



Council Meeting: October 26, 2010

SUBJECT: Establishment of Guided Bicycle Routes through Neighborhoods – STUDY ISSUE

REPORT IN BRIEF

Action Item B4.b of the 2006 City Bicycle Plan calls for consideration of bicycle guide signage on routes through neighborhoods, incorporation of destination names and directional arrows, and distances where appropriate. This study identifies streets for a network of guided routes to assist bicyclists in finding ways through the city utilizing streets lightly traveled by vehicular traffic. Staff and the Bicycle and Pedestrian Advisory Commission (BPAC) have prepared a route concept map and are recommending that Council accept the route concept map and consider a guided bicycle route signage project and a project for associated improvements as part of the FY 2011/12 Capital budget.

EXISTING POLICY

Land Use and Transportation Element C3.5, Maximize the provision of bicycle and pedestrian facilities.

DISCUSSION

The City Council authorized a 2010 study issue (Attachment A) to identify a network of streets more lightly traveled by vehicular traffic that can serve as bicycle routes for riders less comfortable riding on streets with heavy traffic. These routes can be identified using signs consistent with Federal and State design standards for local bike route networks.

The BPAC and staff have identified and field checked a network of 16 potential routes (Attachment B). The network is a rough grid of streets traversing the entire City. The route concept was to provide alternative ways of traveling on major streets. The guided route network is intended to supplement, not replace, the bike facilities on major streets. Creation of a guided bike route network provides encouragement and opportunity for potential riders who otherwise might be intimidated by traveling on heavily traveled streets. It can also encourage recreational or destination riding. Guide signs with route numbering augmented by destination placard signs, would be placed at key points on each route. Signage would be done consistent with Federal and State standards, as illustrated in Attachment C.

The BPAC and staff recommend that the Council consider inclusion of two capital projects for installation of guided bike route signage and associated improvements as part of the FY 2011/12 capital budget. Staff estimates the cost of the signage project to be approximately \$40,000. Two additional access improvements were also identified as part of the route concept map: a lighted roadway crossing, and a segment of bicycle path. Staff estimates the cost of these elements to be approximately \$200,000. In order not to delay the relatively easier-to-implement signing improvements, the BPAC and staff recommend that a separate “Phase II” project for the access improvements also be considered for FY 2011/12. The BPAC and staff are not recommending a funding source for either project at this time. Bicycle capital improvements typically are advanced as revenue dependent projects, whereby staff then seeks grants or other funding.

FISCAL IMPACT

There is no fiscal impact with accepting the guided bike route concept map. Fiscal impacts of capital improvements associated with implementing the guided bicycle route network would be considered as part of the FY 2011/12 budget. Staff estimates the cost of a signed bike route network as conceptualized to be approximately \$40,000. Two associated access improvements are estimated to cost approximately \$200,000. No funding sources have been identified for these improvements at this time, although typically the City Council has directed that bicycle capital improvements be made on a revenue dependent basis.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City’s official-notice bulletin boards outside City Hall, in the Council Chambers lobby, the City Clerk’s office, at the Library, Senior Center, Community Center, and Department of Public Safety; posting the agenda and report on the City’s Web site; and making the report available at the Library and Office of the City Clerk. In addition, the BPAC held public hearings on the issue at its March 18, April 15, July 15, and August 19, 2010 meetings (Attachment D).

ALTERNATIVES

1. Accept the guided bike route concept map as presented in Attachment B and consider a guided bicycle route signage project and a project for associated improvements as part of the FY 2011/12 Capital budget.
2. Modify the bike route concept map.
3. Do not take action at this time discontinue the development of a guided bicycle route network.

RECOMMENDATION

The Bicycle and Pedestrian Advisory Commission and staff recommend Alternative No. 1: Accept the guided bike route concept map as presented in Attachment B and consider a guided bicycle route signage project and a project for associated improvements as part of the FY 2011/12 Capital budget.

Acceptance of the guided bike route network map lays the foundation for subsequent capital improvements to implement a network of bike routes that will supplement bike facilities on major streets and encourage a broader spectrum of bike riding trips.

Reviewed by:

Marvin A. Rose, Director of Public Works
Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:

Gary M. Luebbers
City Manager

Attachments:

- A. Study Issue Paper DPW 10-04 Establishment of Guided Bike Routes through Neighborhoods
- B. Guided Bike Route Network Concept Map
- C. Typical Guided Bike Route Signage
- D. Bicycle and Pedestrian Meeting Minutes from March 18, April 15, July 15 and August 19, 2010

ATTACHMENT A

Proposed 2010 Council Study Issue

DPW 10-04 Establishment of Guided Bicycle Routes Through Neighborhoods

Lead Department Public Works
Element or Sub-element Land Use and Transportation Element and Bicycle Plan
New or Previous New
Status Pending **History** 1 year ago None 2 years ago None

1. What are the key elements of the issue? What precipitated it?

Action Item B4.b of the 2006 City Bicycle Plan calls for consideration of bicycle guide signage on routes through neighborhoods, incorporation of destination names and directional arrows, and distances where appropriate. This study would identify streets for a network of guided routes to assist bicyclists in finding ways through the city utilizing streets lightly traveled by vehicular traffic.

BPAC members noted the need for referencing locations of transit stations and the Borregas Bicycle and Pedestrian bridges overcrossing US 101 and SR 237.

2. How does this relate to the General Plan or existing City Policy?

- C3.5 Support a variety of transportation modes;
- C3.5.1 Promote alternative modes of travel to the automobile; and,
- BP.B Create and follow transportation planning, funding, design, construction and maintenance practices that support cycling

3. Origin of issue

Council Member(s)

General Plan

City Staff

Transportation and Traffic Manager

Public

Board or Commission none

4. Multiple Year Project? No Planned Completion Year 2010

5. Expected participation involved in the study issue process?

Does Council need to approve a work plan? No
Does this issue require review by a Board/Commission? Yes
If so, which?
 Bicycle and Pedestrian Advisory Committee
Is a Council Study Session anticipated? No

What is the public participation process?

BPAC and City Council public hearings

6. Cost of Study**Operating Budget Program covering costs**

115 Transportation and Traffic Operation

Project Budget covering costs**Budget modification \$ amount needed for study****Explain below what the additional funding will be used for**

Staff's review of the City's roadway network in relation to existing bicycle facilities, locations of schools and other traffic generators, locations of main transit stations, etc. Development and installation of recommended signs, establishment of recommended pavement markings, and development and publishing of information on the City's web site and other sources.

7. Potential fiscal impact to implement recommendations in the Study approved by Council**Capital expenditure range**

Under \$500

Operating expenditure range

None

New revenues/savings range

None

Explain impact briefly

Would require implementation of the appropriate signage and markings along the selected road segments and identified key locations and services. The network identified would become the basis for a subsequent capital improvement project. Implementation of this project could potentially be funded with outside grant funds. A guided routes system will also need to be maintained on a regular basis as part of the overall bicycle network.

8. Staff Recommendation**Staff Recommendation For Study****If 'For Study' or 'Against Study', explain**

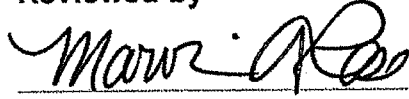
This initiative will assist staff in implementing City policies and objectives. It is intended to encourage cycling within Sunnyvale's neighborhoods by enhancing cyclists' sense of security, improving visibility conditions, and increasing motorists awareness of bicycle traffic.

9. Estimated consultant hours for completion of the study issue

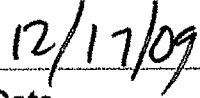
Managers	Role	Manager	Hours			
	Lead	Witthaus, Jack	Mgr CY1:	40	Mgr CY2:	0
			Staff CY1:	80	Staff CY2:	0
	Total Hours CY1: 120					
	Total Hours CY2: 0					

Note: If staff's recommendation is 'For Study' or 'Against Study', the Director should note the relative importance of this Study to other major projects that the Department is currently working on or that are soon to begin, and the impact on existing services/priorities.

Reviewed by

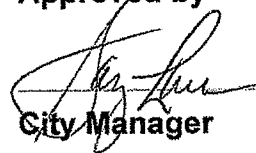


Department Director



Date

Approved by



City Manager



Date

Addendum

A. Board / Commission Recommendation

☐ Issue Created Too Late for B/C Ranking

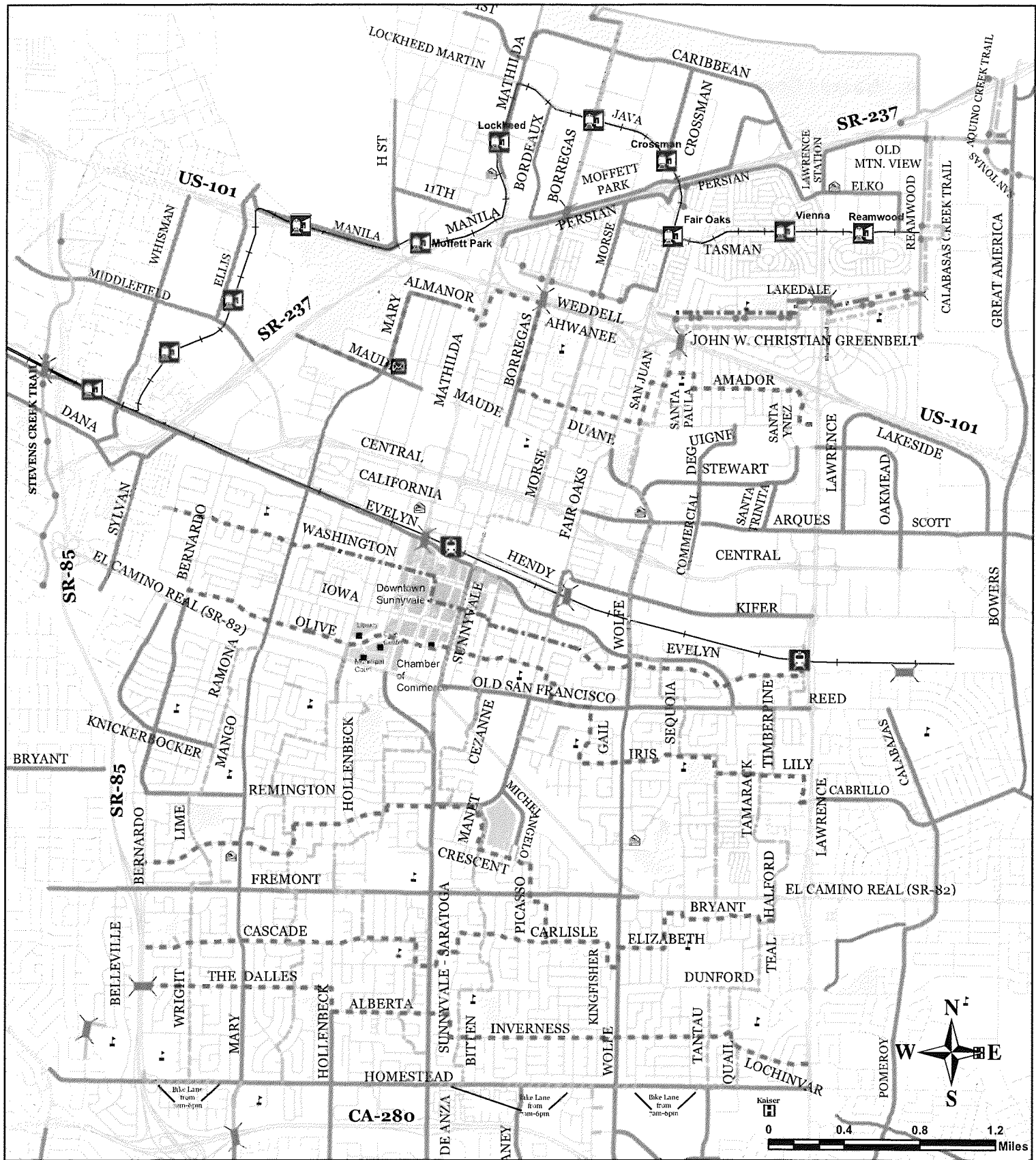
Board or Commission	Rank	
	Rank 1 year ago	Rank 2 years ago
Arts Commission		
Bicycle and Pedestrian Advisory Committee		
Board of Building Code Appeals		
Board of Library Trustees		
Child Care Advisory Board		
Heritage Preservation Commission		
Housing and Human Services Commission		
Parks and Recreation Commission		
Personnel Board		
Planning Commission		

Board or Commission ranking comments

B. Council

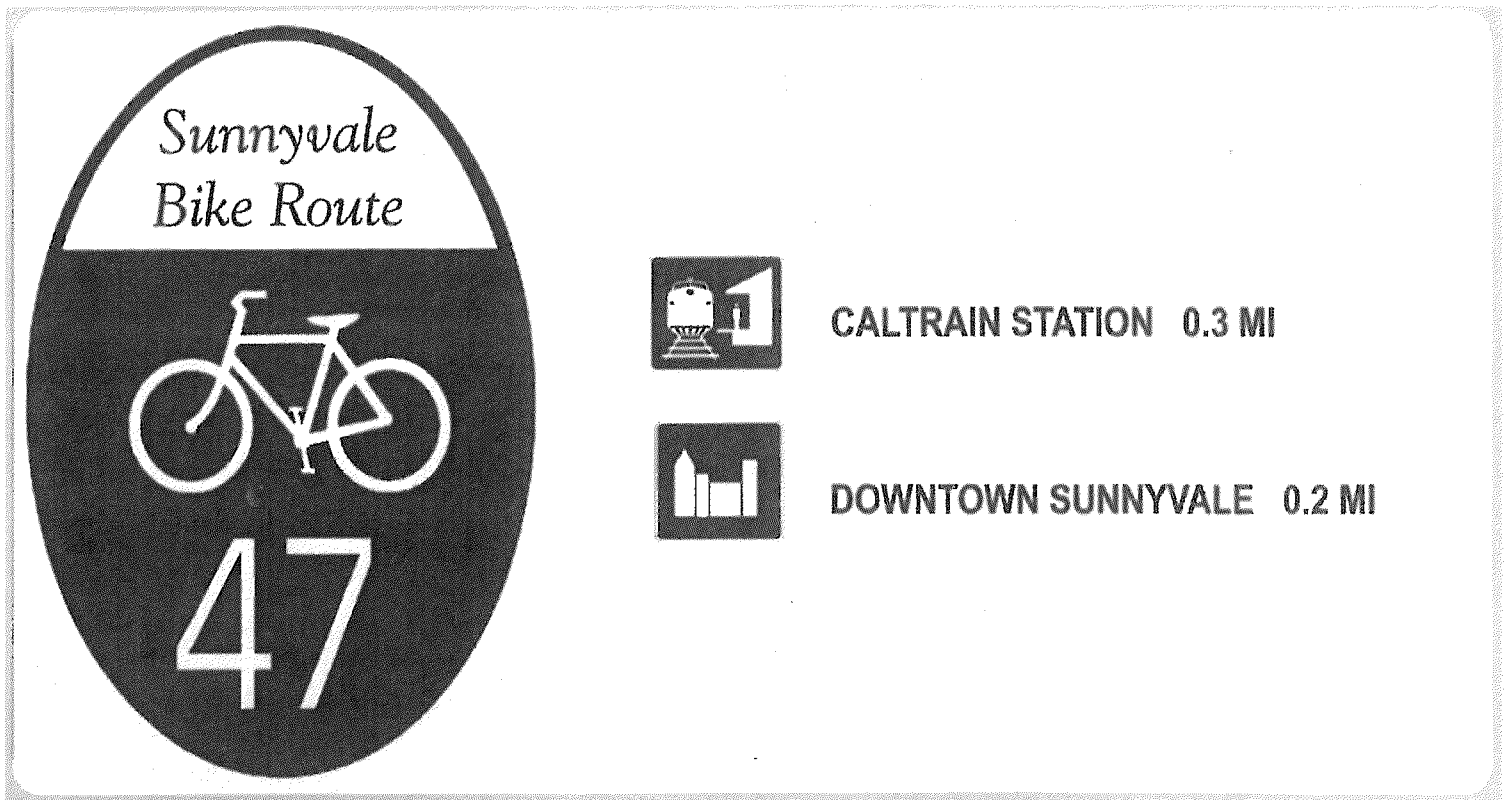
Council Rank (no rank yet)
Start Date (blank)
Work Plan Review Date (blank)
Study Session Date (blank)
RTC Date (blank)
Actual Complete Date (blank)
Staff Contact

Attachment B Guided Bike Route Concept Map

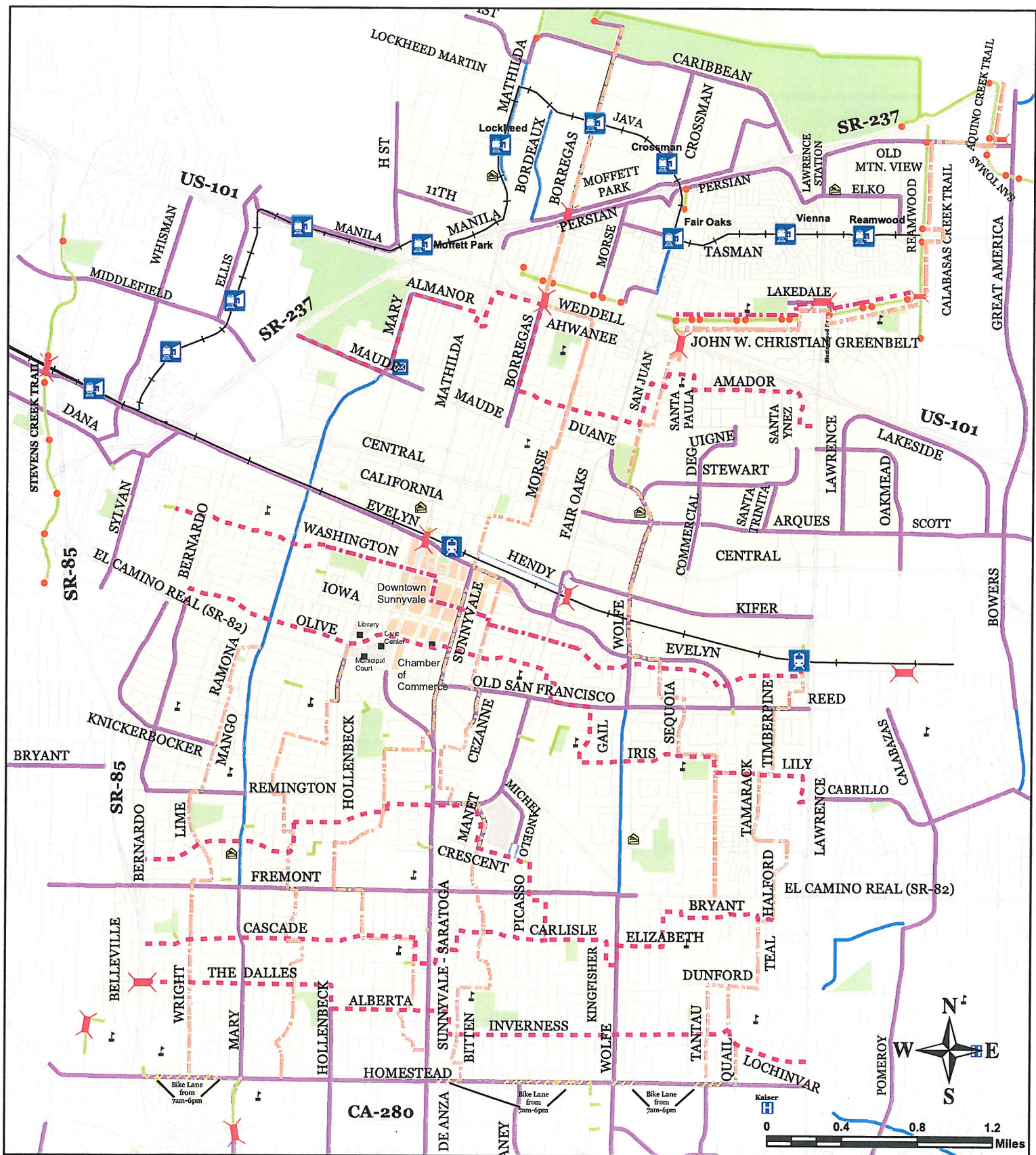


- Legend**

 - Bike Lane
 - Signed On-Street Bike Route
 - Bike Path
 - Future North-South Bike Routes
 - Future East-West Bike Routes
 - Access Points
 - Bike / Pedestrian Bridge
 - Light Rail Route
 - Caltrain Route
 - Post Office
 - School
 - Parks
 - Fire Station
 - Hospital
-



Attachment 'B' Guided Bike Route Concept Map

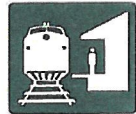
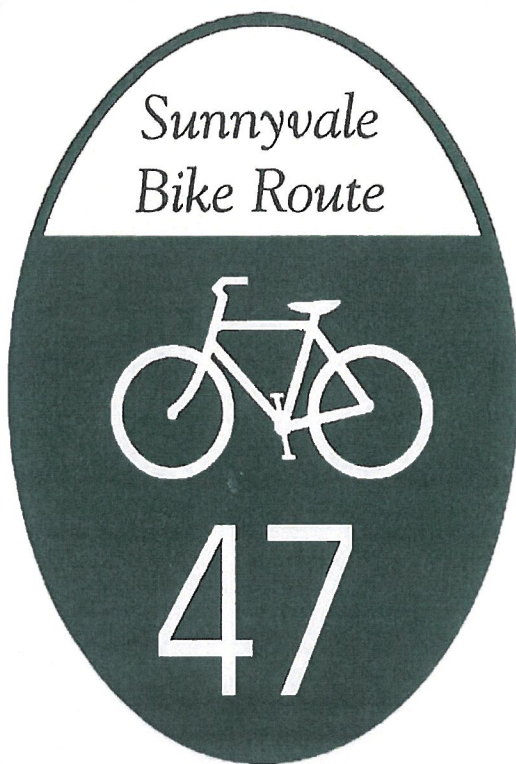


Legend

- Legend:
- Bike Lane
 - Signed On-Street Bike Route
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 - Future East-West Bike Routes
 - Access Points
 - Bike / Pedestrian Bridge
 - Light Rail Route
 - Caltrain Route
 - Post Office

-  School
-  Parks
-  Fire Station
-  Hospital





CALTRAIN STATION 0.3 MI



DOWNTOWN SUNNYVALE 0.2 MI



FINAL

**SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION
Meeting Minutes – March 18, 2010**

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:30 p.m. on March 18, 2010 with Commission Chair Kevin 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
Cathy Switzer
James Manidakos
Patrick Walz
Ralph Durham
Richard Warner

Members Absent: Andrea Stawitcke

Staff Present: Acting Lieutenant Andrew Laveroni, Department of Public safety
Heba El-Guendy, Sr. Transportation Planner, Dept. of Public Works

Visitors: Joanne McFarlin - Volunteer for the Santa Clara County Creeks Coalition
Camie Hackson – Sunnyvale resident and member of the Stevens Creek Neighbors Neighborhood Association
Fritz Stawitcke – Sunnyvale resident and member of the Cherryhill Neighborhood Association and Friends of Stevens Creek
Isaac Porras – Sunnyvale resident and member of the Silicon Valley Bicycle Coalition

Commissioner Stawitcke informed the BPAC members and staff liaison during the February 18, 2010 meeting of her inability to attend the March 18, 2010 meeting due to her absence on business leave. There were no objections by the BPAC members and the Commissioner's absence was excused.

SCHEDULED PRESENTATION

Ms. Joanne McFarlin – A biologist and volunteer for the Santa Clara County Creeks Coalition provided a presentation on Public Access to Urban Creeks and Wildlife Compatibility. Main points made include the following:

- One of the Coalition's missions is to educate the public on living creeks as an ecosystem which does not stop at cities' boundaries.
- Noted three creek myths and miss-conceptions: (1) There is no need to protect creeks in the valley because there are many protected up in the hills; (2) If creeks look pretty then they probably have ecological integrity; and, (3) The establishment of trails do not affect creeks.
- A riparian area is the area next to the creek which is vital to the vast majority of the wild life species. Some of the studies performed concluded that there is a need for 100 feet on each side of a creek to protect the creek habitats, and 300 feet to protect diverse amount of terrestrial habitats. In general the more protected, the better the ecological integrity.
- Although we already have a degraded habitat, adding a Stevens Creek Trail could further degrade the ecosystem. Studies show that raptors are present in larger numbers at creeks that do not have side trails. The human disturbance and use of the trails are key causes in the adverse impact.
- A study conducted on the sand flat at the Bay concluded that trails do not impact habitats. A key factor behind this conclusion is that habitats have open space behind them and they can easily move. This is not the case in trail areas.

Ms. McFarlin provided the BPAC members and staff liaison hard copies of additional information on the presentation subject, as well as comments on the proposed Stevens Creek Trail Feasibility Study.

Chair Jackson – Noted that anyone who is in favor of non-motorized transportation and recreation is typically a natural ally for protecting the natural elements of the environment. Admired the work being conducted by the City of Cupertino for naturalizing the creek channel. Added that some of the future segments of the Stevens Creek Trail within Sunnyvale and Los Altos would not be next to the creek at all and would be along public streets. Other segments of the Trail could be along the trail at variable distances of the creek, with the other side of the creek inaccessible to the public. Requested from Ms. McFarlin to continue informing committees and public members as the Trail project progresses to ensure that a more informed decision is made. Also, inquired if initiatives of the Santa Clara County Creeks Coalition are consistent and coordinated with the Water District's plans for flood control.

Ms. McFarlin – Noted that the Water District conducted a poll a number of years ago which concluded that majority of the community members are in favor of the natural forms for flood control in Santa Clara Valley.

Acting Lieutenant Andrew Laveroni – Currently in charge of the DPS traffic section provided the requested feedback with regard to a recent collision involving a 16-year bicyclist. This cyclist chose not to use the bicycle lanes and instead was cycling on the northerly sidewalk heading eastbound (i.e., counter flow) on Fremont Avenue at SR 85, and was struck by a turning vehicle/motorist that did not expect or see him. The cyclist was not wearing a helmet and had to be transported to the hospital, but was released

on the same day. Public Safety staff is concerned about safety of young cyclists and continue with their educational efforts at schools. Lieutenant Laveroni offered to provide statistical data on collisions involving pedestrians and cyclists and requested from the BPAC members to identify locations of concern.

Chair Jackson – Referenced a campaign adopted many years ago by the Highway Administration called “Crashes are not Accidents”. Added that using the term “Accidents” could imply that the collisions could not have been avoided. Indicated that there were two incidents of deliberate harassment of cyclists that were brought to his attention. Motorists honking their horn or driving in front of cyclists then stopping suddenly because cyclists were using the whole width of the lane where they found it too narrow to share (locations referenced on Hollenbeck Avenue and on Mary Avenue near the Caltrain tracks). Requested that Public Safety officers be aware of such events and to talk to motorists when feasible. With regard to school areas, noted that parents and students should be educated and given incentives to use alternative modes of transportation, such as the eco pass, rather than deploying police enforcement that could build resentment. Added his desire for Council to fund the study issue on school area safety.

Commissioner Walz – Requested to join the Public Safety staff, if possible, when they visit schools as part of their educational efforts on walking and cycling safety.

Acting Lieutenant Andrew Laveroni – Will check on Commissioner Walz’s request.

PUBLIC ANNOUNCEMENTS

Isaac Porras – Noted that on May 15th from 10:00 AM to 3:00 PM there will be an event called Mattson Technology San Jose ViaVelo which will involve closing of San Fernando Street from the Caltrain Station to the Martin Luther King library in San Jose. This is part of a global movement to open up City streets to the community for walking, cycling and other human-powered fun.

Commissioner Switzer – Noted that the City of San Francisco has similar events (eight in total this year) in which streets are closed for automobile traffic.

Chair Jackson – Announced that the VTA BPAC is organizing the Over and Under Tour of new bridges and tunnels which will take place on May 15th and can be coordinated with the aforementioned San Jose event.

Camie Hackson – Announced that Google now offers bike route directions between given points which includes 1200 bike trails within the US, and there is also opportunity on the web site to report problems.

Commissioner Switzer – Noted that there is a difference between commuting relative to recreational cycling. Added that she tried the Google directions which were mostly utilizing streets with heavy volumes of traffic.

Commissioner Walz – Noted that he participates in Leadership Sunnyvale, and the group is willing to fund and staff an energizer station on Bike to Work Day. An intersection corner of interest could be either Hollenbeck/El Camino Real or Wolfe/El Camino Real. Commissioner Walz requested that the City supplies tables and chairs with the understanding that a member of Leadership Sunnyvale would pick them up and return them.

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes of the February 18, 2010 Meeting
- 1.B) Approval of Agenda of the March 18, 2010 Meeting
- 1.C) Approval of the 2010 BPAC Calendar Update

Commissioner Switzer moved a motion seconded by Commissioner Walz to approve Consent Calendar items 1.B) and 1.C). Motion was passed 6-0.

Chair Jackson – Requested expressing his fourth Utility Bill Stuffer concept described on Page 4 of the minutes to indicate “4. The Road Hog: A giant SUV with smoke and fumes coming out leaving a trail of destruction of damaged plants, animals, pedestrians and cyclists and its driver speaking on the phone and indicating that “It is true that it costs a fortune to run this thing, but you cannot put a price on safety”.

Commissioner Switzer moved a motion seconded by Commissioner Walz to approve Consent Calendar items 1.A) as amended. Motion was passed 6-0.

STAFF RESPONSE TO PRIOR PUBLIC COMMENTS

None.

PUBLIC COMMENTS

None.

PUBLIC HEARINGS/GENERAL BUSINESS

- 2. DISCUSSION: Study Issue – Establishment of Guided Bicycle Routes Through Neighborhoods

Staff liaison handed out at the meeting draft criteria for selecting the neighborhood routes as prepared by staff and listed below:

- A. Connectivity with major traffic generators (such as a school, large clinic, business park, shopping center, etc.) and transit stations (such as the Caltrain Station)

either directly or through direct connections with the main bicycle routes within the City.

- B. Routes selection needs to provide the most direct connections (i.e., the shortest distances) to the key locations listed under Item A, and when possible select routes that are parallel to arterial streets serving vehicular traffic.
- C. Supplements the existing and planned Class I, Class II, and Class III bicycle facilities within Sunnyvale and the neighboring jurisdictions, taking into consideration locations of the bicycle/pedestrian bridges.
- D. Actual or observed low vehicular traffic volumes (daily and/or peak hour volumes).
- E. Low posted speed limit along the selected routes.
- F. Good safety conditions based on observations and collision statistics.
- G. Acceptable visibility conditions along the routes with minimal blind spots and obstructions.
- H. Routes can be established through residential or industrial areas depending on the traffic volumes and safety conditions.
- I. Minimize number of intersections with major roads and heavily used commercial driveways. Also minimize number of intersection controls (such as stop signs, traffic signal, etc.) to reduce the potential for delays.
- J. Minimize routes that contain vertical traffic calming devices such as speed humps.
- K. Minimize capital and operational costs associated with the implementation and maintenance of the routes.
- L. Public acceptance.

Commissioner Manidakos – Noted with regard to Criteria J that unlike speed bumps, the referenced speed humps do not adversely affect the movements of cyclists. Other types and designs of traffic calming devices, such as the bulbouts on Mary Avenue, could adversely impact cyclists. Also requested from staff to evaluate the need for environmental review because of a potential that the study issue would result in rerouting some of the traffic.

Commissioner Durham – Requested a pilot project to replace stop signs on the neighborhood bicycle routes with yield signs.

Chair Jackson – Recommended the following routes:

- Tantau Avenue (in Cupertino) - Quail Avenue – Dunford Way – Norman Drive – Bryant Way – Henderson Avenue – Iris Avenue – Sequoia Drive (then bike lanes on Reed Avenue and Wolfe Road). This route is to avoid traveling along Lawrence Expressway and Wolfe Road.
- Wright Avenue – Yorktown Drive – Lime Drive – Remington Drive – Mango Avenue – Lynn Way – Mulberry Lane – Mary Avenue. Also Olive Avenue – Leota Avenue – Carson Drive – Mary Avenue.
- Sunnyvale Avenue – Sunnyvale-Saratoga Road – Alberta Avenue – Bittern Drive – Inverness Way – Lochinvar Avenue.
- Bike path at Fair Oaks Park – Duane Avenue – San Juan Drive – bike/pedestrian bridge across US 101 - John Christian Greenbelt

Commissioner Walz – Requested the provision of directional signs to connect between the main traffic generators in the area. Key locations would include the two Caltrain stations, Downtown Sunnyvale, light rail stations within Sunnyvale, the Borregas Bicycle/Pedestrian bridges, and the Moffett Park businesses district.

Commissioner Switzer – Requested a bicycle route that connects between south Santa Clara and Downtown Sunnyvale including the Caltrain station, which would allow Caltrain patrons to save a zone in the train charge.

Staff liaison was requested to bring the item again for discussion during the April BPAC meeting. In the meantime, BPAC members will e-mail staff their ideas about other potential routes.

3. DISCUSSION: Utility Bill Stuffer Concepts

Commissioner Switzer – Believes that a key message of the utility bill stuffer could be “Consideration for Others” namely pedestrians and cyclists. Noted the need for taking a positive approach such as “What is right with this picture” motorists respecting others’ right-of-way, cyclists using bicycle light and visible cloths, etc.

Chair Jackson – Noted that the message needs to educate motorists since drivers’ education is generally lacking and they can simply renew their licenses without even retaking the DMV test. Prefers a puzzle type message to help attract people’s attention.

Staff liaison was requested to bring the item again for discussion during the April BPAC meeting. In the meantime, BPAC members will e-mail their ideas before the end of March, 2010.

NON-AGENDA ITEMS AND COMMENTS

• BPAC ORAL COMMENTS

Commissioner Durham – Recommended members’ participation in the San Francisco open street events and to go early. Noted that the road is damaged by tree roots in the northbound direction of Mary Avenue between Corte Madera Avenue and Maude Avenue”.

Commissioner Switzer – Disappointed with the quality of the Borregas Avenue repaving and requested a follow-up to Mr. Tony Pineda’s reply regarding the street resurfacing in April/May of 2010. Also inquired about when construction of Murphy Avenue would be completed.

Chair Jackson – Noted that there will be a presentation on electric bicycles on KQED (Talk of the Nation Program) from 11:00 a.m. to 1:00 p.m. Inquired about the possibility

of people signing-up to receive e-mail notifications when BPAC agenda packets and meeting minutes are posted on the City's web site. Requested from the BPAC members to think about how the City can upgrade its Bronze Level as a Bicycle Friendly Community as part of a yearly update, or at the end of the current award period in year 2012 which also marks the 20th anniversary of establishing BPAC. Also requested to highlight collectors and arterials on the road resurfacing list since they are of concern with regard to the Street Space Allocation policy. In addition, confirmed the BPAC staffing of events including: Tour de Aims on April 21st, Earth Day on April 24th, Bike to Work Day on May 13th, Over and Under Tour on May 15th, Health and Safety Fair on May 22nd.

- STAFF ORAL COMMENTS

E-mail inquiries received from the public along with staff responses were provided as part of the Agenda packet.

INFORMATION ONLY ITEMS

4. FY 2010/11 Road Resurfacing List accepted as submitted in the Agenda packet.
5. BPAC E-mail Messages and/or Letters along with associated staff responses were accepted as submitted in the Agenda packet.
6. BPAC Active Items List accepted as submitted in the Agenda packet.

ADJOURNMENT

The meeting was adjourned at 9:05 p.m.

Respectfully submitted by:

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



FINAL

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION Meeting Minutes – April 15, 2010

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:30 p.m. on April 15, 2010 with Commission Chair Kevin 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
Andrea Stawitcke
Cathy Switzer
James Manidakos
Patrick Walz
Ralph Durham
Richard Warner

Members Absent: None

Staff Present: Acting Lieutenant Andrew Laveroni, Traffic Unit, DPS
Jack Witthaus, Transportation & Traffic Manager, DPW
Heba El-Guendy, Sr. Transportation Planner, Transportation & Traffic Division, DPW

Visitors: Patrick Grant – Sunnyvale resident

SCHEDULED PRESENTATION

Acting Lieutenant Andrew Laveroni – Provided general information on trends in reported collisions. A comparison between the total number of collisions (involving motor vehicles, pedestrians and cyclists) that were reported during the period of January 1 through April 13, 2009 with the same period in 2010 showed that the number of collisions decreased from 491 to 421. Collisions involving cyclists during the study period in 2009 were 20 relative to 12 collisions involving cyclists in 2010. This shows that DPS has been successfully working towards their goal to reduce the overall number of collisions including the number of collisions involving cyclists. The review of collision statistics did not show specific trends with regard to the collision locations. Three of the 12 bicycle related collisions in 2010 took place on El Camino Real/SR 82, but at various sections of the road. In addition noted that as of the following Monday, Lieutenant Jeffrey Plecque will be in charge of the Traffic Unit and will attend the BPAC meetings.

Chair Jackson – Noted his concerns with regard to safety in school areas including concerns caused by distracted motorists, and offered BPAC assistance if they could assist the DPS on this matter. Noted a column written by Gary Richard with regard to the increase in fines of various infractions, and inquired about the feasibility of increasing fines in school zones and publicizing such change. Indicated that Traffic Safe Communities Network (TSCN) has opening in April and May to carry out school safety reviews, but it is up to the schools to approach TSCN. Added that Cupertino Middle and West Valley Elementary schools in particular are in need of the TSCN assessments, and that he is working with some of the parents to encourage them along with the schools on approaching TSCN. Indicated that the TSCN work mainly targets the kids' behavior, but there is still a need for addressing the drivers' behavior. Inquired about a proposal that went to Council for upgrading the intersection control at Wright/The Dalles to an all-way stop control. Also inquired about the TDM study issue which has a 2011 due date for completion.

Jack Witthaus – Noted that staff reviewed this intersection, and the stop control is not warranted. Clarified that carrying out the TDM study issue is subject to budget consideration which will be decided by Council at the end of June 2010.

Commissioner Stawitcke – Indicated that her neighborhood has traffic issues associated with the Stratford School, and that their Cherry Hill Community Association took the initiative of working with DPS on these traffic issues. Noted that areas of Cupertino Middle and West Valley Elementary schools could possibly take a similar approach.

Commissioner Switzer – Noted that she had to contact DPS at phone number (408) 730-7110 because of a parcel van that was following her too close and endangering her safety while cycling. Added that she is very pleased of the fact that a police officer arrived within 15 minutes and talked to the van driver/owner to encourage him to drive safely around cyclists, which can be potentially effective in discouraging him from repeating such driving behavior.

PUBLIC ANNOUNCEMENTS

Commissioner Walz – Indicated that Leadership Sunnyvale will be hosting an energizer station on Bike to Work Day at the southeast corner of Wolfe/El Camino Real and invited the BPAC members to visit the station.

Chair Jackson – Noted that Kerry Haywood, Executive Director of the MPBTA, is looking into the possibility of setting up an energizer station at the northerly Borregas bicycle/pedestrian bridge and that she is looking for volunteers.

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes of the March 18, 2010 Meeting
- 1.B) Approval of Agenda of the April 15, 2010 Meeting

1.C) Approval of the 2010 BPAC Calendar Update

Commissioner Walz moved a motion seconded by Commissioner Durham to approve Consent Calendar items 1.B) and 1.C). Motion was passed 7-0.

Commissioner Durham – Requested revising the paragraph before last to clarify on Page 6 of the minutes to indicate “-----”. ~~Noted that the trees on Mary Avenue between Central Expressway and Maude Avenue need to be trimmed.~~ Noted that the road is damaged by tree roots in the northbound direction of Mary Avenue between Corte Madera Avenue and Maude Avenue”.

Commissioner Durham moved a motion seconded by Commissioner Walz to approve Consent Calendar item 1.A) as amended. Motion was passed 7-0.

STAFF RESPONSE TO PRIOR PUBLIC COMMENTS

None.

PUBLIC COMMENTS

Patrick Grant – Noted that Mr. Fritz Stawitcke, Sunnyvale resident, clarified that ivy is toxic to the wildlife and water of a creek, and that constructing a trail along the Butter Creek provided the opportunity to remove such ivy. Similarly, about 40% of the Stevens Creek area has ivy that has to be routinely removed and that constructing a trail can be a mechanism for controlling such issue.

Chair Jackson – Noted the need for developing knowledge and consideration of the environmental impacts when deciding on the Stevens Creek Trail project.

PUBLIC HEARINGS/GENERAL BUSINESS

2. ACTION: Draft RTC – Consideration of Bordeaux Drive Street Space Allocation Study

Chair Jackson – Commended staff on the initiative to coordinate road resurfacing with a bicycle project, and noted his hope that this would be one of many future initiatives in order to speed up the process of implementing bicycle projects in a cost effective manner for the City.

Jack Witthaus – Presented the staff report on this agenda item and indicated that the street space allocation policy aims at accommodating all transport modes as a higher priority over non-transport modes such as parking. Noted that the current proposal is evaluating a curb to curb street width along the segment of Bordeaux Drive between Moffett Park Drive and Java Drive which is scheduled for resurfacing. There are

currently no funds available for constructing sidewalks, but the City has a funding program for providing sidewalks along this road segment in the future. The evaluated alternatives are: (1) One vehicular travel lane per direction, center two-way left-turn lane, and bike lanes; (2) One travel lane per direction, bike lanes and alternate street parking intended for the purpose of traffic calming; and, (3) One travel lane per direction, bike lanes, and parking on both sides of the street. Indicated that staff reviewed the vehicular traffic volumes and speeds, and each of the three alternatives can accommodate the traffic demand. Added that the staff's analysis did not cover the operational Level of Service (LOS) which is not of concern. Also indicated that based on observations, there is no demand for street parking and that there is adequate off-street supply of parking. It should be noted however that a number of area businesses are currently vacant. There is no collision history in this area. City staff consulted with property owners and received a mix of responses (Nine out the 15 property owners responded). Staff also conducted a public web survey publicized through community groups and others. Until April 14, 2010, results of this recent web survey showed that 54 respondents (83%) are in favor of Alternative #1, 7 respondents (11%) are in favor of Alternative #2, and 4 respondents (6%) are in favor of Alternative #3. Noted that the draft staff report to Council currently recommends Alternative #2, but this is open for discussion based on the new survey results and BPAC input. Added that a parking arrangement similar to Alternative #2 has been effective in reducing the vehicular traffic speeds and collisions on Wolfe Road.

Commissioner Walz – Indicated that the issue with Wolf Road is that parked cars encroach within the bike lanes at the limits of the alternate parking space, and inquired if there are devices that can discourage motorists from such parking violations.

Jack Witthaus – Noted his concerns about the use of physical devices that can be hit by cars and constitute a safety hazard, and suggested using raised delineators which are not aesthetically pleasing.

Commissioner Manidakos – Raised his concerns with regard to Alternative #2 because motorists have a tendency to drive straight and ignore painted lines on the road. Added that he does not believe that the traffic calming effect in this case justifies the bicycle hazard that will be created. Added an option that was not reviewed which is to provide parking only on the west side of the road, while providing regular/straight vehicular travel lanes and bike lanes.

Chair Jackson – Noted his discomfort with Alternative #3, and having cars on both sides of traveling cyclists (cars in the travel lane on one side and parked cars on the other side), and prefers the provision of a shoulder that can be used as a refuge for cyclists. Also noted his disagreement with Alternative #2 and added that if speeding is a concern, traffic calming can be achieved through the use of known calming devices rather than weaving and unreliable street parking. Added that weaving lines on the road suggests slower speeds, but does not require motorists to slow down and can cause some level of discomfort and discourage un-experienced cyclists. Noted that the policy calls for meeting at least the minimum safety standards for all street facilities. Added his belief that after meeting the minimum standards, all transport modes and parking

should compete for any additional space. Indicated that it is important to provide an extra safety margin for cyclists because: They are more vulnerable road users, it is the City's goal to encourage cycling not merely tolerate it, it costs very little to create a significant positive impact on cyclists' safety, and cycling has been neglected for a long time and we need to make up for lost time. Suggested splitting the 40-foot pavement width in order to provide 13-foot travel lane, 5-foot bike lane, and 4-foot shoulder for pedestrians on each side. An alternative is to construct a center median rather than the unnecessary center turn-lane, while providing vehicular travel and bike lanes.

Commissioner Durham - Noted that it is difficult for vehicles to follow weaving lines and can be upsetting to some drivers. Emphasized the need for a center turn lane to avoid cars weaving and traveling in the bike lanes to avoid cars that are waiting to turn. Noted that he is in favor of the idea to provide parking on one side of the road to avoid cars parking in the bike lanes in order to drop-off passengers, etc.

Commissioner Warner – Noted that he used to work in this area and traveled on Bordeaux Drive on a regular basis, and that there was never a demand for street parking even when most businesses were occupied. Also indicated that there are two horizontal curves along this street already, and that the proposed weaving parking arrangement would not be effective in slowing down traffic.

Jack Witthaus – Noted that a review of an additional alternative at this time could present a timing issue for staff. Added that there is no flexibility in the paving schedule and the street cannot be left without pavement marking for a lengthy duration.

Patrick Grant – Commended the staff's work and indicated that the bike lanes can be used as safer space for pedestrian movements. Noted the presence of the West Canal in the City's bike path plans and the need for preserving good visibility conditions.

Commissioner Walz – Noted his concerns with the proposal to provide bike lanes and pedestrian shoulders because drivers would utilize the 9-foot width as a second travel lane. Discouraged the creation of a new alternative that may delay the process and the feasibility of implementing the project.

Jack Witthaus – Raised his concerns with regard to American with Disability (ADA) requirements even if the shoulders are not officially pedestrian space. Also that cars could use the bike lane and shoulder for parking or as a second travel lane.

Commissioner Walz moved a motion seconded by Commissioner Switzer to recommend that the City Council approve an option to provide a center turn lane, travel lanes, and bike lanes (i.e. Alternative #1 in the survey). Motion was passed 7-0.

Jack Witthaus – Noted his appreciation of the debate and added that staff will change the recommendation to match the BPAC's motion.

3. DISCUSSION: Study Issue – Establishment of Guided Bicycle Routes Through Neighborhoods

Two maps illustrating the BPAC recommendations and the staff recommendations were included as part of the agenda packet.

Jack Witthaus – Noted that staff was trying to establish a grid of bicycle routes that can function as alternatives to the arterial streets, rather than establishing routes aimed at certain destinations.

Commissioner Manitakos – Indicated his concern with cyclists that are not familiar with the City following the proposed signage to travel on neighborhood and slow streets to destinations rather than using the major bicycle corridors that lack directional signs. Added that the signs need to be clear to differentiate between the slow relative to the major bicycle routes in order to avoid unintended diversion of bicycle traffic. Suggested double checking the Helen Avenue – Tamarack Lane connection. Requested to include this study issue on the agenda of the May BPAC meeting to allow for additional review by the Commission members.

Patrick Grant – Showed sign concepts of “Neighborhood bicycle routes” that were reviewed in the past. Noted concerns with regard to bike routes that force cyclists to cross at mid-block locations such as proposed by staff at Remington west of Sunnysvale-Saratoga Road.

Chair Jackson - Suggested defining the signs as intra-city routes

Commissioner Switzer – Requested adding a bike route on California Avenue.

The BPAC members showed general support of the staff recommendations and will be e-mailing the staff liaison some additional feedback.

NON-AGENDA ITEMS AND COMMENTS

• BPAC ORAL COMMENTS

Commissioner Switzer – Indicated that she will be on vacation during the month of June and will not be able to attend the BPAC meeting.

Commissioner Durham – Noted some maintenance issues regarding roadway conditions on Bordeaux Drive and water accumulation, as well as the tree growth and damaged sidewalk on eastbound Moffett Park Drive east of Bordeaux Drive.

Commissioner Warner – Noted that Oprah Winfrey has been calling for dedicating April 30th as a National No Cell Phone Day.

Commissioner Switzer - Inquired if Murphy Avenue will be closed for vehicular traffic.

Commissioner Walz – Noted the possibility of inviting the President of the Downtown Association to the May BPAC meeting to discuss the possibility and effects of closing Murphy Avenue. Provided an update on the General Plan (GP) Consolidation including:

- The official GP document will still be a paper copy, while staff will research ways to make the GP more interactive on line such as a series of flash documents;
- Decided on the GP framework and the Sunnyvale Community Vision is likely to become the document's introduction,
- Will decide in future meetings on the goals, policies and action statements along with the messages that they are intended to convey;
- Will decide on the extent of offering background information and details; and,
- Whenever two different elements conflict, the Committee members may recommend the one that is consistent with the Vision.

Chair Jackson – Noted that one of the bike lockers by the library is being regularly locked while being empty. Suggested reviewing the possibility of adding bike lockers since the old library drop-off area is no longer being used.

- **STAFF ORAL COMMENTS**

E-mail inquiries received from the public were provided as part of the Agenda packet.

Heba El-Guendy - Provided brief information with regard to staff and consulting team progress on the Land Use and Transportation Element Update including the ongoing work on validating the traffic model.

INFORMATION ONLY ITEMS

4. BPAC E-mail Messages and/or letters along with associated staff responses were accepted as submitted in the Agenda packet.
5. BPAC Active Items List accepted as submitted in the Agenda packet.

ADJOURNMENT

The meeting was adjourned at 8:55 p.m.

Respectfully submitted by:

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



FINAL

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION Meeting Minutes – July 15, 2010

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:30 p.m. on July 15, 2010 with Commission Vice Chair Patrick Walz presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present: Andrea Stawitcke
David Gandrud
James Manidakos
Patrick Walz
Ralph Durham

Members Absent: Angela Rausch
Cathy Switzer

Staff Present: Lieutenant Jeffrey Plecque, Supervisor of Traffic Unit, DPS
Heba El-Guendy, Sr. Transportation Planner, Transportation & Traffic Division, DPW

Visitors: David Simons – VTA BPAC member
Isaac Porras – Member of the Silicon Valley Bicycle Coalition
Kevin Jackson – Sunnyvale resident
Patrick Grant – Sunnyvale resident
Richard Kolber – Sunnyvale resident
Sharlene Liu – Sunnyvale resident

Commissioners Rausch and Switzer informed the BPAC staff liaison in advance of their absence on personal leave. There were no objections by the BPAC members and their absences were excused.

SCHEDULED PRESENTATION

The BPAC members and staff liaison welcomed Commissioner Gandrud to the Commission and introduced themselves. Commissioner Gandrud thanked the Commission for the welcome and expressed his interests in walking and cycling as alternative modes of transportation, which helped in his selection by City Council.

Lieutenant Plecque – Presented some statistics on reported bicycle and pedestrian related collisions. For example, since January 1, 2010, there have been 21 injury involved bicycle collisions. Of these 21 collisions, only seven involved bicycles and moving vehicles and the remaining 14 involved bicycles with other objects such as parked vehicles, poles, etc. Another collision search for this year showed that there have been a total of 15 reported collisions involving pedestrians.

Sharlene Liu – Inquired about the legality of cycling with her children on the sidewalk.

Lieutenant Plecque - Clarified that the zoning ordinance allows cycling on the sidewalk when it is unsafe to cycle on the road. The BPAC members and Lieutenant Plecque requested that Mrs. Liu realize that by cycling on the sidewalk in a counter flow direction, motorists turning at driveways and intersections would not expect her and that she would not be able to see the signs and signals that are facing vehicular traffic.

Patrick Grant – Noted that in California, cyclists riding on their bicycles including at crosswalks are considered vehicles. Cyclists have to get off their bicycles when they cross the streets to be considered/have the rights of pedestrians.

Commissioner Gandrud – Inquired about the number of collisions/trigger that would present unsafe conditions. Also inquired about bicycle counts within Sunnyvale.

Lieutenant Plecque – Noted that the researched numbers of collisions are considered low based on his experience in Sunnyvale. Added that possible ways for examining safety conditions can be by comparing collision statistics of the different years, or by comparing the number of bicycle involved collisions to the number of miles traveled on bicycles.

Heba El-Guendy – Clarified how the general collision rates are estimated in light of the traffic volumes, and noted that multi-modal traffic counts are typically available for the CMP intersections and for other intersections included in traffic studies associated with development projects.

Kevin Jackson – Inquired about the incident of harassment that was reported approximately ten days earlier, which was forwarded to Chief Johnson. Indicated that the complainant was cycling with his wife along Mary Avenue heading towards El Camino Real when they were harassed by a passing vehicle that had three teenagers. Added that one of the teenagers had his upper body out of the window and tried to grab and yelled at the complainant. Mr. Jackson indicated that this may be a prank for the teenagers, but it can hurt and possibly cause killing the cyclists. Added that such incidents happen in different forms on a regular basis and that cyclists cannot do much about it. However in this case, the complainant noticed where the teenagers parked and called the police. The police officer later indicated that the teenagers did not break the law. This was discouraging to the cyclists and Mr. Jackson because they believe that the teenagers broke several laws even if they do not rise to the level of prosecution. Noted that this was an important teachable moment that was missed. Explained that it would have been more effective to inform the teenagers that they could be arrested and

lose their license rather than telling them this was not nice. Added that without interviewing the offenders, the CHP and police of several other cities determine a clear violation as reported and they typically send a letter to the registered owner of the vehicle stating the reported violation.

Richard Kolber – Reported a few incidents that happened to him. For example while cycling northbound on Wolfe Road near El Camino Real, a cyclist needs to use the whole width of the right lane. When he did, a motorist came behind him and kept on honking the horn, refusing to pass, and waiving at him to cycle on the sidewalk.

Lieutenant Plecque – Clarified that incidents that may be of criminal nature are not reviewed by the traffic enforcement unit, and assured Mr. Jackson that the Chief reviews all reported complaints. Noted that without speaking to the officer, it would be difficult for him to judge what took place. Added that he trust his officers apply the law appropriately in every incident reported. If not, then he would like that such incident be brought to his attention so that the involved officer get retrained and this way the community members provide a service to the City. Added that Sunnyvale already sends letters to the registered owners based on the officers' information gathering and facts determination. Thanked the Commission for all feedback, and noted that the recent fatal collision at the intersection of Bernardo Avenue/Remington Drive did not involve any pedestrians or cyclists and that it is currently under investigation.

Sharlene Liu – Reported that the intersection of Mary Avenue and The Dalles is also unsafe during school hours, and requested prohibiting the vehicular right-turn when children/pedestrians are present.

PUBLIC ANNOUNCEMENTS

Commissioner Stawitcke – Announced that she will be out of the country in August and unable to attend the August BPAC meeting.

Commissioner Walz – Noted that a public outreach meeting will take place on July 22 which will include a presentation by Don Weden who is a retired Senior Planner that used to work for the County of Santa Clara. Title of the presentation is Cities for all Ages and it is part of the educational efforts held as part of the Land Use and Transportation Element (LUTE) update and Climate Action Plan (CAP) development.

Kevin Jackson – Indicated that the bike lockers at the Sunnyvale library are being used on a regular basis, and that there is space for installing more lockers that can possibly be relocated from the train station. Noted that the next Horizon 2035 Committee meeting will take place on August 4th at 7:00 p.m. in the West Conference Room, and that the Committee meetings are open to the public.

VTA BPAC member Simons – Indicated that the County is in the processes of reviewing the ordinance covering public events, along with the associated permits and fees that currently apply to all events that utilize and/or access county roads (such as street closure, block party, pedestrian/bicycle crossing of a county expressway, etc.). VTA

BPAC will be making their final recommendations in this regard and the matter is scheduled to be reviewed by the Board of Supervisors on August 10th. Added that there is a VTA BPAC sub-committee that will be updating the By Laws over the next nine months. Noted that Sunnyvale is already a designated Bicycle Friendly City. Added that the VTA BPAC is currently pursuing an initiative that could assist all cities within Santa Clara county and the County to become bicycle friendly communities. Also noted that the San Jose BPAC will only meet twice a year rather than monthly. This Commission used to be assigned five staff members, which was reduced to only one managing staff due to budget cuts. Commissioner Simons indicated that he is the County representative on the Caltrans District 4 Pedestrian Committee, and that the Committee will start to meet six times a year rather than four.

Isaac Porras – Indicated that TransForm will be holding tours by experts leading participants on walking and touring of transit centers. The upcoming tour is scheduled for July 21st at 6:00 p.m. with the first leg in San Jose ending at the Alum Rock station.

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes of the June 17, 2010 Meeting
- 1.B) Approval of Agenda of the July 15, 2010 Meeting
- 1.C) Approval of the 2010 BPAC Calendar Update

Commissioner Stawitcke moved a motion seconded by Commissioner Durham to approve Consent Calendar items 1.A), 1.B) and 1.C). Motion was passed 5-0.

STAFF RESPONSE TO PRIOR PUBLIC COMMENTS

Response to public comments raised during the June 17 BPAC meeting was accepted as submitted in the agenda packet.

PUBLIC COMMENTS

Kevin Jackson – Inquired if TSCN could assist a high school with educational efforts, and noted that the West Valley Elementary School has not yet participated in the TSCN educational efforts to promote alternative transportation. Indicated that some respondents to the Remington survey may have been confused about Option I believing that it would eliminate curb-side parking. Thus this option may have received more support by cyclists than it deserves. Added that the options presented may not have been ideal, and that better alternatives could have been investigated. Requested that in the future, BPAC review such alternatives and allow for revisions prior to committing to three or four options for public feedback.

Commissioner Walz – Noted that the Remington survey should have been e-mailed to the BPAC members similar to the practice deployed for the Bordeaux survey.

VTA BPAC member Simons – Noted that Sonoma County decided to adopt the VTA Bicycle Technical Guidelines, rather than trying to reinvent the wheel.

PUBLIC HEARINGS/GENERAL BUSINESS

2. ACTION: Establishment of Guided Bicycle Routes through Neighborhoods – Study Issue (Draft RTC)

Staff liaison, Heba El-Guendy, provided a brief staff report on the study issue which was previously discussed in three prior BPAC meetings. Highlighted the criteria used in establishing the neighborhood bike routes and changes made to the routes map in response to comments made by the BPAC members. Also noted that the remaining BPAC requests with regard to the establishment of new signs, bike detection, pedestrian crossing facilities, etc. will need to be reviewed in details and implemented as part of the capital project recommended for funding in FY 2011-2012.

Commissioner Walz – Requested that all remaining BPAC requests (expressed during the BPAC meetings of March 18, April 15, May 20 and July 15) recommended for further investigation be listed and attached to the Draft RTC. Emphasized that additional concerns and requests may be initiated in the future.

Commissioner Manidakos – Requested correcting the bike route map by switching the light rail and Caltrain symbols. Noted that Henderson Avenue is not a safe bike route and recommended that the signed route be moved west to Poplar Avenue. Also requested changing the name of the sign from “Sunnyvale Bike Route” to “Sunnyvale Neighborhood Bike Route” in order to avoid confusion among cyclists and diverting intercity bicycle traffic from the major bicycle corridors.

Commissioner Durham – Raised concerns regarding the crossing of Wolfe Road at Palo Verde Way and requested moving this recommended east-west route to the use of Evelyn Avenue. Also noted that to cross the light rail tracks from the Calabazas Creek Trail requires northbound cyclists to use the signal at Patrick Henry Drive, while southbound cyclists have to cross as pedestrians at Reamwood Avenue.

Commissioner Gandrud – Inquired about the extent of using signs, and how they would be posted. Also inquired about the formality of the short path located at the easterly end of Evelyn Avenue just south of Old San Francisco Road, which is the subject of community controversy.

Richard Kolber – Suggested establishing a new short north-south signed bike route on Gail Avenue to travel parallel to Wolfe Road up to the fire station.

Kevin Jackson – Thanked the staff for initiating the study issue and for suggesting some of the neighborhood bike routes, and thanked the BPAC members for identifying routes and improvements. Requested expanding the fourth sentence of the last paragraph on the first page of the Draft RTC to indicate “Some motorists are not comfortable driving on busy streets, so they prefer to remain on quieter streets so do some cyclists. However, the vast majority of motorists find that major roads are essential to make efficient use of their transportation time so do cyclists. Therefore the creation of the guide route network is intended to supplement, but not replace safe bike

accommodations ~~the bike facilities~~ on major streets". This addition is intended to clarify and emphasize the need for retaining the main bicycle network. In addition, Mr. Jackson requested that the neighborhood bike routes be publicized for examples through a press release, article in the Sun, and posted on the BPAC web site prior to project implementation. Since implementation of the bike routes would be revenue dependent, he inquired if revenue sources have been identified and suggested that this project be included as one of the candidate projects for TDA funds when it comes for BPAC consideration in February/March of 2011.

Patrick Grant – Suggested to BPAC to adopt a motion to provide as a minimum a crosswalk to have legal right to stop vehicular traffic wherever the recommended neighborhood signed bike routes cross arteries.

Commissioner Manidakos moved a motion to table the issue and allow for a second BPAC review in August after applying the requested revisions to the Draft RTC and attached map. Commissioner Durham seconded the motion. The motion was passed 4-0, with Commissioner Stawitcke abstaining from voting.

Commissioner Stawitcke abstained from voting on the motion since she will not be able to attend the August BPAC meeting and vote on the study issue. However, Commissioner Stawitcke expressed her support of the bike routes and staff recommendations.

3. ACTION: Election of Officers

This item was carried out at the end of the meeting.

Commissioner Manidakos nominated Commission member Patrick Walz for the Chair. No further nominations were made, and Commissioner Walz's nomination was voted on 5-0 in favor.

Commissioner Stawitcke nominated Commission member Ralph Durham for the Vice Chair. Similarly, this nomination was voted on 5-0 in favor.

Both the Chair and Vice Chair are planning to attend the Chair's training to be scheduled in early August by the City Clerk's office.

NON-AGENDA ITEMS AND COMMENTS

- BPAC ORAL COMMENTS

Commissioner Walz – Indicated that a public meeting with regard to the General Plan Consolidation took place on July 13, 2010. Noted that the consolidation efforts are proceeding as planned. Added that the document will mainly contain goals and policies, with considerably less background information. The Committee made recommendations which sections to remain in the General Plan, and other sections to be placed in other

policies. Decisions regarding the formatting are being considered including a web based format. The July meeting will be the last meeting of the Committee.

Commissioner Durham – Reported that the intersection of Borregas/Maude has been paved a few weeks ago and that the edge lines of the travel lanes are yet to be painted.

- **STAFF ORAL COMMENTS**

The BPAC staff liaison, Heba El-Guendy, provided brief information on the development of CAP and LUTE update including the Horizon 2035 Committee meeting that took place on July 14th and the Public Outreach meeting planned for July 22nd. In response to the inquiry of Commissioner Walz, she clarified that the Planning staff presentation to the Planning Commission was on the process with no data and/or product available at the present time. Added that the power point presentation will soon be posted on the web site, and offered that a similar staff presentation be provided during the August BPAC meeting. Also reported on public e-mails requesting street maintenance which was forwarded to the City's Street Maintenance/Lights Division, as well as provision of bicycle parking at an existing business which is the responsibility of the business with City staff support on design and standards if needed.

Commissioner Walz – Requested that the staff presentation that was provided to the Planning Commission on the LUTE and CAP process be offered to the BPAC during the August meeting. Also requested that BPAC be included in future consultation on this project.

INFORMATION ONLY ITEMS

4. City of Sunnyvale 2010 Local Appointment List for Boards and Commissions was accepted as submitted in the agenda packet.
5. BPAC E-mail messages and/or letters with associated staff responses during the meeting were accepted.
6. BPAC Active Items List accepted as submitted in the Agenda packet.

ADJOURNMENT

The meeting was adjourned at 8:45 p.m.

Respectfully submitted by:

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



DRAFT

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION Meeting Minutes – August 19, 2010

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:30 p.m. on August 19, 2010 with Commission Chair Patrick Walz presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present: Angela Rausch
David Gandrud
James Manidakos
Patrick Walz
Ralph Durham

Members Absent: Andrea Stawitcke
Cathy Switzer

Staff Present: Gerri Caruso, Principal Planner, Planning Division, Community Development Department
Heba El-Guendy, Senior Transportation Planner, Transportation & Traffic Division, Department of Public Works

Visitors: Camie Hackson – Stevens Creek Neighbors Neighborhood Assoc.
David Simons – VTA/SCC BPAC representative
Isaac Porras – Member of the Santa Clara Valley Bicycle Coalition
Kevin Jackson – Sunnyvale resident

Commissioners Stawitcke and Switzer informed the BPAC staff liaison in advance of their absence on business and personal leave, respectively. There were no objections by the BPAC members and the Commissioners absence was excused.

SCHEDULED PRESENTATION

Gerri Caruso – Presented information on the ongoing work on updating the Land Use and Transportation Element (LUTE) and developing the City's first Climate Action Plan (CAP). A copy of the Power Point presentation was included as part of the meeting's agenda packet, with additional information summarized as follows. In preparation for developing the LUTE update and the CAP, City Council appointed the advisory Horizon 2035 Committee in order to advise staff and ultimately Council on LUTE and CAP

policies. This presentation to BPAC was initially provided to the Horizon 2035 Committee in their first meeting to prepare them for the process. The presentation covered two components, one of which was on the outline of the City's General Plan including a description of the work performed by the General Plan Consolidation Committee. The General Plan Consolidation Committee recently completed their advisory capacity on the consolidation of the existing 22 General Plan elements into one document. The consolidated General Plan will continue to cover the seven subjects of: Land use, circulation, housing, conservation, open space, noise and safety. The General Plan Consolidation Committee advised on moving some of the Plan policies to other relevant documents without eliminating any of the policies. They also advised on the formatting of the consolidated General Plan along with a format appropriate for web publishing. Ms. Caruso clarified that the CAP will be a free standing document related to; and consistent with the General Plan. The CAP policies must be measurable to assess their effectiveness in reducing the greenhouse gas emissions and assist the City in meeting the AB 32 goals as set by the state. The second part of Ms. Caruso's presentation introduced Sunnyvale from a regional context. Sunnyvale is part of one of the nine counties within the Bay Area, controlled by a number of regional agencies, and bordered by five cities. Regional traffic growth, for example, will take place regardless of the City's land use growth. A significant number of roadways that travel through Sunnyvale such as freeways, state routes, and County expressways are controlled by other agencies and are expected to experience a significant traffic growth. Services such as public transit and shuttle services are also controlled by other agencies. Ms. Caruso emphasized Sunnyvale from an economic perspective as part of the Silicon Valley. Provided information on the area's air basin monitored by the Bay Area Air Quality Management District, and the regional resources for supplying water to Sunnyvale along with their importance for the City's future/growth. Ms. Caruso explained the need for growth (number and variety of housing for example) to accommodate future needs and affordability. Noted that the Bay Area is currently in the process of developing a Sustainable Community Strategy with City representation on its committee.

Commissioner Gandrud - Inquired about how the Sunnyvale Vision document came about.

Commissioner Durham – Inquired about the extent of Sunnyvale's efforts since there is a limit to Sunnyvale's effect on the regional level.

Gerri Caruso – Described the extensive community consultation process that took place in 2007 and the consultant's work on preparing the Sunnyvale Vision document. Also clarified that the City will take emission credits for the measures that are being implemented by the state and other agencies on the regional level.

Commissioner Manitakos – Inquired about the different components that will form the CAP document, and the reliability of 1990 emissions data if available.

Chair Walz – Inquired about the traffic data being used in the analysis and whether or not it includes bicycle and pedestrian counts.

Heba El-Guendy – Clarified that the 1990 emission reduction requirement has been translated into 2005 measurement. The requirements are 15% emission reduction by year 2020 and 35% emission reduction by year 2030, both of which are in relation to the 2005 emission estimates. Clarified that the consulting team will estimate the City's base line taken into consideration current programs and policies. From a traffic modeling perspective, the existing condition is based on 2005 volumes supplemented by available counts till year 2010. The analysis will be based on daily segment volumes. The preferred combination of land use and transportation alternative will also involve intersection operational analysis which include pedestrian and bicycle counts. Added that regardless of the traffic operational analysis, policies will have an emphasis on walking and cycling as alternative modes of transportation.

PUBLIC ANNOUNCEMENTS

Commissioner Simons – Indicated that the Special Event Ordinance will be considered by the County Supervisors On August 24th. Noted that although the ordinance is not considered to be perfect, it addresses issues with events that do not comply with rules of the road, such as events that require street closure or agreements with land owners. Also noted that there is a grant that will be managed by VTA "The Santa Clara County Vehicle Emissions Reductions Based at Schools (VERBS)" for non-capital and capital projects with a minimum grant size of \$500k. Indicated that as the Chair of the VTA BPAC, he is pursuing initiatives that can reduce costs. For example, changing the day of the meeting could reduce the cost by 30% because it would allow holding the meeting in another room that has a cheaper cost.

Kevin Jackson – Noted that deadline for receiving VERBS applications is October 4th, and requested to add this matter as an information item on the September BPAC meeting agenda. Also noted that he has one remaining concern with regard to the event ordinance, which is that the residents and cyclists have different interpretation of the ordinance. The ordinance conforms to the Vehicle Code and will not force cyclists out of the road as the residents seem to believe. To avoid future resentment, Mr. Jackson suggested to include an education component to the ordinance approval. Also noted that a couple of weeks ago, the Mountain View City Council approved the Stevens Creek Bridge from Sleeper Avenue to Heatherstone Way which is projected to be completed by the fall of next year. Noted that the Horizon 2035 Committee is requested to provide policy suggestions, and asked BPAC members to forward him policy suggestions for the LUTE and CAP.

Chair Walz – Inquired about the appropriate timing for submitting comments, and the possibility of submitting a formal letter on behalf of BPAC. Also requested that this matter be added as an action item for the September BPAC meeting.

Kevin Jackson – Requested that all policy suggestions be submitted as soon as possible.

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes of the July 15, 2010 Meeting
- 1.B) Approval of Agenda of the August 19, 2010 Meeting
- 1.C) Approval of the 2010 BPAC Calendar Update

Commissioner Durham moved a motion seconded by Commissioner Manidakos to approve Consent Calendar items 1.B) and 1.C). Motion was passed 5-0.

Commissioner Manidakos – Requested to add a word to the third paragraph on Page 47 of the packet as follows: “in order to avoid confusion among cyclists and diverting intercity bicycle traffic from the major bicycle corridors”.

Commissioner Durham moved a motion seconded by Commissioner Manidakos to approve Consent Calendar items 1.A) as amended. Motion was passed 5-0.

STAFF RESPONSE TO PRIOR PUBLIC COMMENTS

No response was needed.

PUBLIC COMMENTS

Isaac Porras – Inquired if a signal time can be changed due to a public request, then later reversed based a motorist's request.

Heba El-Guendy – Noted that she recalls that his concern was regarding the pedestrian crossing time at a traffic signal on El Camino Real, which is a state route. Added that any change that would affect the cycle length and phasing, especially a frequent change, is unlikely to take place. This is due to the fact that the signal timing along the corridor is coordinated.

PUBLIC HEARINGS/GENERAL BUSINESS

- 2. ACTION: Establishment of Guided Bicycle Routes through Neighborhoods (Study Issue) - Draft RTC

Heba El-Guendy – Provided the staff report and noted that all changes that were previously requested by BPAC or public members were either applied to the RTC and its attached routes map and sign, or were listed on Attachment E for future review. Also circulated an e-mail message from Mr. Patrick Grant that was not contained in the agenda packet, and noted that similarly his comments were either addressed as part of the report revisions or listed on Attachment E.

Commissioner Gandrud – Reiterated his concern with regard to a small bike path connection at the southerly end of Evelyn Avenue, and the zigzag fence design at both ends of the path.

Heba El-Guendy – Clarified that this is an already established bike path, which was reviewed a number of years ago and Council rejected its removal. It provides a bike/pedestrian access to the neighborhood south of Reed Avenue, and the zigzag fence design is intended to prevent car and motorcycle traffic from accessing the path and to slow down cyclists prior to entering/exiting the path. Noted that she will check on the feasibility of reevaluating this location, or change of its design.

Kevin Jackson – Requested to add a couple of words to avoid confusion when reading the last paragraph on Page 57 of the packet as follows: “The BPAC believes that just as some motorists are not comfortable driving on busy streets and prefer to remain on quieter streets, so do some cyclists. Conversely, the vast majority of motorists find that major roads are essential to make efficient use of their transportation time, as do most cyclists”. Also requested to revise the Guided Bike Route map on Page 67 in order to connect the route along The Dalles Avenue to West Valley Elementary School on the other/west side of SR 85.

Commissioner Manitakos – Noted that he likes the Neighborhood Bike Route sign, **and moved a motion seconded by Commissioner Durham to approve Alternative 1 “Accept the guided bike route concept map as presented in Attachment C and consider a guided bicycle route signage project and a project for associated improvements as part of the FY 2011/12 Capital budget”. The motion was passed 5-0.**

Chair Walz – Inquired about the timing and funding for implementing the first signing phase of the project. Noted that \$40k is a small percentage of the City’s budget, and hopes that the project gets implemented soon.

3. ACTION: Remington Drive Street Space Allocation Study – Draft RTC

Chair Walz – Inquired about the timing of the Draft RTC on Remington Drive Street Space Allocation Study and when it is expected to be considered by Council. Also inquired about the responses attached to the RTC.

Heba El-Guendy – Responded that the RTC may be considered by Council this year. However, the Council agendas for the rest of 2010 seem to be full, and the RTC may be forwarded to Council consideration in early 2011. Also provided the staff report on the Draft RTC, including a description of the four options that were included in the survey to the property owners and web survey, results of the surveys, and the RTC recommendations. Clarified that staff typically include self-addressed envelopes so that respondents can mail their responses back to the City, and clarified the response rates to the two surveys that are listed on Pages 76 and 77 of the packet.

Commissioner Durham – Thanked staff for their work on Bordeaux Drive. Inquired about the standard for establishing a speed limit as noted on Page 83 of the packet. Also inquired about the possibility of increasing width of the bike lanes to six feet rather than five feet, and reduce width of each of the vehicular travel lanes to 12 feet.

Commissioner Manidakos – Inquired about presentation of the traffic volumes on Page 83 relative to the roadway capacity.

Heba El-Guendy – Responded to the inquiries and added information on the Level of Service (LOS) analysis that was performed at the intersection of Remington Drive/Hollenbeck Avenue which showed some increase in the vehicular delay without deteriorating the intersection's LOS.

Kevin Jackson – Noted that the minimum standard for the bike lane should be six feet following to the VTA Bicycle Technical Guidelines. Indicated that three feet of asphalt and two feet of gutter places cyclists very close to the joint line between the pavement and gutter which is not usually well maintained. Added that the minimum width of vehicular travel lane of 10 feet is rarely implemented, while the minimum width of a bike lane is always established. Indicated that street parking is hazardous to cyclists, and often times forms an unnecessary hazard. Added that the Mayor of Los Angeles recently broke his arm in eight places when he was cycling and collided with a parked car that pulled out in front of him. Also indicated that these issues are very important to note for future reference when Mary Avenue is considered for reconfiguration.

Commissioner Durham moved a motion seconded by Commissioner Manidakos to approve Alternative 1 “Direct staff to allocate street space on Remington Drive between Mary Avenue and Tilton Drive in order to provide one travel lane in each direction, center two way left turn lane, bike lanes each of which is at least six feet wide, and on-street parking”. The motion was passed 5-0.

4. DISCUSSION: Study and Budget Issues Development

Heba El-Guendy – Explained the study and budget issue processes which were also included in the agenda packet. Noted Council's decision regarding any study issue that was dropped last year which must be sponsored by at least four Council members in order to allow its re-consideration.

Following a discussion by the BPAC members, the following list of candidate study issues were selected subject to finalization during the September BPAC meeting:

- DPW 09-01: Comprehensive School Traffic Study.
- DPW09-02: Update/Review Corner Vision Triangle Municipal Code Ordinance.
- DPW 09-04 Impacts of Traffic Calming Devices on Cyclists.
- DPW 09-07: Sunnyvale Cyclovia Event.
- A new bridge over-crossing US 101 east of Lawrence Expressway.

- A new development fee for funding pedestrian and bicycle projects.
- Placement of "Bicycles Allowed Use of Full Lane – Vehicles Change Lanes to Pass" signs on some road segments of Fair Oaks Avenue, Maude Avenue, Wolfe Road, Duane Avenue, and Mary Avenue.
- Adopt a policy that restricts bicycle lane closure in construction zones as long as at least one vehicular travel lane per direction can be retained.
- Closing Murphy Avenue to automobile traffic at all times, during certain hours of the day, or on weekends.
- Adopt a policy to utilize the VTA Bicycle Technical Guidelines for bike lane width, bike parking, and other design elements.
- Evaluate benefits of Smart Parking Meters installation.

Following the BPAC discussion, the following list of candidate Budget Issues will be considered for finalization in the September BPAC meeting:

- Enforcement Campaign of Bicycle and Pedestrian Related Traffic Violations.
- Establish a Budget for Bike to Work Day.
- Offer Bicycle Safety Classes to City Employees and the General Public.
- Budget \$40k to fund implementation of the first phase of the Guided Neighborhood Bike Routes Project.

Commissioner Manidakos – Requested that Study Issue DPW 09-05 "Caltrain Community Wall Benefit Assessment District Study" provided on Pages 123-125 of the agenda packet be ranked by a more relevant board or commission rather than by BPAC.

NON-AGENDA ITEMS AND COMMENTS

• BPAC ORAL COMMENTS

Chair Walz – Noted that the final General Plan Consolidation Committee meeting took place in July of 2010, most members attended all six meetings, and that he enjoyed serving on the committee. Indicated that the consolidated General Plan is expected to be 300 pages or less, in a much more readable format. A web friendly version will also be posted on the City's web site. Reiterated the fact that no policies were omitted, but some were moved to other relevant documents.

Commissioner Durham – Circulated copies of the updated list of acronyms to all BPAC and public members present. Requested to try to save on the number of printed papers in the future and present more than one slide of a Power Point presentation per page.

Commissioner Manidakos – Inquired if Lieutenant Plecque had a chance to check on the reported harassment of cyclists that was explained to him during the BPAC meeting on July 15th. Reported that eastbound motorists on Maude Avenue turning left onto northbound Borregas Avenue have a very short left-turn phase that allows only one or

two vehicles to turn. Indicated that there is a need for a second loop for detecting vehicles at that location, and that the bike detection also needs to be fine tuned.

Heba El-Guendy – Clarified that Lieutenant Plecque is away on vacation and could not attend the meeting, and that she will ask him upon his return if there is any update to BPAC.

Chair Walz – Reported that the chirp sound at the intersection of Mary Avenue/Fremont Avenue is going non stop including during the “Don’t Walk” time. Noted that this was the case when the device was first installed before its repair.

- **STAFF ORAL COMMENTS**

Heba El-Guendy – Reported that bike detections at the intersection of Manet Drive/Remington Drive were repaired. Also noted that bike detections at the intersections of Mathilda Avenue/Iowa Avenue and Fremont Avenue/Hollenbeck Avenue will be evaluated and reported on soon.

INFORMATION ONLY ITEMS

5. BPAC E-mail messages and/or letters since circulation of the agenda packet of the July 15th meeting along with their responses were accepted as submitted in the agenda packet
6. BPAC Active Items List accepted as submitted in the agenda packet.

ADJOURNMENT

The meeting was adjourned at 8:45 p.m.

Respectfully submitted by:

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