



City of Sunnyvale

Meeting Minutes - Draft

Bicycle and Pedestrian Advisory Commission

Thursday, July 21, 2022

6:30 PM

Telepresence Meeting: City Web Stream

CALL TO ORDER

Pursuant to Government Code Subdivision 54953(e), the meeting was conducted telephonically; pursuant to state law, the City Council made the necessary findings by adopting Resolution No. 1089-21, reaffirmed on July 12, 2022.

Chair Mehlinger called the meeting to order at 6:40 p.m. via teleconference.

ROLL CALL

Present 6 - Chair Richard Mehlinger
Vice Chair Leia Mehlman
Commissioner Bryce Beagle
Commissioner Arwen Davé
Commissioner Dan Hafeman
Commissioner Timothy Oey
Absent 1 - Commissioner Alex Bonne

Dennis Ng, Principal Transportation and Traffic Manager, Lillian Tsang, Principal Transportation Engineer, Angela Obeso, Principal Transportation Engineer and Thinh Le, Transportation Engineer attended via teleconference.

Commissioner Bonne (excused absence)
Council Liaison Din (present)

Chair Mehlinger introduced Commissioner Beagle as a new member of the BPAC.

PRESENTATION

A [22-0776](#) Vision Zero Plan Progress Update

Lillian Tsang, Principal Transportation Engineer, gave a presentation on the Vision Zero Plan Progress Update. Highlighting the following:

- Vision Zero Plan Background
- What is Vision Zero
- Vision Zero Goal Statement
- Collision Trends
- Collision Trends - Fatal and Serious Injury
- Complete Projects
- Pedestrian/Bicycle Improvements on Homestead Road at Homestead High School
- Accessible Pedestrian Signal System with Touchless Push Button
- In Progress
- Safe Routes to School - Mathilda Avenue and Maude Avenue
- SNAIL and Braly corner neighborhood
- Bicycle and Pedestrian Improvements - Willow Avenue and Reed Avenue
- Signal/Crossing Improvements - Rectangular Rapid Flashing Beacon
- Department of Public Safety
- SRTS Education Program - Bicycle and Pedestrian Rodeos
- Future Projects
- SRTS Improvements
- Land Use Development Improvements
- Signal Improvements
- Outreach Plan for Vision Zero Campaign

Vice Chair Mehlman commented on the following:

- Clarify the goal of Vision Zero to have "Zero" Bicycle and Pedestrian associated fatalities resulting in collisions
- Greatest decrease in incidence when there was substantially less vehicular traffic

Chair Hafeman asked about the following:

- Reason for number of serious injuries going down in 2021 while fatalities went up

Ms. Tsang addressed the question.

Commissioner Beagle asked about the following:

- Preliminary numbers of collision for 2022
- Reports on incidences of using Touchless Push Button to help with Vision Zero Plan
- Continuous sidewalks
- Enforcement for pedestrian and bicycle

Ms. Tsang addressed the questions.

Public Comment opened at 7:05 p.m.

Shibah, member of the public commented on the following:

- Dangerous crossing at Mary Avenue and Carson Avenue
- The intersection at Sunset Avenue and Washington Avenue should have a RFB light

Public Comment closed at 7:09 p.m.

Commissioner Oey commented on the following:

- Thanked staff for providing presentation. Look forward to the root cause analysis along with the Vision Zero information in future meetings

Chair Mehlinger asked and commented on the following:

- Very important to include in future reports the analysis on fatalities as part of Vision Zero
- Report of Vision Zero to City Council
- Breakdown of fatalities of drivers, pedestrians and cyclists

Commissioner Hafeman commented on the following:

- Important to consolidate driveways
- Traffic speed causing more fatalities
- Have quarterly collision reports to understand the trends

Commissioner Beagle commented on the following:

- Example of a continuous sidewalk

Chair Mehlinger commented on the following:

- Difference between serious injury and fatalities is often speed
- Helpful to have reports on causes of serious injuries/fatalities
- Number of total collisions in January and February 2022

Vice Chair Mehlman commented on the following:

- Add a slide breaking down the types of users for collision trends in each category

ORAL COMMUNICATIONS

Public Comment opened at 7:20 p.m.

No speakers.

Public Comment closed at 7:20 p.m.

CONSENT CALENDAR

- 1.A** [22-0761](#) Approve the Bicycle and Pedestrian Commission Meeting Minutes of June 16, 2022.

Approve the Bicycle and Pedestrian Commission Meeting Minutes of June 16, 2022 as submitted.

Vice Chair Mehlman moved and Commissioner Hafeman seconded the motion to approve item 1.A.

The motion carried by the following vote:

Yes 5 - Chair Mehlinger
 Vice Chair Mehlman
 Commissioner Davé
 Commissioner Hafeman
 Commissioner Oey

No 0

Absent 1 - Commissioner Bonne

Abstain 1 - Commissioner Beagle

PUBLIC HEARINGS/GENERAL BUSINESS

- 2** [22-0628](#) Recommend to City Council the Selection of the Mary Avenue Underpass with Jughandle Option and the Sunnyvale Avenue Underpass Tunnel Option to be Defined as the Proposed Projects for the Grade Separation of Crossings of the Caltrain Railroad Tracks for the Environmental Review

Alternative 1: Recommend to City Council the selection of the Mary Avenue Underpass with Jughandle option and the Sunnyvale Avenue Underpass Tunnel option to be defined as the Proposed Project for the grade separation of crossings of the Caltrain railroad tracks for the Environmental Review under the California Environmental Quality Act.

RTC 22-0628 was segmented into two separate items: Mary Avenue location and Sunnyvale Avenue location. BPAC did not hear the Mary Avenue location due to a

lack of quorum with one absence (Commissioner Bonne) and three recusals (Chair Mehlinger, Commissioner Davé and Commissioner Hafeman).

Commissioner Beagle stated he lives within 1000 feet of the Sunnyvale Avenue project, recused himself from discussion on the Sunnyvale Avenue location.

Angela Obeso, Principal Transportation Engineer, gave a presentation on the Sunnyvale Avenue location. Highlighting the following:

- Project Background
- Project Locations
- Project Purpose
- Why Grade Separation is needed
- Next steps
- Current Alternatives Sunnyvale Avenue
- Sunnyvale Avenue Underpass Tunnel
- Sunnyvale Avenue Underpass Tunnel Traffic Study Summary
- Sunnyvale Avenue Underpass Tunnel Bicycle Circulation
- Sunnyvale Avenue Underpass Tunnel Parking and Loading Opportunities
- Bicycle and Pedestrian only Undercrossing
- Local examples of Bicycle and Pedestrian Undercrossings
- Sunnyvale Avenue Alternative Comparison
- Staff Recommendation - Alternative 3: Recommend to City Council the selection of the Sunnyvale Avenue Underpass Tunnel option to be defined as the Proposed Project for the grade separation of the Sunnyvale Avenue crossing of the Caltrain railroad tracks for the Environmental Review

Vice Chair Mehlerman asked about the following:

- Could the multi-use path be widened to have separation between bikes and pedestrians?
- Any plans when coming off of Hendy Avenue another undercrossing that would permit vehicles to access the parking garage for the Caltrain Station by going under the tracks directly into the parking garage.
- Why isn't the space that is over the tunnel used as a small open space?
- Alternative design if open space is available for additional bike parking/storage spaces/lockers and infrastructure to support bicycle parking?

Ms. Obeso addressed the questions.

Commissioner Davé asked about the following:

- Emergency Vehicle Access
- Is there only one side of the road that has access for a bicyclists/pedestrian or do you have to cross twice to get to the opposite direction?

Ms. Obeso addressed the questions.

Commissioner Oey asked about the following:

- How wide are the bike/ped ramps in the bike/ped underpass option?
- How much longer would the VTA bus 55 re-route be in the bike/ped section?
- What was the vision for the treatment on the S curve on the bike/ped option?
- Was it considered to have a straight through approach for the Bike/ped only underpass?
- Will the pedestrian crossings in the Sunnyvale Station stay the same so pedestrians can walk through the station?

Ms. Obeso addressed the questions.

Commissioner Hafeman asked what is the opinion of the Downtown Association?

Ms. Obeso addressed the question

Public Comment opened at 8:22 p.m.

Nick, member of the public, commented on the following:

- Bike & Ped Only Option is the best
- Best for businesses, bicyclists, pedestrians, costs, climate and City goals
- Concerns with Vehicle Underpass Option
- Sunnyvale Tunnel - Indirect/Dangerous for Cyclists

Lori, member of the public, commented on the following:

- Sunnyvale Tunnel - Negatively affecting pedestrians
- Sunnyvale Tunnel - Tunnels with cars are unpleasant
- Sunnyvale Tunnel - Impacts to nearby businesses
- Sunnyvale Tunnel - Car traffic would be worse

Ari Feinsmith, member of the public, commented on the following:

- Sunnyvale Tunnel - Increased costs/footprint
- Spending hundreds of millions of dollars to accommodate vehicle travel times is a

waste of money

- Bike/Ped Only Option benefits downtown
- Sunnyvale Downtown Association supports the Bike/Ped Only Option
- Nearby residents will still have access to downtown
- Thanked City Staff for accepting feedback

Mike, member of the public, commented on the following:

- Flooding issues
- Supports the Bike/Ped Only Option
- Addressing the constant use of it as a public toilet and homeless habitat if Bike/Ped Only Option is picked

Gary Gold, Chair of the Sunnyvale Downtown Association, commented on the following:

- Sunnyvale Tunnel would impact service vehicles from accessing the Murphy parking lot from Sunnyvale Ave. which would affect getting supplies for local businesses
- Sunnyvale Downtown Association does not support the Sunnyvale UnderpassTunnel
- Supports Bike/Ped Only Option

Sharlene Liu, member of the public, commented on the following:

- Highlighted what City policy states about transportation projects relevant to the Sunnyvale Avenue Undercrossing
- Bike/Ped Only Option is safer for cyclists because of fewer bicycle vehicle conflict points compared to vehicle tunnel option
- Supports Bike/Ped Only Option
- Policy LT3.22 - guides you to prioritize bike and pedestrian safety over capacity of vehicles
- Policy LT3.6 - promote modes of travel and actions that provide safe access to City streets and reduce single occupant vehicle trips
- Tunnel Underpass Option not safe for bicyclists or convenient for pedestrians
- Bike/Ped Only Option very safe for cyclist and more inviting for pedestrians

Public Comment closed at 8:41 p.m.

Commissioner Oey asked about the following:

- Has City staff done analysis of VMT(vehicle miles traveled) impacts which would include decreasing/increasing VMT?

- Has there been any analysis on the climate impacts?

Ms. Obeso addressed the questions.

Chair Mehlinger asked about the following:

- Was a CEQA analysis done?
- Have you consulted with VTA?
- Are there ridership numbers for the effective bus routes that would be severed for doing the bike/ped underpass option?
- Are tech shuttle buses currently using Sunnyvale Avenue corridor? If so, how many and which companies?
- Is it possible in the car underpass option to physically protect the bike lanes going into the tunnel with concrete?
- Strongly recommends vertical concrete barriers with car underpass
- Which option is safer, more convenient and more pleasant for bicyclists and pedestrians?

Ms. Obeso addressed the questions.

Commissioner Oey asked did Sunnyvale staff do a comparison with this project to the Mountain View Castro Street Project?

Ms. Obeso addressed the question.

Chair Mehlinger asked about the following:

- Was there any outreach to residents along Sunnyvale Avenue up to Maude Avenue?
- What was the preference of the options from the residents who have been involved with the outreach?

Ms. Obeso addressed the questions.

MOTION: Vice Chair Mehlman moved and Commissioner Oey seconded to recommend Alternative 4: Bicycle and Pedestrian Only Option.

Vice Chair Mehlman stated there are fewer opportunities for vehicular conflict between cyclists and pedestrians. There is less impact to existing physical infrastructure with respect to the businesses on Sunnyvale Road on the other side of Evelyn Avenue. Re-routing most of the vehicular traffic is a good thing. Project

costs are half of Sunnyvale Avenue Tunnel Option and better buy in from the merchants. Finally, less of an environmental impact overall.

Commissioner Oey stated he is very much in favor of saving money, resources, reducing VMT, prioritizing bike/ped travel over car travel and improve safety. This option would provide support for north/south travel for bikes/peds. There is a lot of support from the community.

FRIENDLY AMENDMENT: Chair Mehlinger stated should City Council choose the Sunnyvale Avenue Underpass Option, it is the BPAC's strong recommendation that any bicycle facilities on the underpass be physically separated and protected by concrete. Vice Chair Mehman and Commissioner Oey accept the friendly amendment.

Commissioner Hafeman commented on the following:

- Supports the Bike/Ped Only Option
- A lot of kids take bus 55 to school
- Not in favor of spending an extra \$100 million on a two lane underpass

Chair Mehlinger commented on the following:

- Concerns about the bus service
- Guided by City Policy LT3.6
- Safety first approach to roadways
- Cost difference \$100 million
- Reduction in VMT per capita over the next 10 years
- Underpass Option would cause substantial disruption to the street grid south of the tracks
- Downtown Sunnyvale Association concerns should be validated
- Underpass Option would increase VMT which would be bad for the environment
- Proposal to widen North Sunnyvale Avenue would be less safe for cyclists
- Underpass Option worse according to City policy and twice as expensive

MOTION: Support Alternative 4: Bicycle and Pedestrian Only Underpass Option. Recommend to City Council if they choose Alternative 3: Underpass Option that any bicycle facilities on the underpass should be physically separated and protected by concrete.

The motion carried with the following vote:

Yes 5 - Chair Mehlinger
Vice Chair Mehلمان
Commissioner Davé
Commissioner Hafeman
Commissioner Oey

No 0

Absent 1 - Commissioner Bonne

Recused 1 - Commissioner Beagle

3 [22-0777](#) Report and Discussion of Recent Santa Clara Valley
Transportation Authority (VTA) Bicycle and Pedestrian
Advisory Committee (BPAC) Meeting

Chair Mehlinger called for a recess at 9:06 p.m. Chair Mehlinger reconvened the meeting at 9:16 p.m.

Commissioner Oey, VTA BPAC Sunnyvale Representative, gave the meeting summary report regarding the following topics:

- VTA BPAC reviewed and provided feedback for the Complete Streets Checklists for One Bay Area Grant Cycle 3 applicants
- VTA BPAC noted that the part time bike lanes on Homestead Road are a significant impediment and hope these will be made into full time bike lanes
- Lawrence Expressway project is from Homestead to Doyle so just outside of Sunnyvale, but several bike and pedestrian improvements will be implemented on this stretch
- VTA MultiModal monitoring software project should provide better modeling of bike, ped, and motor vehicle impacts resulting from future road and intersection projects
- MTC Regional Transportation Network
- VTA and Silicon Valley Bicycle Coalition continue to have many Smart Cycling adult education courses available see <https://BikeSiliconValley.org/ed>
- Sunnyvale and Cupertino have middle school classes available this summer see <https://wheelkids.com/msbs-sunnyvale> and <https://wheelkids.com/msbs-cupertino>
- August 18 - Silicon Valley Bike Summit, Silicon Valley's largest gathering of active transportation leaders and organizers in Milbrae. For more information see <https://bikesiliconvalley.org/events/summit>
- 2nd annual Sunnyvale-Santa Clara El Camino ride is on Saturday, July 16

Public Comment opened at 9:22 p.m.

No Speakers

Public Comment closed at 9:22 p.m.

4 [22-0778](#) Selection of Chair and Vice Chair for FY22/23

Lillian Tsang, Principal Transportation Engineer explained the roles of the Chair and Vice Chair for the Bicycle and Pedestrian Advisory Commission, FY 2022/2023.

Commissioner Davé nominated Commissioner Hafeman as Chair or Vice Chair.
Commissioner Hafeman declines the nomination.

Vice Chair Mehlman nominated Vice Chair Mehlman as Chair. Vice Chair Mehlman accepts the nomination.

There was no other nominations for the Chair position.

The motion carried the following vote:

Yes 6 - Chair Mehlinger
 Vice Chair Mehlman
 Commissioner Beagle
 Commissioner Davé
 Commissioner Hafeman
 Commissioner Oey

No 0

Absent 1 - Commissioner Bonne

Vice Chair Mehlman nominated Commissioner Davé as Vice Chair. Commissioner Davé declines the nomination.

Commissioner Beagle nominated Commissioner Beagle as Vice Chair.
Commissioner Beagle accepts the nomination.

Commissioner Hafeman nominates Commissioner Oey as Vice Chair. Commissioner Oey declines the nomination.

There was no other nominations for the Vice Chair position.

Ms. Tsang stated the Chair and Vice Chair training will be held on Thursday, July 28 at 5:30 p.m. via Zoom.

The motion carried the following vote:

Yes 6 - Chair Mehlinger
Vice Chair Mehلمان
Commissioner Beagle
Commissioner Davé
Commissioner Hafeman
Commissioner Oey

No 0

Absent 1 - Commissioner Bonne

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

NON-AGENDA ITEMS & COMMENTS

5 [22-0779](#) Develop Bicycle Wayfinding Signage Plan (Potential Study Issue)

Chair Mehlinger and Commissioner Davé gave a presentation on the Bicycle Wayfinding Signage Plan Potential Study Issue and highlighted the following:

- Examples of Wayfinding signage in other City's on major bicycle routes
- Wayfinding signs help with where you are and where you are going
- Active Transportation Plan (ATP) says wayfinding signage is needed
- Examples of where wayfinding signage is needed in Sunnyvale
- Recommendation - vote in favor of the motion and vote to put the study issue on the list

Vice Chair Mehلمان commented and asked about the following:

- Why does this need to be a study issue if it is required to have wayfinding signage in the ATP? Chair Mehlinger stated the study issue would make the wayfinding signs happen sooner rather than later.
- Supports the potential study issue - wayfinding signs are necessary
- A way to utilize Sunnyvale's bicycle infrastructure most efficiently

Commissioner Oey commented and asked about the following:

- Strongly supports the study issue
- Long overdue to get better wayfinding signs in Sunnyvale like our peer City's near Sunnyvale
- Will this study issue fix any wayfinding signs currently in use in Sunnyvale?
- VTA technical guideline on how wayfinding signs should work

Ms. Tsang addressed the question.

Commissioner Beagle asked when voting on the study issue will the BPAC get any notification on how much time and effort City staff devotes to the study itself? Ms. Tsang explained the study issue process.

MOTION: Chair Mehlinger moved and Commissioner Davé seconded to accept the potential study issue for consideration at the September/October BPAC meeting.

Commissioner Davé stated there will be two kinds of signs. One sign would be a decision sign and the other would be confirming how far it is to a destination.

FRIENDLY AMENDMENT: Commissioner Oey would like to include re-examining existing wayfinding signs and consider them as part of the overall plan. Commissioner Davé and Chair Mehlinger accepts the friendly amendment.

FRIENDLY AMENDMENT: Vice Chair Mehلمان would like to add to Commissioner Oey's amendment and propose to upgrade existing signage to conform to the new plan and agreed upon standards. Commissioner Oey and Commissioner Davé accepts the friendly amendment.

MOTION: Accept the potential study issue for consideration at the September/October BPAC meeting. Re-examine existing wayfinding signs and propose to upgrade existing signage to conform to the new plan and agreed upon standards. Finally, this issue would examine the existing numbered routes and consider them for alteration to meet the new standards.

The motion carried with the following vote:

Yes 6 - Chair Mehlinger
Vice Chair Mehلمان
Commissioner Beagle
Commissioner Davé
Commissioner Hafeman
Commissioner Oey

No 0

Absent 1 - Commissioner Bonne

-Commissioner Comments

Commissioner Oey commented on the following:

- August 18 - Silicon Valley Bicycle Summit

Chair Mehlinger commented on the following:

- Honored to have been the Chair for BPAC for the last 3 years
- Thanked everyone

Commissioner Oey, Vice Chair Mehلمان, Commissioner Hafeman and Council member Din thanked Chair Mehlinger for his time as Chair and the excellent job he did.

-Staff Comments

Lillian Tsang, Principal Transportation Engineer, commented on the following:

- Thursday, July 28 at 3:00 p.m. - Public Outreach Meeting to obtain input for the Perry Park Area Transportation Improvement Project. More information on the City webpage on the events calendar

- Homestead Road Bike Lane Study public outreach meeting in August. More information on the City webpage, search for Transportation projects and on the Transportation projects page there is a subscribe button to get on the email list

- The following items will be brought to City Council for consideration on Tuesday, July 26:

Appointment of the VTA/BPAC representative - Appointing Commissioner Bonne
Award for construction contract for the Lawrence Station Area Sidewalk and Bicycle Facility Project

- Tuesday, August 9, City Council meeting - award for the construction contract for Java Drive Road Diet Project and for the award for the construction contract for the Fremont/Bobwhite/Manet Project and accepting the funding for the East Channel

Trail Study

- Sunnyvale Bike Lane Project will advertise for construction in August

INFORMATION ONLY REPORTS/ITEMS

[22-0780](#) BPAC 2022 Annual Work Plan

[22-0781](#) Active Items List 2022

[22-0782](#) 2022 Deferred Study Issues

ADJOURNMENT

Chair Mehlinger adjourned the meeting at 10:10 p.m.