



COMMUNITY MEETING MINUTES
Fair Oaks Bikeway Streetscape Project
City of Sunnyvale

SUBJECT: COMMUNITY MEETING No.2

MEETING DATE: January 18, 2017 6:30PM – 8:00PM

LOCATION: Fair Oaks Community Park Building
540 N. Fair Oaks Ave., Sunnyvale, CA 94085

ATTENDEES:

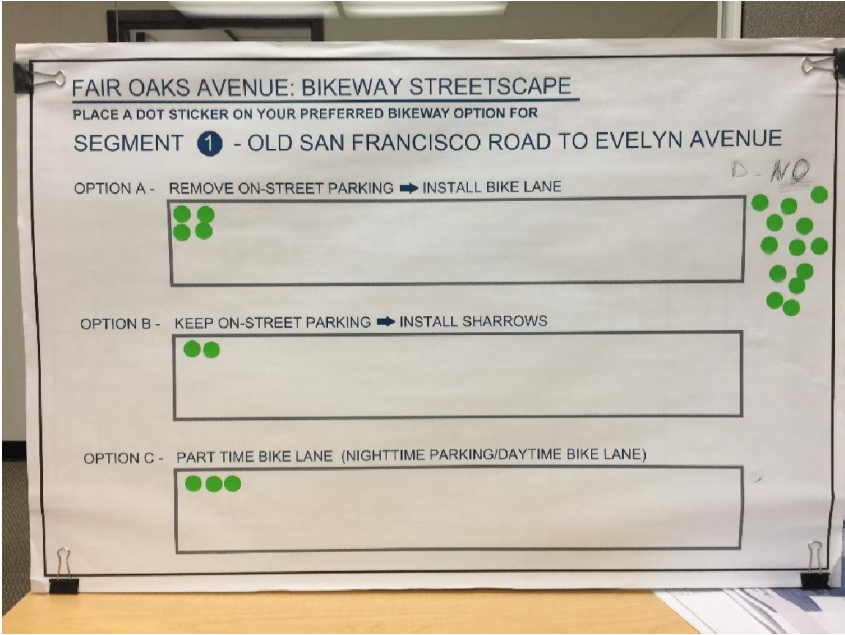
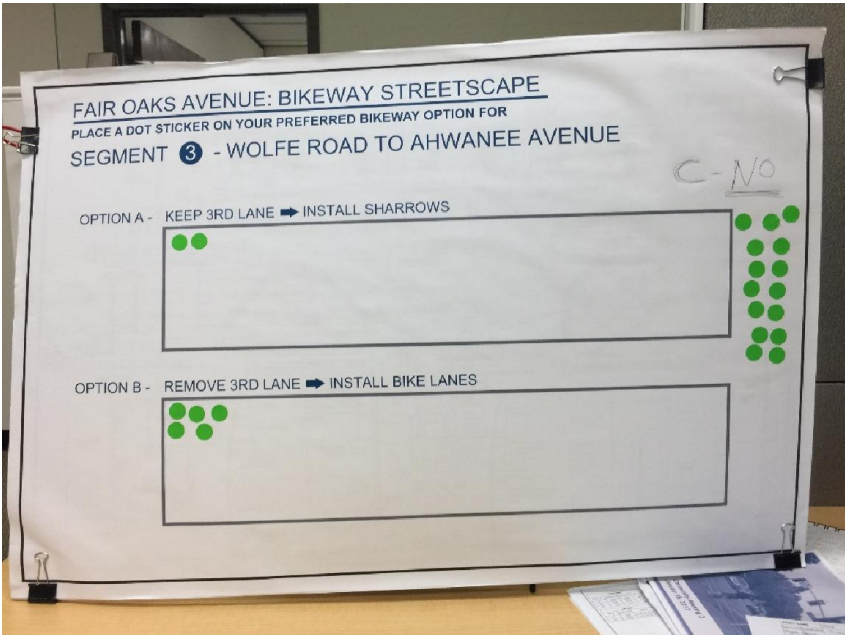
<u>Name</u>	<u>Company</u>	<u>Phone Number</u>
Thanh Nguyen	City of Sunnyvale	408-730-7512
Humza Javed	City of Sunnyvale	408-730-7554
Shahid Abbas	City of Sunnyvale	408-730-7330
Jennifer Ng	City of Sunnyvale	
Manuel Pineda	City of Sunnyvale	
Michael Fisher	CSG Consultants	650-522-2516
Cesar Caronongan	CSG Consultants	650-522-2572
Steve Fitzsimons	W-Trans	650-314-8313

ISSUES	NEXT ACTION
THE FOLLOWING ISSUES WERE DISCUSSED AND ACTIONS NOTED:	
I. INTRODUCTION, PROJECT BACKGROUND AND LIMITS Thanh (City's Project Manager) re-introduced the project to the twenty two (22) residents in attendance and talked about the project history, funding approval and the three project segments on Fair Oaks Avenue that include: Segment 1 – Old San Francisco Road to Evelyn Avenue, Segment 2 – Kifer Road to Arques Avenue, and Segment 3 – N. Wolfe Road to Ahwanee Avenue. She mentioned that the purpose of the project is to connect the bike network in the area as indicated in the city council approved 2006 Sunnyvale Bike Plan and also to incorporate complete streets principals into the project. She then turned the PowerPoint presentation over to Michael Fisher (Consultant Project Manager) to discuss the project's technical design aspects.	

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II. POWERPOINT PRESENTATION Michael discussed the technical items as he went through the slides. As the presentation progressed, Michael discussed the design options for each of the three project segments that the residents will have a chance to vote on at the end of the presentation. The options are as follows; For Segment 1: <i>Option A - Remove on-street parking, install Class 2 bike lanes</i> <i>Option B – Keep on-street parking, install Sharrows</i> <i>Option C – Part Time Bike lane (Nighttime parking/Daytime bike lane)</i> For Segment 2: <i>Partial Class 2 bike lane, and partial sharrows</i> For Segment 3: <i>Option A – Keep 3rd lane, install sharrows</i> <i>Option B – Remove 3rd lane, install Class 2 bike lanes</i> The limited right of way width and restricted parking for Segment 2 left it without any design options to vote on. The design will stay as shared bike lanes (Sharrows) to be installed at Kifer road to California Avenue and Class 2 bike lanes installed at California Ave to Arques Avenue. The residents wanted to add a “No Project” as another option for those opposed to the project. City agreed by posting a “No Project” option on the voting board. During the presentation, residents started asking questions. The presentation was interrupted by questions from residents which prompted Manuel Pineda (the City’s Public Works Director) to step in and request the residents to let the consultant and city staff to get through the presentation first before asking questions in order for everyone to have the same information about the project and keep up with the meeting schedule. He mentioned that there will be a Q&A at the end of the presentation to give everybody a chance to ask their questions and voice their opinions.	
III. QUESTIONS AND ANSWERS The following are questions and opinions raised by the residents during the powerpoint presentation and the Q&A session afterwards. 1. A resident’s question about what a sharrow is led to an explanation that these pavement markings are placed on lanes to alert motorists of the fact bikers are likely to occupy within the traveled way. Bikers can occupy lanes even when no sharrow is	

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present. Thus, sharrows are intended to increase awareness, but do not change roadway operations. 2. A resident wanted to know how and who will enforce Option C of Segment 1 which is the Part Time Bike Lane (Nighttime parking/Daytime bike lane) option. It was explained that a sign will be installed to indicate the required hours for nighttime parking and that the City will enforce it. 3. As the presentation moved into the topic of removing one southbound lane to accommodate Class 2 bike lanes, a resident commented that all three southbound lanes are very congested during rush hour and that removal of one will create more congestion. It was explained that this removal will require a full Environmental Impact Report (EIR) which will make it unlikely to be implemented at this time. 4. At the start of the Q&A session, the only resident in attendance who also attended the first public meeting for the project back in November 2016 reiterated his questions which he felt were not answered. He's concerned about the hardship for parking for him, his friends and for maintenance workers who will work on his house if these bike lanes are installed. He's also concerned about the decrease in value of his property as a result of this. One resident's question seems to suggest that he wanted a different route for the bike lanes being proposed to be installed at Fair Oaks Avenue. He feels that there's a better route that will be beneficial to all instead of the using Fair Oaks Avenue which is congested. Another resident who lives within the vicinity of Segment 1 and who wanted to keep the on-street parking asked why a removal of a lane is not an option for Segment 1. Another resident wanted to know if sufficient study has been performed for the project and asked for the reason why the project is even being done other than that it's on the City's Bike Plan. He claims that he hasn't seen anybody doing traffic counts on the number of cars and local bikers that travel Fair Oaks Avenue. These questions motivated the City's Public Works Director (Manuel Pineda) to put the project in context and clarify the City's perspective in providing Complete Streets. He explained that Complete Streets is a transportation policy that basically enable safe access of streets for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. This means that the project's intent is to provide streets with facilities so users will have their choice of transportation options be it bicycle, cars, transit, or walking and not just one specific option. Based on this, there are policies that need to be followed and one example is that bike facilities have priority over parking.	

ISSUES	NEXT ACTION
These policies in addition to the City's General Plan and Bicycle Plan are what constitute the desire to create a transportation network that serves and provides opportunity for everybody. However, some design is more complex than others and there are hard decisions that need to be made and so that is why this community process is ongoing in order to take note of the community's perspective which will then be presented to the city council. 5. It was argued by one resident that there seem to be a vast intellectual disconnect when it comes to the City's vision for these projects. He claims that the City approves thousands of new units for development and then seems to be blind when it comes to the new traffic these developments will introduce. Meanwhile, the City also wants to complete the bike networks which he feels will just add to the traffic congestions. In addition, he feels that there are enough bike networks around the area which are safe and there's no need to place them on Fair Oaks Avenue. 6. A resident suggested that the best way to resolve the issue is to just vote for the shared lanes so no elimination of parking or removal of lane will have to occur and the small number of bike users will not be as big an impact to the traffic. 7. Another resident's suggestion is the idea of bicycles using the sidewalks instead of bike lanes which he claims he didn't realize he could do in Sunnyvale. It was however clarified that sidewalks can only be used for short stretches when the biker is not comfortable being in the road and that the sidewalk is free of pedestrians. 8. A bike user and supporter came up to voice his opinion on the issue at hand. He raised the issue of increase in car dependence. He said that people should start thinking differently and should not be dependent on the thinking that all the advantages that cars claim now will be here forever. To the argument that there are so few cyclists out there to justify the need for the installation of bike lanes, he quoted an old saying among engineers that says <i>"You can't judge the demand for a bridge by counting the number of people swimming across the river."</i> He said facility has to be built first and then you'll see people use them. He cited an incidence where a biker was riding in a vehicle lane and was hit by an overtaking motorist who feels that the biker doesn't need to be there. It can be argued that what the biker did was against the law in this instance but it still doesn't change the fact that there should be an engineered facility installed in the road that will keep all users safe and aware of each other. One final point that he made was about the argument regarding the bikers using a different road to get to their destination. He	

ISSUES	NEXT ACTION
asked the audience to imagine saying that to car owners. His point was to emphasize equality in road usage. As it was getting late and more questions were being asked, it was decided that the voting should begin and the people who needed more information were directed to the City staff and Consultants who can answer them.	
IV. ACTIVITY After the presentation, the public was asked to make their way over to the two (2) prepared voting boards where the residents can indicate their preferred bikeway option for; Segment 1:  And Segment 3: 	

ISSUES	NEXT ACTION
V. SUMMARY Basing on the result shown by the activity above, majority of the residents seem to favor the No Project option.	
VI. UPCOMING DELIVERABLES/MEETINGS - Preliminary Findings Technical Memorandum and Cost Estimates, with recommended pavement treatments - TBD - Next PDT Meeting – TBD	