zoning code.

Linda Eaton – Indicated that the spirit of the policy is very important. When gas and food costs are going up, people need an alternative to cars. It is better to accommodate all modes of travel in the initial design than trying to do reverse engineering later.

The public hearing was closed.

NON-AGENDA ITEMS AND COMMENTS

BPAC members voted 6-0 in favor of adding as an urgent discussion item the Council's action with regard to the Board and Commission Policy Limiting Speech on Official City Positions.

Chair Jackson – Shared an e-mail message from Council Member Christopher Moylan that describes the Council's position. In addition to explaining the e-mail content, provided copies to BPAC members and staff.

· BPAC ORAL COMMENTS

Commissioner Durham – Will bring to the next meeting photos that he took during his trip to France which show parking designs and pedestrian accommodations.

Commissioner Stawitcke – Mentioned that she nearly hit a pedestrian jaywalking across El Camino Real and dressed in black from head to toe.

Chair Jackson – Noted that motorists should have more responsibility since they can do more damage.

Commissioner Durham – Inquired about the feasibility of constructing a median fence along El Camino Real.

Jack Witthaus – Indicated that Caltrans considered this project at some point, but the project died since. Also noted that the City has on its work plan a project that will look into improving pedestrian and bicycle facilities on the El Camino Real corridor along with other design and operational improvements.

Commissioner Grant – Noted his appreciation of all of the staff's effort.

Chair Jackson – Noted that the staff's effort is good, but there is a need for more work.

Commissioner Reece – Inquired if the policy on the allocation of street space is considered dead if staff does not recommend it.

Chair Jackson – Replied that it depends on the Council's decision, and that it could be recommended again in August/September as a study issue for next year. Also inquired about any developments

concerning the e-lockers.

Jack Witthaus – Responded that the four new e-lockers are already in place at the Caltrain Station.

Chair Jackson – Inquired about the construction plan for the Borregas Bridge and whether or not it is still on schedule.

Jack Witthaus – Responded that it is on schedule and the project should be completed within 500 days or less.

Commissioner Durham – Noted that there is no good detour around this construction area.

Chair Jackson – Noted that the City's web site should show users how to get to the BPAC page. Also inquired if the developers' fees will be used to complete the sidewalks in the Moffett Park.

Jack Witthaus – Replied that the only active project at this point is the Mary Avenue extension, sidewalks will eventually be built.

Chair Jackson – Requested from the BPAC members to advise staff of any construction barricades that have non-working flashers. In addition, inquired about the study issues that are expected to be addressed in 2008.

Jack Witthaus – replied that the Division will evaluate feasible connections with the regional trails. Also noted that Council recommended a budget issue of \$85,000 for bicycle projects.

· STAFF ORAL COMMENTS

None.

INFORMATION ONLY ITEMS

3. Update of the City's Handbook for Boards, Commissions and Committees
4. Sunnyvale's Project List Submitted for Inclusion as part of the Valley Transportation Plan 2035
5. FY 2008-09 to FY 2013-14 Curb Ramp Installation List
6. FY 2008-09 AC Overlay/Reconstruction List
7. BPAC E-mail Messages
8. BPAC Active Items List

ADJOURNMENT

The meeting adjourned at 9:20 p.m.

Respectfully submitted by:

Heba El-Guendy
Senior Transportation Planner
Division of Transportation and Traffic