



City of Sunnyvale

Excerpt Meeting Minutes - Final Bicycle and Pedestrian Advisory Commission

Thursday, July 15, 2021

6:30 PM

Telepresence Meeting: City Web Stream

CALL TO ORDER

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

Chair Mehlinger called the meeting to order at 6:33 p.m. via teleconference.

ROLL CALL

Present 5 - Chair Richard Mehlinger
Vice Chair Leia Mehlman
Commissioner Dan Hafeman
Commissioner Timothy Oey
Commissioner Mihir Paradkar
Absent 1 - Commissioner Arwen Davé

PUBLIC HEARINGS/GENERAL BUSINESS

3 [21-0658](#) Recommend to City Council to Remove On-Street Parking for the Northbound Direction on Willow Avenue between Reed Avenue and Aster Avenue and to Install Bicycle Lanes on Both Sides of the Street Per the Active Transportation Plan

Chair Mehlinger called for a recess at 7:34 p.m. Chair Mehlinger reconvened the meeting at 7:40 p.m.

Alternative 1: Recommend to City Council to Remove On-Street Parking for the Northbound Direction on Willow Avenue between Reed Avenue and Aster Avenue and to Install Bicycle Lanes on Both Sides of the Street Per the Active Transportation Plan

Lillian Tsang, Principal Transportation Planner and Richard Chen, Project Design Manager gave a presentation on the Willow Avenue Bicycle and Pedestrian Improvements. Highlighting the following:

- Project Limits: Willow Avenue between Reed Avenue and Aster Avenue
- Lawrence Station Area Plan (LSAP)
- Adopted by City Council on December 6, 2016
- Key access route for pedestrians and bicyclists to access Lawrence Caltrain Station
- Design Goal
- Improve sidewalk gaps
- Proposed Class II Bicycle Lane
- Sunnyvale Active Transportation Plan which includes Bicycle Plan, Pedestrian Plan and Safe Routes to School Plan
- Caltrain Business Plan
- Willow Avenue - Pedestrian Improvements
- Reduce curb radius at the NW and NE corners
- Install ADA accessible, directional curb ramp for crossing Willow Avenue
- Install a crosswalk on Willow Avenue
- Willow Avenue - Bicycle Improvements
- Draft Lawrence Station Area Sense of Place Plan
- Willow Avenue and French Street Plan
- Willow Avenue On-Street Parking Study Area (Resident vs. Non-Resident Parking)
- Auto Repair Shops is currently using Willow Avenue as storage
- Enough on-street parking capacity on the left side of Willow Avenue to accommodate parking demand from the residents within the neighborhood
- Recommend to remove on-street parking on right side of Willow Avenue
- Install Class II/IIB Buffered Bicycle Lanes
- Improve Bicycle Access to the Train Station
- Provide people additional options beyond driving a vehicle
- Support the City's Climate Action Plan Goal to Reduce Vehicle Emission
- Willow Avenue Pedestrian and Bicycle Improvements Timeline

Recommendation to City Council Considerations:

- Alternative 1: Recommend to City Council to Remove On-Street Parking for the Northbound Direction on Willow Avenue between Reed Avenue and Aster Avenue and to Install Bicycle Lanes on Both Sides of the Street Per the Active Transportation Plan
- Alternative 2: Recommend to City Council to Maintain On-Street Parking for the Northbound Direction on Willow Avenue between Reed Avenue and Aster Avenue and Not to Install Bicycle Lanes on Both Sides of Willow Avenue

Recommendation to City Council Staff Recommendation:

- Alternative 1: Recommend to City Council to remove on-street parking for the northbound direction on Willow Avenue between Reed Avenue and Aster Avenue and to install bicycle lanes on both sides of the Street per the Active Transportation Plan

Chair Mehlinger opened for Public Comment.

Chair Mehlinger closed for Public Comment.

Commissioner Oey commented and asked about the following:

- What trucks or businesses are on French Street? Ms. Tsang stated some of the businesses include the supermarket in Santa Clara.
- What is the total traffic volume on French Street? Ms. Tsang stated they do not have any daily volumes for this location.
- Would like to see a left turn bike lane for turning into Lawrence Station
- What are Santa Clara's plans for their side on French Street? Ms. Tsang stated City of Santa Clara plans on leaving it as Class III with Sharrows because they do not plan on removing any on-street parking on their side.
- Is it an option to make it a bicycle boulevard treatment instead of a bike lane? Ms. Tsang stated having a buffered bicycle lane would be more helpful in guiding bicyclists as well as drivers to stay within the lane.
- Is it possible to put a door zone space? Ms. Tsang stated that this location has limited roadway width so there is no additional width for a wider parking lane.
- Concerned with bicyclists riding in the gutter
- Would like to see 10 foot or 11 foot wide lanes

Vice Chair Mehlman commented and asked about the following:

- Presuming there isn't a proposed Class IV bike lane in this area because of maintenance issues? Ms. Tsang stated Class IV Bike Lanes were proposed in longer corridors.
- Can there be a Buffered Bike Lane with a physical bump to alert vehicles rather than just paint? Mr. Ng stated staff would not recommend putting in any vertical elements along the buffered section.
- Can a HAWK Beacon be installed on Willow Avenue and Reed Avenue? Ms. Tsang stated HAWK Beacons are typically used at busier intersections.
- Doesn't feel it's safe enough for pedestrians coming from Reed Avenue onto Willow Avenue

- How does a cyclist make the turn into the Caltrain Station? Ms. Tsang stated that as a cyclist on a Class III with sharrows they are supposed to take the full lane.
- Concerned about the following: paint only and not having a physical barrier, cyclist egressing and ingressing into the Caltrain Station trying to make the left turn coming in/out, vehicles not yielding to pedestrians at Willow/Aster Avenue

Commissioner Davé commented and asked about the following:

- Is it a binary choice to have bike lanes on both sides or no bike lanes on either side? Ms. Tsang stated bicycles facilities cannot be provided on one side only. They must be provided on both sides of the street.
- Entrance to train station from Willow Avenue
- Will there be green paint on the roadway with the sharrows? Ms. Tsang stated the City does not combine green paint and sharrow markings together.
- Blind curve on Willow Avenue/French Street - need an indicator to alert vehicles that there are bicycles ahead

Commissioner Hafeman commented and asked about the following:

- Recommends north section to have a 5 foot bike lane with a 1 foot buffer or have a 10 1/2 foot travel lane and 5 1/2 foot bike lane with a 1 foot buffer.
- Blind corner at Caltrain Station
- Recommends not putting bumps in the buffer, could be bad for the cyclists

Chair Mehlinger commented and asked about the following:

- Has the City considered removing the sidewalk on the east side of Willow Avenue? Mr. Ng stated that the sidewalk is part of Lawrence Expressway's structural embankment.
- Would the City consider moving the crosswalk on Reed Avenue 10 feet north? Mr. Ng stated there are trade offs moving the crosswalk or keeping it at its current state. If it is moved it creates a shorter crosswalk but increases the likelihood of vehicles not seeing the pedestrian when turning onto Willow Avenue.
- No need for crosswalk improvement on Aster Avenue
- Would the City consider a crosswalk on Aster Avenue/Buttercup Terrace? Mr. Ng stated that the intersection was not brought up at any of the outreach meetings.
- Suggest "Bicycles May Use Full Lane" signs not "Share the Road" signs in the sharrows
- Suggest "No Stopping at Anytime" signs instead of "No Parking" along the bike lanes
- Suggest Class IIIB the whole way
- Was there a consideration for parking protection for the bike lane for Willow

Avenue? Mr. Ng stated that when the City starts implementing protected bike lane facilities, parking protected bike lane facilities is something that will be considered. Mr. Ng would not recommend them for this location.

- Would like to know if there is a way to prohibit nearby businesses from storing or working on vehicles on-street, or to prohibit the storage of RVs

Commissioner Oey commented and asked about the following:

- Suggest a shorter and more aligned crosswalk crossing Willow Avenue from the sidewalks so pedestrians don't have to turn to enter the crosswalk
- Challenges with protected bike lane facilities

Commissioner Hafeman commented on the following:

- Concerned with the curbs
- Concerned with the suggestion to implement parking protection for the bike lane

Commissioner Davé commented on the following:

- A huge sign accompanying sharrows that say "Share the Lane" helps a lot

Chair Mehlinger moved and Commissioner Oey seconded Alternative 1: Recommend to City Council to Remove On-Street Parking for the Northbound Direction on Willow Avenue between Reed Avenue and Aster Avenue and to Install Bicycle Lanes on Both Sides of the Street Per the Active Transportation Plan. Adding to study to reduce the turning radius at the Reed Avenue/Willow Avenue crosswalk.

Chair Mehlinger stated he feels this is the best alternative considering the constraints of the project timeline, the existing street configuration, and restrictions relating to local and state laws and this is the correct approach moving forward which will be an improvement for residents, cyclists and the community.

Commissioner Oey stated this alternative is better than the current situation.

The motion carried the following vote:

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

No 0