

# Homestead Bike Lane Study Community Meeting 2

Webinar ID 895 9557 1434

Actual Start Time 10/6/2022 17:45

Actual Duration (minutes) 91

# Question 69

#	Q&A Chat Box	Question/Comment was Addressed	Response	Question Time	Answered Time
1	Who is parking on the street? Is it primarily residents or commercial vehicles during busy hours?	Live	Primarily residents and their guests	10/6/2022 18:11	10/6/2022 18:26
2	Have there been any incidents of "dooring" of cyclists when on street parking occurs?	Live	Based on the collision data, instances of dooring was not directly recorded in the data	10/6/2022 18:12	10/6/2022 18:27
3	What if bike lane hours were extended to cover the entire commute period? Ex 6-9 mornings and 4-8 pm in evenings?	Live	This is one of the potential alternatives to accommodate non-typical work hours such as early in the morning or late in the evening.	10/6/2022 18:14	10/6/2022 18:28
4	How much enforcement of parking hours has occurred? Has anyone been fined/towed for violations of bike lane hours?	Live	We will reach out to Department of Public Safety (DPS) team to see if enforcement data is available and if they can provide that information to us.	10/6/2022 18:16	10/6/2022 18:31
5	In addition to recreation, I also bike on Homestead for non-commute transportation (to get to my dentist's office and to events in Los Altos).	Live	noted	10/6/2022 18:20	10/6/2022 18:31
6	What about the option of converting to just one driving lane in each direction to accommodate both bikes and parking? Is that under consideration?	Live	We have this as a potential alternative, and will need to discuss the idea further to understand the traffic flow and impacts on travel capacity. But it is worth noting that a majority of Eastbound direction has full-time bike lanes already.	10/6/2022 18:22	10/6/2022 18:31
7	Why do you bother doing surveys when city staff ignores the survey response ? For example Sunnyvale Av undercrossing completely contradicted survey inputs. Why did transportation staff go against survey input ?	Live	Surveys are one aspect we consider. We also balance it with safety and needs of different users of the roadway, and so when staff makes recommendations we compromise to achieve the overall goals of the City to provide various networks for the roadway system.	10/6/2022 18:22	10/6/2022 18:32
8	Caltrans has standards for bike lanes, no where in their standards are part time bike lanes permitted. The current situation is not-compliant with Caltrans safety standards. Why are you even considering status quo as an option ? It is inherently unsafe.	Live	Having no parking at any time in the bike lane is certainly good practice, however nowhere in the Highway Design Manual (which is what Caltrans has that defines the dimensions and layout of bike lanes) doesn't expressly prohibit part-time bike lanes and there are many examples where cities have done this in the Bay Area and across the state. In fact, the vehicle code also allows vehicles to park in bike lanes unless otherwise permitted and so there are some regulations and rules that allow for this to occur. Part of this whole study is to understand what the community's desire is for this space.	10/6/2022 18:23	10/6/2022 18:33
9	Comment (no need to read/answer this one): Homestead between Lawrence and Tantau has some ugly cracks, including some in the bike lane, especially on the westbound side, that could grab a bicycle wheel and knock someone over. I've reported them in Sunnyvale's maintenance portal before, but I haven't seen anything that looks like repairs.	Live	noted	10/6/2022 18:25	10/6/2022 18:44
10	The City general plan is very clear, why are you not aligned with the general plan ? Staff is required to follow Council direction. By even consider preservation of part time street parkign you are operating inconsistently with the general plan, vision zero and the active transportation plan. This is poor governance.	Live	To provide a little background on this study, in 2018 City Council asked staff to go through with the study which was sponsored by BPAC, and the goal was to look at the potential of conversion of part-time bike lanes to full-time bike lanes. However with the consideration of volumes and Apple not open for operation yet, City Council decided to reevaluate the study after 3 years which brings us to today's study.	10/6/2022 18:25	10/6/2022 18:34
11	Are you going to do anything about the garbage cans in the bike lanes?	Live	Currently garbage is collected on the curb and residents are encouraged to collect the bins in the morning. The city does not plan to make any changes to garbage collection in regards to placement at this time.	10/6/2022 18:25	10/6/2022 18:36

12	Thanks for hosting this meeting. I both live and work on Homestead Rd. I felt "commuting to work or school" is a bit limiting as I do not own a car and rely on Homestead as my main East-West corridor while biking. Other East-West arteries are very dangerous (El Camino, Stephens Creek, etc). I bike to get groceries, go shopping, visit friends, get to work, access public transit (Caltrain/Amtrak/BART) all using Homestead. So a safer all-day bikelane would be greatly appreciated!	Live	noted	10/6/2022 18:26	10/6/2022 18:36
13	And any enforcement of no parking in the bike lanes? I counted a dozen cars and trucks in the bike lanes today (about half were construction) ... if construction is going to block a bike lane, why not block a car lane?	Live	We will let our Department of Public Safety know that there are construction vehicles blocking the bike lane for enforcement.	10/6/2022 18:26	10/6/2022 18:37
14	The archived Q&A from the first meeting, from the city's website, doesn't show the full text of all questions - the longer ones are truncated.	Live	noted	10/6/2022 18:26	10/6/2022 18:38
15	There seems to be no survey of vehicles that are parked during the weekends during the day time. Where will our guests park when the weather is bad, night time if parking is fully removed.	Live	We did not survey during the daytime because we wanted to capture the highest demand for parking, which is typically in the evenings and at night	10/6/2022 18:27	10/6/2022 18:38
16	The shopping centers have large parking lots. Is the city considering having a shared parking program with these businesses to accommodate car parking?	Live	Currently, the City does not have plans to discuss shared parking with private commercial owners and tenants.	10/6/2022 18:27	10/6/2022 18:40
17	Did you collect any data on the number of people illegally parking in the current restricted hours?	Live	We did not collect parking data in the daytime when parking is not allowed, and therefore we do not have data on people illegally parking in the bike lanes	10/6/2022 18:27	10/6/2022 18:40
18	Is it possible to put a link to the survey in the Q and A. The link wouldn't copy and I didn't have time to copy it.	Live	<a href="https://www.opentownhall.com/portals/209/Issue_12240">https://www.opentownhall.com/portals/209/Issue_12240</a>	10/6/2022 18:27	10/6/2022 18:43
19	is there an option considered to convert the homestead road 2 lane road to 1 lane road and have 1 lane used for bike lane and a dedicated parking (Similar to Mary avenue)	Live	Yes, this is called a road diet or road reallocation and we take a look at travel volumes and how people use the road today, at what times, and look at intersections to see how it would impact the travel flow. There's a lot of safety benefits for people who need to cross opposing lane of traffic when turning in and out of driveways, making it easier to slow down without interrupting the flow of traffic to complete the turn. But there could be impacts to consider in terms of congestion in AM or PM peak hours and so we need to look at this fully so that the public and Council can understand the trade-offs of what would happen if one lane were to be taken away.	10/6/2022 18:27	10/6/2022 18:41
20	Thank you for working on this project. It is really important to me that we have ubiquitous and safe bicycling routes. Please make sure that the bicycle lanes protect people by making bikers predictable to other people and prevent collisions or doorings.	Live	noted	10/6/2022 18:27	10/6/2022 18:43
21	How many incidents related to bicyclist have been recorded between Hollenbeck and Belleville? If the incidents are low why do we need full time bike lanes?	Live	The collision data shows 5 collisions, 4 at intersections and 1 midblock where we have part-time bike lane between Bernardo Avenue and Hollenbeck Avenue. Although we did not see high number of collisions from the data, bicyclists need to negotiate the parked car in front of them and look over their shoulder and make sure it is clear before merging, which creates some possible confusion. People may have different comfort levels with this situation, and so they may opt to not bike and drive instead.	10/6/2022 18:27	10/6/2022 18:44
22	For residents that live within close proximity to the Apple Spaceship campus, I hope you will consider that there is a heavy amount of cars using Homestead Road as well as the neighboring streets. Taking away a vehicle lane would not be a wise idea in my opinion.	Live	noted	10/6/2022 18:28	10/6/2022 18:46

23	I assume we need volume data to determine if a single-traffic-lane road diet is even possible. Is this planned? Knowing early if that option is even possible would help.	Live	Correct, we need a lot more data at intersections and during different time periods to understand the feasible option for this. The traffic volumes vary along the corridor, and because of this there may be only some segments that can have a road diet. Taking an initial look at the traffic volume, it looks like a road diet on the entire corridor would be very challenging.	10/6/2022 18:28	10/6/2022 18:47
24	Was any of the parking data collected on weekends? My own informal observation, biking Homestead mostly on Saturdays and Sundays: I usually see fewer than half a dozen parked cars (not moving) and often a dozen or more people on bikes (who are moving), just in the half hour or so it takes for me to bike this entire segment.	Live	Yes, we collected parking data during evenings 7 to 9 p.m. and 11 p.m. to 1 a.m.	10/6/2022 18:28	10/6/2022 18:51
25	As a partial answer to the first question, I live on Homestead, and the only time we use on-street parking is when guests come over, or workers are working on our house, both of which would be outside the times of your study. We usually don't park on the street overnight.	Live	noted	10/6/2022 18:29	10/6/2022 18:47
26	How do you take into consideration the fact that bike lanes would be more popular if they were safer and available all day?	Live	This is in the Active Transportation Plan when we look at the desire for not only the provision of more bicycle lanes, but more comfortable bike lanes and so that's been adopted by City Council as a vision for the city	10/6/2022 18:29	10/6/2022 18:48
27	Has there been any thought into having a protected/physically separated or buffered bike lane on Homestead?	Live	This will depend on the results of the study and City Council's action, the next step is to look at how to implement the chosen alternative.	10/6/2022 18:29	10/6/2022 18:50
28	Did your survey not detect many cars being parked on W Homestead road during Homestead High functions on Friday evenings? Not having parking between Kennewick & Mary on W Homestead will be a problem during Homestead High functions.	Live	We did not collect data during any event periods, we aimed to collect data for typical situations on weekdays and weekend days to get a sense of what is generally happening on the street	10/6/2022 18:30	10/6/2022 18:50
29	What is the extra cost of upkeeping a separate lane? I imagine this is a consideration. As a bike commuter, I often find this type of lane messy, the pavement uneven, and it seems like it might be hard for the street sweepers and pavers.	Live	That is certainly something that needs to be considered for any future alternative as well as best practices and design standards and even specialized equipment to keep that area clean. All this does come at an added cost.	10/6/2022 18:30	10/6/2022 18:51
30	Do we need *5* lanes for cars on Homestead?	Live	At this time we are evaluating a road diet as a potential alternative, but to determine if this is really feasible we need to collect a lot more volume data at intersections and during peak hours to see if the roadway would work well. Based on the data that we have and going through a preliminary analysis, if we remove a lane it would operate poorly so we need to look into further analysis before developing this as an alternative	10/6/2022 18:30	10/6/2022 18:52
31	Wasn't the County doing additional infrastructure improvements along this corridor?	Live	County of Santa Clara did a study to look at any potential safe routes to school improvements on Homestead Road from Foothill Expressway to Hollenbeck Avenue. VTA has taken over the project to move it forward in doing more detailed analysis to see what kind of improvements can be done and move to design and construction phase	10/6/2022 18:30	10/6/2022 18:55
32	Recreational and dentist visit are not reasons for completely removing parking for residents. These are not residents who are using the bike lanes. Residents get the first say and not the bikers	Live	noted	10/6/2022 18:31	10/6/2022 18:55
33	We have 2 cars, and our driveway can only fit two cars. Please keep in mind that handicapped family and friends must have the ability to park safely when visiting. They CANNOT park on a side street and cross Homestead Road, or park on a sidestreet and walk; it's too far and too dangerous.	Live	noted	10/6/2022 18:31	10/6/2022 18:56
34	Why not remove the center turn lane in areas where parking is allowed in order to make room for the bike lanes	Live	See response to #9	10/6/2022 18:31	10/6/2022 18:56
35	We have single lane from Beleville to Wright ave on the Cupertino side. So not have single lane from Hollenbeck to Belleville on the opposite site?	Live	For the Westbound direction, that is something we will take a look at as part of our alternative development to take into consideration in the next phase of the project	10/6/2022 18:32	10/6/2022 18:57

36	Your "balance" is not a balance -- the assumption is that cars rule and everything else takes 3rd place.	Live	noted	10/6/2022 18:32	10/6/2022 19:00
37	Pre-COVID, between Blanney and Wolfe, east bound, was a parking lot at 6pm on weekdays. No way could that be reduced from 2 to 1 car lanes. That level of commute traffic jam will likely return.	Live	noted	10/6/2022 18:32	10/6/2022 18:58
38	No one is biking at night. So why do we need to have full time bike lane. Recreational bikers need to share bike lanes with parking.	Live	noted	10/6/2022 18:33	10/6/2022 18:59
39	Bicycling isn't limited to commute hours. I've biked on this section of Homestead at midnight.	Live	noted	10/6/2022 18:34	10/6/2022 18:59
40	That comment is wrong, a lie, I can cite Caltrans documents on this. The consultant is mispeaking. Caltrans does NOT allow it. It's inherently unsafe and puts the City at	Live	noted	10/6/2022 18:34	10/6/2022 18:59
41	As residents of Homestead road across Homestead High for over 20 years I fully oppose the conversion of the bike lane to full time bike lane. We need street parking.	Live	noted	10/6/2022 18:35	10/6/2022 18:59
42	There are *dozens* of garbage cans in the bike lanes - they could go on the verge or in driveways. The garbage cans mean that bikes are forced too close to the 40+mph cars. Have staff ever ridden a bike on Homestead?????	Live	Most pickup services want trash bins on the curb so that their vehicles can reach the bins with the automated arm. A potential option to consider moving forward is to do outreach to residents to promptly move their bins from the bike lane. There may also be future reconfiguration of the roadway to accommodate space for the bins. But as of now with the current configuration the trash bins will have to be located in the lane for trash removal services.	10/6/2022 18:36	10/6/2022 19:00
43	Typo: Blaney now Blanney	Live	noted	10/6/2022 18:37	10/6/2022 19:00
44	Where will our construction workers park their vehicle when they need to perform repair work in our house on Homestead Road	Live	These are elements we are considering when developing alternatives	10/6/2022 18:38	10/6/2022 19:02
45	Blaney not Blanney.	Live	noted	10/6/2022 18:39	10/6/2022 19:00
46	Is there a way to report west bound Mary to Bernardo early parking violations? Homestead Athletic events occasionally lead to these violations?	Live	On the Department of Public Safety webpage there is a non-emergency dispatch to contact and report these violations	10/6/2022 18:40	10/6/2022 19:03
47	what dates with days of week were the surveys conducted? For example, when school is out during summer or holidays bike usage will be low.	Live	When school was in session on Tuesday, Wednesday, and Thursday before schools closed for summer	10/6/2022 18:42	10/6/2022 19:03
48	Congestion from a road diet is a feature, not a bug. If we encourage biking and discourage driving, we can perhaps get to a virtuous cycle to reverse decades of increasing car use. Right now, Homestead is terrifying for inexperienced bicyclists.	Live	noted	10/6/2022 18:43	10/6/2022 19:04
49	Personal experience: I bike on Homestead for groceries, recreation, sometimes work commuting. It doesn't feel safe when I have to go into the traffic lanes to get around parked cars. Drivers often don't notice or don't understand or ignore hand signals and I've had some close calls.	Live	noted	10/6/2022 18:45	10/6/2022 19:04

	<p>- The current configuration is unsafe for cyclists, so the observed usage does not reflect actual demand.</p> <p>- Garage spaces (used or not) should be included in off-street parking capacity.</p> <p>- These studies always consider what else cyclists can do (by people who have little or no experience as a transportation cyclist). Why not focus on what else car owners can do? For instance, guests can use many other mobility choices rather than bring their cars.</p>					
50	<p>- Since 2008 Sunnyvale has had very clear policies that safe cyclist accommodation takes priority over street parking convenience: POLICY LT-3.8: Prioritize safe accommodation for all transportation users over non-transport uses. As City streets are public spaces dedicated to the movement of vehicles, bicycles, and pedestrians, facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>POLICY LT-3.9: As parking is the temporary storage of transportation vehicles, do not consider par</p>	Live	noted		10/6/2022 18:46	10/6/2022 19:05
51	<p>Did you survey during the school events when 100s of parents park on the street, if the parking lane is removed where will they park, do we have enough cross street parking which are not too far ?</p>	Live	We have noted that there are parking demand for school events and will take this into consideration for potential alternatives		10/6/2022 18:47	10/6/2022 19:07
52	<p>completion of previous commentPOLICY LT-3.9: As parking is the temporary storage of transportation vehicles, do not consider parking a transport use of public streets.</p> <p>POLICY LT-3.10: Prioritize street space allocated for transportation uses over parking when determining the appropriate future use of street space.</p> <p>But these policies are widely ignored in favor of street parking with no justification. They should be implemented as stated.</p> <p>- The most important people to consider are not participating in these meetings. Those are the people who would bike for some of their trips, but only if their route of choice is safe and accessible at all times. Yet Sunnyvale persists in the outdated approach that the only way to deal with a problem of too many cars is to make more room for cars, at the expense of safe accommodation of other users. We need to focus on encouraging these people to use alternatives in order to meet our environmental, quality of life, and traffic safety goals.</p>	Live	noted		10/6/2022 18:48	10/6/2022 19:06

53	<p>POLICY LT-3.9: As parking is the temporary storage of transportation vehicles, do not consider parking a transport use of public streets.</p> <p>POLICY LT-3.10: Prioritize street space allocated for transportation uses over parking when determining the appropriate future use of street space.</p> <p>But these policies are widely ignored in favor of street parking with no justification. They should be implemented as stated.</p> <p>- The most important people to consider are not participating in these meetings. Those are the people who would bike for some of their trips, but only if their route of choice is safe and accessible at all times. Yet Sunnyvale persists in the outdated approach that the only way to deal with a problem of too many cars is to make more room for cars, at the expense of safe accommodation of other users. We need to focus on encouraging these people to use alternatives in order to meet our environmental, quality of life, and traffic safety goals.</p>	Live	noted	10/6/2022 18:49	10/6/2022 19:07
54	It's not realistic to expect no violations of the parking restrictions during the time that the lanes are supposed to be free of cars. The current status is inherently unsafe.	Live	noted	10/6/2022 18:52	10/6/2022 19:08
55	Could the road diet remove the center turn lane?	Live	See response to #9	10/6/2022 18:53	10/6/2022 19:08
56	Was there any study done in terms of mode-shift, congestion and safety after the Mary Ave road diet? Maybe we can learn from that project and inform our decision.	Live	noted	10/6/2022 18:57	10/6/2022 19:08
57	As a follow up to an earlier commenter, I am a resident of Homestead Rd and I bike to work, dentist, doctor, groceries, etc. Residents are using this bike lane.	Live	noted	10/6/2022 18:57	10/6/2022 19:08
58	I also bike in the evening and at night in this lane when grocery shopping at Safeway or returning from visiting family in the East Bay (via the Amtrak station in Santa Clara).	Live	noted	10/6/2022 18:59	10/6/2022 19:09
59	<p>Comment - during Homestead high school functions (such as football games) the street parking is generally fully used between Kennewick and Mary but this provides only a small number of spots compared to the hundreds of needed spots so shouldn't be a factor in the decision.</p> <p>Conversely if this was a bike lane during functions then I could more safely bike home after functions.</p>	Live	noted	10/6/2022 19:05	10/6/2022 19:09
60	<p>'- If street parking was interfering with motor vehicle traffic safety, there would be no street parking. Cyclist deserve the same consideration. Homestead is a publicly owned and funded transportation facility and should provide safe accommodation for all legitimate transportation users before non-transportation uses are provided.</p> <p>- Service vehicles park in bike lanes all the time when there is no alternative, and police don't bother them. But when it is marked No Parking, the vehicle operator will turn on flashers, place orange cones, and remain for the shortest time in order to minimize the hazard to cyclists.</p>	Live	noted	10/6/2022 19:07	10/6/2022 19:10

61	Residents need street parking. Our property value will be greatly affected by removal of street parking which is essential for single family homes on Homestead Road. All rules being called out are irrelevant since these are being called out non-residents to justify the removal of parking on the street. Will they accept no street parking on the the street that they reside?	Live	noted	10/6/2022 19:08	10/6/2022 19:11
62	Thanks for the previous comment, I strongly recommend to survey during the school event. It will be extremely inconvenience and sometime it can lead to accidents and parents can rush for the limited x-street parking during event days. We should also ask all the school parents to vote if they are okay if the parking lane is removed in favor of bikers.	Live	noted	10/6/2022 19:10	10/6/2022 19:11
63	if we residents will park inconveniently, the house values will possibly going down. we may need compensation on property tax reductions	Live	noted	10/6/2022 19:12	10/6/2022 19:12
64	I live on Homestead road and bike to work most of the time, bike to grocery and I have never faced problems during the office time and most of the other time, the safety data also shows very less problems.	Live	noted	10/6/2022 19:13	10/6/2022 19:13
65	Thank-you!		noted	10/6/2022 19:14	
66	Homestead Road should be a safe haven for cycling. the parallel arteries: 280, Fremont and Stevens Creek prioritize cars.	Live	noted	10/6/2022 19:14	10/6/2022 19:15
67	(no need to read this if there's not time.) Homestead Road doesn't only serve Homestead residents, and it doesn't only serve Sunnyvale residents. I bike through Sunnyvale on Homestead from Santa Clara.		noted	10/6/2022 19:14	
68	'- All other things being equal, it might be argued that property values would be lower without street parking. But all other things are not equal. Street parking will be replaced with better alternative transportation, which has been shown to increase property values. You're welcome.	Live	noted	10/6/2022 19:14	10/6/2022 19:15
69	There will be more traffic issues following by increasing bikers/cycling foreseen. One solution is shrink the car lane to shrink car volumes	Offline	noted	10/6/2022 19:16	