



City of Sunnyvale

Excerpt Meeting Minutes - Draft Bicycle and Pedestrian Advisory Commission

Thursday, October 21, 2021

6:30 PM

Telepresence Meeting: City Web Stream

CALL TO ORDER

Pursuant to Section 3 of Executive Order N-29-20 (March 17, 2020) and Section 42 of Executive Order N-08-21 (June 11, 2021) issued by Governor Newsom, the meeting was conducted telephonically.

Chair Mehlinger clarified the teleconference provisions after the recess at 8:10 p.m., before agenda item 21-0997.

Chair Mehlinger called the meeting to order at 6:35 p.m. via teleconference.

ROLL CALL

Present 7 - Chair Richard Mehlinger
Vice Chair Leia Mehlman
Commissioner Alex Bonne
Commissioner Arwen Davé
Commissioner Dan Hafeman
Commissioner Timothy Oey
Commissioner Mihir Paradkar

PUBLIC HEARINGS/GENERAL BUSINESS

2 [21-0918](#) Java Drive Road Diet and Bike Lanes Recommendation to City Council

Alternative 1: Recommend to City Council to approve the Java Drive Road Diet removal of one mixed flow lane in each direction between Mathilda and Crossman avenues and select option 1, Class II-B buffered bike lanes for final design and construction.

Angelo Obeso, Principal Transportation Engineer gave a presentation on the Java Drive Road Diet and Bike Lanes Recommendation to City Council. Highlighting the following:

- Background

- Project location
- Increase bicycle connectivity
- Add buffered bicycle lanes
- Add bicycle detection at intersections
- Existing Typical Cross Section
- Proposed Typical Cross Section
- Examples of Buffered Bike Lanes
- Examples of Class IV Separated Bikeways
- Traffic Analysis
- Public Outreach
- Feedback received to date
- Next steps: Project Option Selection, Environmental Clearance, Final Design, Construction

Commissioner Mehlman asked about the following:

What was the assessment of reduction of the speed limit on the section of the road?

Ms. Obeso stated after the project is constructed, it will be placed on the future speed survey location list.

Is there a possibility to have a physical barrier? Ms. Obeso stated because of the frequency of driveways and location of bus stops it was decided to go with paint striping.

Commissioner Oey asked about the following:

Will the bicycle detection be on the left turn and the straight through lane versus the bike lane? Ms. Obeso stated they will consider that for the design phase.

Will the signal detection be in pavement loops detectors or will it be video? Dennis Ng, Traffic and Transportation Manager stated that the evaluation has not been completed yet.

What are the right turn treatments thoughts for vehicles? Ms. Obeso stated that the details will be looked into when the design portion is being worked on.

Will it be considered to narrow the lane from 13 feet to 11 feet to slow traffic? Ms. Obeso stated that will be a design consideration.

Are there sidewalks on both sides of the street? Ms. Obeso stated that on the northern side of Java Drive there is a continuous sidewalk of the entire length of the

segment, however on the southern side there is sidewalk on most of the segment with a short gap. Ms. Obeso stated they are aware of the gap and will be looking into it.

Do you plan on having models that take into account mode shift? Ms. Obeso stated she does not know if it being developed.

Commissioner Bonne asked about the following:

Would you consider an intermittent obstacle to give bicyclists security? Ms. Obeso stated the proposed project is to convert the pavement into a striped buffer and a striped bike lane. There have been internal talks about adding barriers but there are concerns about operation and maintenance.

What is the reason for the anticipated increase in traffic in 2035? Ms. Obeso stated it's based on the anticipated land use growth from Sunnyvale General Plan and the rest of the region.

Chair Mehlinger asked about the following:

Is Lockheed Martin Way owned by Lockheed or the City of Sunnyvale? Ms. Obeso stated Lockheed Martin Way is a private street.

Is there a plan for left turns for bicyclists at the intersections? Ms. Obeso stated they are looking into different intersection treatments. It will be discussed in the design phase.

What is the width of the City street sweeper? Mr. Ng stated the width of the City street sweeper is approximately 9 1/2 feet wide.

Would the bike lanes be able to be cleaned by the City street sweeper if the green plastic bollards or orange flex sticks were installed? Mr. Ng stated that they are going to use paint and look into barriers later on.

Will there be signs saying "No stopping at anytime" rather than "No parking at anytime"? Ms. Obeso stated as they go into the design phase they will be looking into signage.

Commissioner Bonne asked about the following:

Are there current vehicle and bicycle counts on Java Drive? If so, what is your projection 5-10 years from now? Ms. Obeso stated they have counts that were

included in the traffic analysis. They only projected out to 2035 so they do not have 5 year estimates.

What is the cost of sweeping streets in cost per mile and what is the narrowest sweeper width? Mr. Ng stated he does not have the cost per mile and the City is researching how to acquire smaller and narrower street sweepers but there are capacity issues with a smaller street sweeper.

Chair Mehlinger opened for Public Comment.

Chair Mehlinger closed for Public Comment.

Commissioner Oey commented on the following:

- Appreciates the wider space
- In favor of making lanes narrower

Commissioner Hafeman commented on the following:

- In favor of the wider buffered bike lane instead of the class IV
- Supports the proposal as is with one exception of reducing the travel lane to 11 feet for speed control

Commissioner Davé commented on the following:

- In favor of the proposal and likes the wider buffered bike lane

Commissioner Oey moved and Vice Chair Mehلمان seconded Alternative 1: Recommend to City Council to approve the Java Drive Road Diet removal of one mixed flow lane in each direction between Mathilda and Crossman avenues and select option 1, Class II-B buffered bike lanes for final design and construction.

Commissioner Oey commented on the following:

- Great design for this location and fully supports staff's excellent work for putting it together

Vice Chair Mehلمان commented on the following:

- Evaluating the 11 feet wide lane at a later time
- Thanked staff for a very well thought out project

Chair Mehlinger supports the motion due to excellent work from staff. Appreciates that the project could be converted to a Class IV facility at a later time.

The motion carried the following vote:

Yes 7 - Chair Mehlinger
Vice Chair Mehلمان
Commissioner Bonne
Commissioner Davé
Commissioner Hafeman
Commissioner Oey
Commissioner Paradkar

No 0