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**Sent:** Friday, June 17, 2022 2:19 AM  
**To:** PlanningCommission AP  
**Cc:** SVBC Sunnyvale Team; elcamino@bikesiliconvalley.org  
**Subject:** Suggested Bicycle Improvements for the ECR SP

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Dear Sunnyvale Planning Commission,

I write to you on behalf of Bike Sunnyvale, the local chapter of the Silicon Valley Bicycle Coalition. We are taking this opportunity to comment on the draft El Camino Real Specific Plan before it is finalized. First, we congratulate the city staff on a well-written draft plan.

In general, we are very supportive of the draft El Camino Real Specific Plan. Its adoption and implementation will make Sunnyvale a better community by making the area more walking, bicycle, and public transit-friendly while also making it a more pleasant place to live, shop and visit. We are very supportive of the Bicycle Network goals outlined in the plan (BN-Gx, BN-Px, PP-Gx), the shared mobility policies (SM-Px), and the three midblock crossings to ECR as shown in Figure 6-5.

**Here are specific items we want to see changed.**

**1) Make bike parking standards match with VTA Bicycle Technical Guidelines Feb 2022:**

All residents along El Camino should be easily able to access their bicycles securely parked at the ground floor. The best kind of bicycle parking is Class I long-term bicycle parking (such as bike lockers or a secure room for bicycle parking). However, the current draft of the ECRSP only requires 1 long-term bike parking space per 3-20 dwelling units.

Table 19.36.130B  
Unassigned Bicycle Parking Requirements

	Class II	Class I
<b>Residential Uses <sup>[1]</sup></b>		
General	1 space per 15 units	1 space per 4 units
Low-income housing	1 space per 15 units	1 space per 3 units
Senior housing	1 space per 15 units	1 space per 20 units

<sup>[1]</sup> Minimum of 4 unassigned Class I bicycle parking spaces shall be provided for each residential development.

This is much too low, especially for General and Low-income housing. Unless this is changed, developers along ECR won't build enough long-term bike parking, forcing residents to lug their bicycles up the stairs or through the elevator (assuming it fits) to store them in their apartments. This will make cycling inconvenient for residents. We should be making it easier for people to use their bicycles, not harder.

**The solution: Please change the Class I long-term bicycle parking requirements in the ECRSP draft to match the [VTA Bicycle Technical Guidelines February 2022](#) (section 10-13).**

Table 10-3 Bicycle Parking Supply Recommendations		
Use	Recommended Long-Term Spaces	Recommended Short-Term Spaces
	Minimum: For communities with bicycle commute rates less than 2% Goal: For communities with higher mode shift goals	
Residential (such as apartments, condominiums & townhouses)	Minimum: 1 per unit Goal: 1 per bedroom	Minimum: 1 per 20 units

These guidelines (which are already used in the rest of the city and county) mandate at least 1 long-term bicycle parking space per residential unit. **These standards should be used for general residential housing and low-income housing** and seriously considered for senior housing as well. Keep in mind that biking will become increasingly popular due to the rise in E-bikes and the construction of more low stress bike facilities in the city.

2) SD-P2 currently states: "Consider phasing out and removal of all on-street parking along El Camino Real by 2032." The **SD-P2 should state** "Consider removing on-street parking on Auto row and commit to removing parking everywhere else on ECR by 2032."

3) We want to see the city develop a plan for **implementing the class IV protected bikeways along ECR in a more timely and comprehensive manner**. Currently, the plan depends on waiting for each property to redevelop, then having the city look for funding to fill in the gaps. We propose that the City of Sunnyvale prioritize building continuous bike lanes on segments of ECR where many parcels are already being developed. This will enable continuous blocks of bike lanes to be built faster.

4) In Appendix A of the ECR SP draft, we request the following changes that will **make these intersections safer for everyone**. On Knickerbocker, Grape, Maria, Norman, Poplar, Henderson, Sycamore, Helen: add the removal of the on-street parking within 50' of the ECR intersection to improve visibility. Keep in mind that 50 ft is only 2.5 car spaces. Next, make changes to Helen and Sycamore Terrace to make them Class III or Class IIIB facilities instead of N/A.

5) Please **add a mid-block crossing on ECR between Hollenbeck ave and Mary ave** to the Specific Plan for consideration. This block is approximately 0.4 miles long, so residents would greatly benefit from being able to cross mid-block.

6) In the COMMUNITY BENEFITS/INCENTIVES PROGRAM - DRAFT, there need to be stronger incentives for active transportation.

Transportation	Public Bicycle/Pedestrian Pathways with Signage, Privately Owned Publicly Accessible		2	6
	Annual Transit Passes for Residents of Rental-Only Residential Projects	Caltrain	4	
		VTA	2	

The 'Public Bicycle/Pedestrian Pathways with Signage, Privately Owned Publicly Accessible' incentive is great. However, parcels on ECR have a variety of shapes, including some that are long and skinny. Therefore, this incentive should be a function of the length of the path, not just a flat rate. We propose that the developer should get 1 incentive point for the first X linear ft, then an additional incentive point for every Y linear ft. The exact numbers should be determined by the planning department. The benefit of this is that it incentivizes parcels that have to make a larger path to do so. All paths should have ramp access to the streets and should not have sharp turns.

Making these changes will result in more people riding their bikes, which will help us achieve our climate and transportation goals. Thank you for this opportunity to comment on the draft El Camino Real Specific Plan. Please let us know if you have any questions about our input.

Sincerely,

Ari Feinsmith on behalf of [Bike Sunnyvale](#), Silicon Valley Bicycle Coalition