



August 17, 2020

RE: Draft Plan and Adoption of the Active Transportation Plan

Sunnyvale City Council
Sunnyvale City Hall
456 W. Olive Ave., Sunnyvale, CA 94086

Dear Mayor Klein, Vice Mayor Smith, and Honorable Council Members,

The Sunnyvale Democratic Club hereby supports the Sunnyvale Bicycle and Pedestrian Advisory Commission's proposed changes to the Active Transportation Plan, and urges Council to adopt the Plan with the amendments suggested by BPAC.

As you are aware, the City of Sunnyvale has committed to reducing per capita vehicle miles traveled by 20% by 2029, as part of the Climate Action Plan 2.0. Vehicle emissions are the leading source of greenhouse gas emissions in our city. If we are to meet our climate goals, we must get people out of their cars. Doing so requires a safe, convenient, efficient, and robust Active Transportation Network.

While we fully support *all* of the BPAC recommendations, there are four in particular that we view as being of the highest importance. They are, from highest priority to lowest:

1. Increase active transportation mode share by 1% per year
2. Adopt a lightweight change process for the ATP
3. Adopt the BPAC's proposed pedestrian improvements
4. Adopt the BPAC's proposed "gap fillers" for the low stress network (see attached map)

Our top priority is to increase the targeted Active Transportation mode share. A 5% bicycle mode share by 2030, as currently proposed in the ATP, is inconsistent with the CAP 2.0's stated goal of a 20% per capita VMT reduction. We agree with BPAC's recommendation that the ATP should instead target a minimum 1% increase in active transportation mode share per year.

Our second priority is for the inclusion of a lightweight change process for the ATP. This is critical. Specifically, we support BPAC Chair Mehlinger's proposal for a two-year review cycle whereby BPAC would rank proposed high-level changes to the ATP and then forward these to Council for approval. This is critical to the long-term success of the ATP. COVID-19 has been massively destabilizing, and circumstances in our city are changing *daily*. A 10 year plan such as the ATP risks being obsolete before the ink is dry.

We are also concerned at the lack of an effective public engagement process for the ATP. Neighborhood organizations were not notified or consulted on the ATP, and it is not clear the extent to which public outreach and engagement was done with the various schools and PTAs. The lightweight change process offers a way to remedy this, by allowing neighborhood associations to work through the BPAC to propose changes.

Our third priority is to adopt the BPAC's proposed pedestrian improvements. These were substantially called out by residents as being critical to improving the safety and walkability of their neighborhoods. The highest priority on this list for us is getting sidewalks on Tasman, without which nearby residents are unable to access key amenities like the Grocery Outlet.

Our fourth priority is to adopt the proposed "Gap Fillers" in the BPAC's recommendations. Currently, the so-called Low Stress Bicycle Network proposed in the ATP fails to live up to its name; it is too disconnected to be truly considered a network. The "gap filler" segments the BPAC has proposed go a long way toward solving this problem. The most important of these is Kifer; without this, the new neighborhoods being built in Lawrence Station will be almost totally disconnected from the rest of the city by bicycle.

The changes proposed by the BPAC will make the ATP a more robust and resilient document, and improve the lives of Sunnyvale's residents. We urge you to adopt them.

Sincerely,

Mike Serrone

President, Sunnyvale Democratic Club

Richard Mehlinger

Chair, Livable Sunnyvale

Sunnyvale BPAC ATP Recommendations

Introduction

This document is a summary of the Sunnyvale Bicycle and Pedestrian Advisory Commission's recommended changes to the proposed [Active Transportation Plan](#), as adopted at our June 18, 2020 meeting. You can find the draft minutes of that meeting [here](#), and watch video [here](#). The BPAC made a total of roughly 30 recommendations, depending how you count. This document is intended to summarize those recommendations for the convenience of Council, Staff, and Sunnyvale's residents.

Lightweight Change Iteration on the ATP

The BPAC recommended three policy changes designed to facilitate lightweight iteration on the ATP.

- Adopt a lightweight change process so that members of the public, neighborhood associations, the BPAC, and members of Council can propose changes. The ATP is a high level working document, and so these changes need not go through the full investigation required by a study issue. This converts the ATP into a living document that is updated periodically, rather than a massive document reevaluated every ten years.
- Direct staff that as part of the annual Slurry and Seal process, a short term (2-3 meetings) taskforce be appointed by or from the BPAC to review the annual slurry and seal list for possible re-striping improvements to implement as complete street 'best practice' upgrades.
- Instruct staff to develop and implement a Quick build and pilot implementation process by the end of FY20/21.

Policy Changes

Target minimum 1% Active Transportation Mode-share Increase Per Year

The draft ATP recommends a 5% bicycle mode share by 2030. BPAC feels that this is insufficient, and instead has proposed targeting a minimum 1% *annual* increase in active transportation (that is, walking, cycling, skating, etc.) by 2030. This is critical for us to meet our adopted CAP 2.0 target, which calls for a 20% per capita VMT reduction by 2030.

Use LUTE language

Direct Staff to review all actions in ATP and replace them with transportation policies from the Land Use and Transportation Element (LUTE) of the General Plan where appropriate. In many cases, the language used in the ATP is less stringent than that in the LUTE. However, the as part of the General Plan the LUTE takes precedence over the ATP, so this should be noncontroversial. In particular:

ATP action 1.4

Reword "reconfigure roadways with excess vehicular capacity to accomodate bike facilities" to match LUTE Policy LT-3.22.

"Provide safe access to city streets for all modes of transportation. Safety considerations of all transport modes shall take priority over capacity considerations for any one transport mode."

ATP action 1.6

Reword "evaluate opportunity to remove underutilized onstreet parking to create or expand bicycle facilities" to match LUTE Policy LT-3.8 and 3.9:

3.8: "Prioritize safe accommodation for all transportation users over non-transport uses..."

3.9: "Do not consider parking a transport use of public streets"

Motion: The text of the City's Complete Streets policy and other relevant LUTE transportation policies (24, 26, 27, 28, 31, 33, 35, 36, 39, 40, 42, and 44) should be included in the ATP and referenced where appropriate.

Miscellaneous Policy Recommendations

1. The ATP shall include a list of all City arterial and collector streets with their Complete Streets status/deficiencies. Any streets for which there is not a specific project in the next 5 years to provide shareable car/bike space (bike

lanes, wide curb lanes or shoulders) should have "Bikes May Use Full Lane" signs posted,

2. The ATP shall include a list of all City-owned off-street paths and bike/ped bridges. This list should include their Caltrans HDM Chapter 1000 status/deficiencies. The bike plan maps should also show these facilities.
3. Direct staff to review the Santa Clara County 2018 bicycle master plan and Include all future bike improvements which are on it on the Sunnyvale maps and label them as such. examples: Lawrence Expy, Central Expy, Arques Ave,
4. Direct staff to work the VTA and others to develop consistent wayfinding sign std for bike routes that cross city boundaries.
5. Direct staff to work with VTA to add bike parking at light rail stations

Pedestrian Improvements

The BPAC recommended a number of changes designed to improve pedestrian access and safety. These proposed changes were substantially brought to our attention by members of the affected communities, and speak to the value of direct public engagement and outreach.

- Install Sidewalks on North Side of Tasman
- Recommend staff contact property owners in Lakehaven and Lakewood neighborhoods to create better walkability to Columbia by adding easements and gates in walls.
- High priority spot improvement at location of Norman identified by Mr. Melton and other correspondents.
- Add high-visibility crosswalks on Borregas from Maude to 237, with priority on the Guadalajara Market (Alturas) intersection.

Low Stress Bicycle Network

Finally, the BPAC recommended a number of changes to the Low Stress Bicycle Network. These fall into two categories: gap fillers and major, aspirational additions. The gap fillers are smaller changes that, as the name implies, fill gaps within the proposed network. These are high priority, as they offer a high return on investment. The aspirational additions are larger proposed additions to the low stress network. These will improve connectivity, but due to their scale are longer term projects.

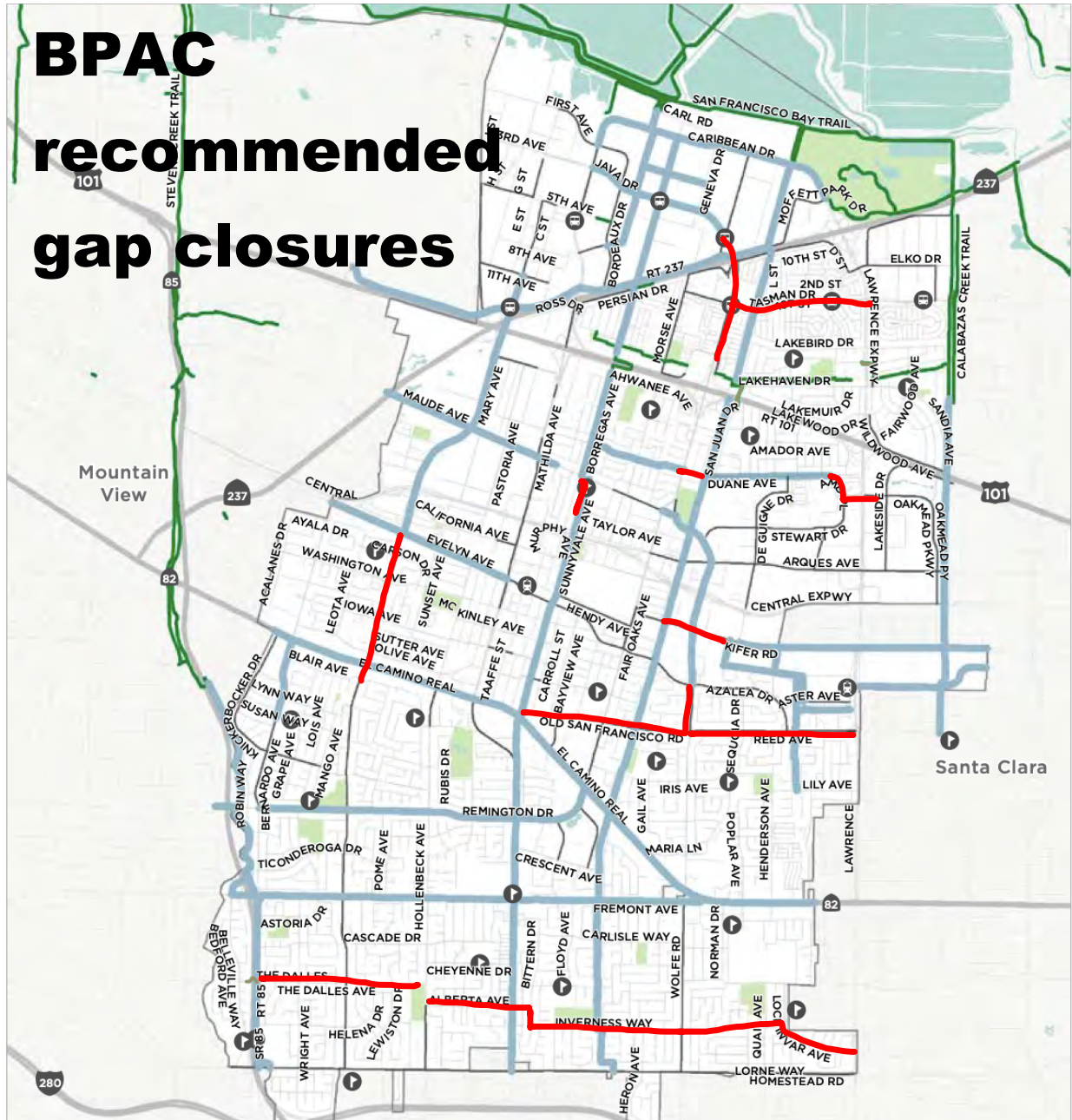
Gap Filling

- Extend Kifer Low-Stress to East Channel Trail (highest priority)
- Tasman from Fair Oaks to Lawrence
- Extend Wolfe Class IV → Old SF
- Extend Mary Low Stress from Evelyn to Blair (note that Mary and Blair is a multi-accident node)
- Upgrade Sunnyvale to protected/off-street bike lanes in front of Bishop Elementary
- Java to John Christianson GreenBelt
- The Dalles/Alberta/Inverness/Lochinvar as Class IIIB
- Fill Gap in Duane
- Full length of Reed

Aspirational Low-Stress Network Additions

- Full length of Mary to Cupertino
- Pastoria/Hollenbeck from Evelyn to Cupertino
- Full length of Wolfe to Cupertino/Apple
- Full length of Homestead
- Full length of Maude
- Full length of Evelyn to Reed
- Arques from Fair Oaks to Santa Clara border
- California from Mary to Sunnyvale

BPAC recommended gap closures



Map 9. Low Stress Spine Network

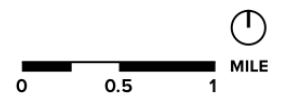
— Proposed Low Stress Spine Route

Existing Facilities

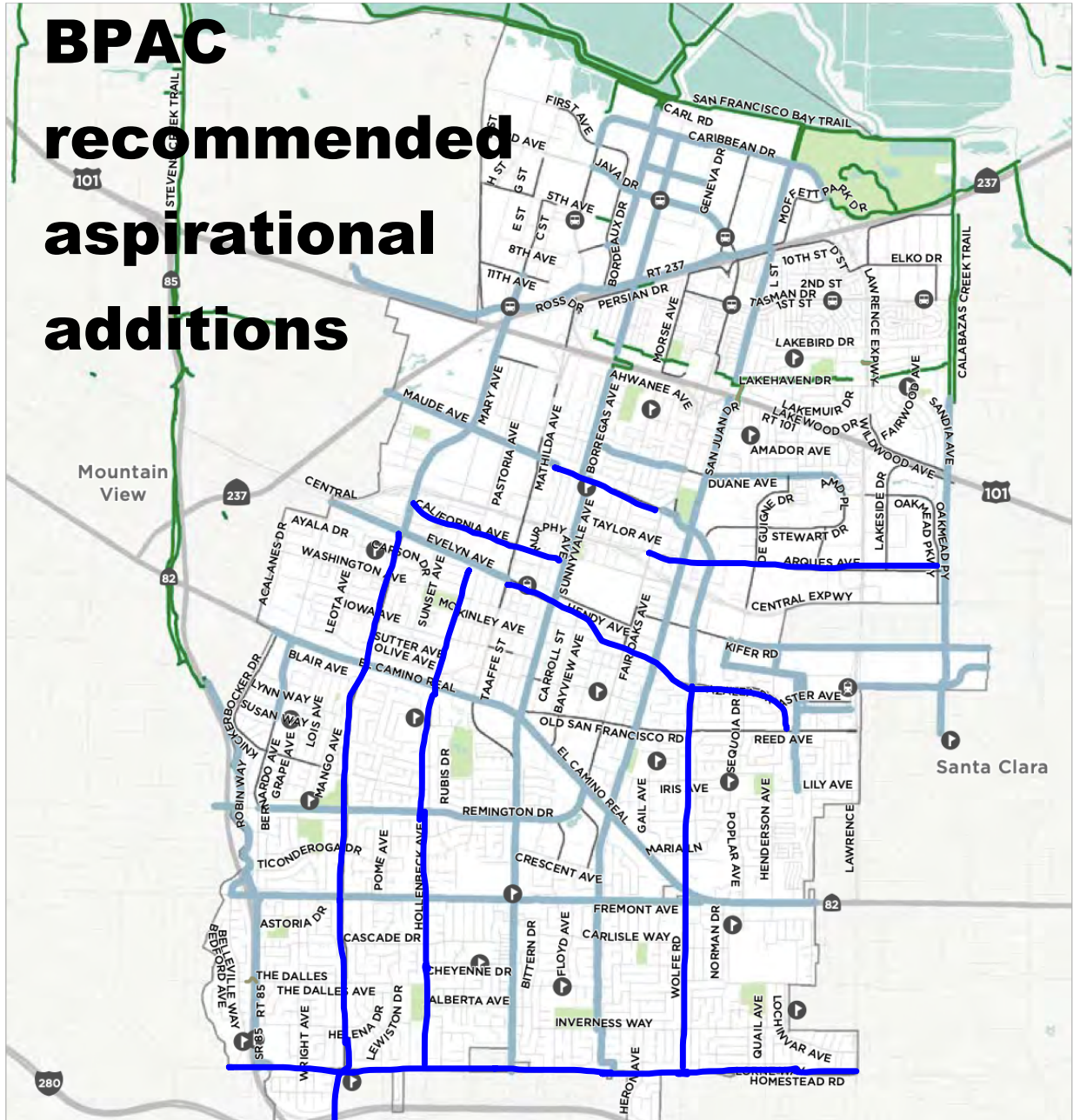
- Trail
- Existing Pedestrian Bridge (Walk Bike)
- Existing Class II Bicycle Lane

Boundaries + Destinations

- 🏫 Public School
- 🚉 Sunnyvale Caltrain Station
- 🚊 VTA Light Rail Station
- 🏫 Public School
- 🌳 Park
- 🏠 City Boundary



BPAC recommended aspirational additions



Map 9. Low Stress Spine Network

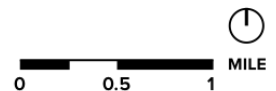
Proposed Low Stress Spine Route

Existing Facilities

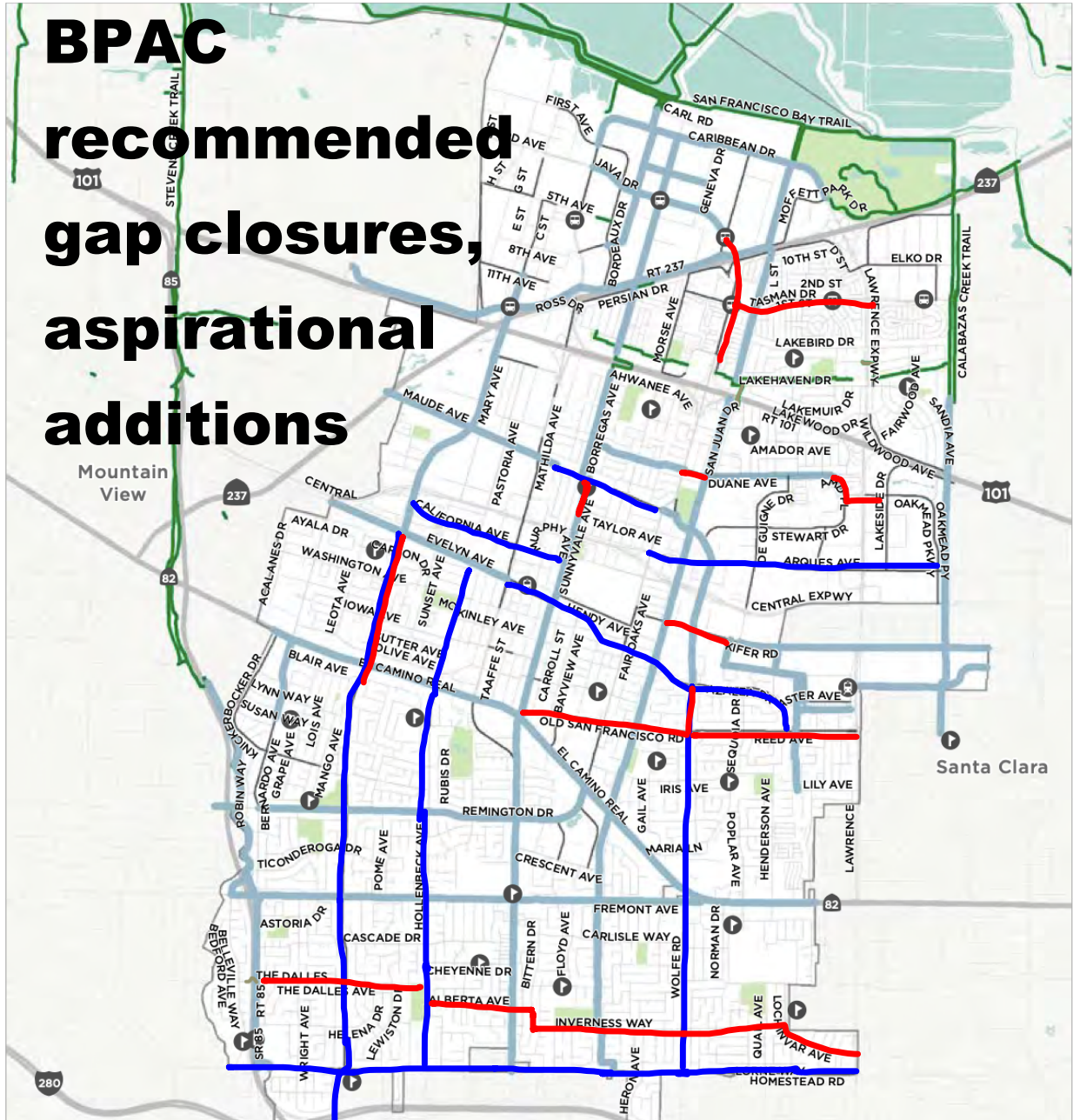
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BPAC recommended gap closures, aspirational additions



Map 9. Low Stress Spine Network

Proposed Low Stress Spine Route

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