



City of Sunnyvale

Meeting Minutes - Draft

Bicycle and Pedestrian Advisory Commission

Monday, August 1, 2022

6:00 PM

Telepresence Meeting: City Web Stream

6 P.M. SPECIAL BICYCLE AND PEDESTRIAN ADVISORY COMMISSION MEETING

CALL TO ORDER

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

Chair Mehlinger called the meeting to order at 6:02 p.m. via teleconference.

ROLL CALL

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

Lillian Tsang, Principal Transportation Engineer, Angela Obeso, Principal Transportation Engineer and Thinh Le, Transportation Engineer attended via teleconference.

Commissioner Davé (absent)
Council Liaison Din (present)

PUBLIC HEARINGS/GENERAL BUSINESS

- 1 Recommend to City Council the Selection of the Mary Avenue Underpass with Jughandle Option to be Defined as the Proposed Project for the Grade Separation of Crossing of the Caltrain Railroad Tracks for the Environmental Review

Chair Mehlinger stated he has a conflict of interest where he owns real property within 1000 feet of the Mary Avenue Underpass, recused himself from the agenda item, and left the teleconference meeting at 6:05 p.m. Vice Chair Mehلمان took over as Chair to run the meeting.

Commissioner Hafeman stated he owns real property within 1000 feet of the Mary Avenue Underpass, recused himself from the agenda item, and left the teleconference meeting at 6:06 p.m.

Angela Obeso, Principal Transportation Engineer, gave a presentation on the Caltrain Grade Separation Feasibility Study - Mary Avenue Underpass. Highlighting the following:

- Project Background
- Project Locations
- Project Purpose - Safety
- Why Grade Separation is needed
- Next Steps - Preferred Option Selection - August 30th City Council
- First option - Mary Avenue Underpass Tunnel
- Mary Avenue Underpass Traffic Study Summary
- Examples of local underpass projects
- Second option - Mary Avenue Underpass Tunnel with Jughandle
- Mary Avenue Underpass with Jughandle Traffic Study Summary
- Mary Avenue Alternative Comparison
- Staff Recommendation

Commissioner Bonne commented and asked about the following:

- Data on frequency of collisions between trains, vehicles, pedestrians and bicyclists
- How the underpass would address collisions
- How realistic are the Caltrain predictions on their growth and time frame
- Mary Avenue Underpass would not be safe
- Mary Avenue Underpass Jughandle focuses too much on cars not enough for bicyclists and pedestrians

Ms. Obeso addressed the questions.

Commissioner Oey asked about the following:

- Where the money is coming from to cover the construction
- What are the most common routes people are taking for vehicles, pedestrians and

bicyclists

- Bikeway along Evelyn Avenue
- Conflict points on Evelyn Avenue
- Results of survey

Ms. Obeso addressed the questions.

Commissioner Beagle asked about the following:

- Cost difference between the Underpass and the Jughandle
- Crosswalk on the eastern side of the Jughandle connection to Evelyn but not on the western side
- Did the study look into closing the Bidwell Avenue connection at Mary Avenue entirely
- What is preventing the westbound traffic on Evelyn Avenue on the Jughandle option to continue uninterrupted without having to stop at the stoplight
- Updating classification of bike lanes on Mary Avenue
- Is there a requirement that the turn lanes need to sit at the right of the bike lanes?

Ms. Obeso addressed the questions.

Acting Chair Melhman commented and asked about the following:

- Are the proposed level of bike lanes class II bike lanes just conceptual? Are they the floor of the ATP bike lane design?
- Why hasn't the conceptual design incorporated 2 stage bike turn queues to reduce the number of conflict points?
- If the properties are purchased what other uses can they be used besides the Jughandle? Could there be a park installation?
- Should have higher standards in the proposed designs for bike lanes

Ms. Obeso addressed the questions.

Commissioner Bonne asked about the following:

- What would be the budget and the space impact if there is a concrete barrier separating the bicycles from the vehicles?
- What is the minimum vehicle lane width that could be implemented? Can one vehicle lane be narrower than the other?
- Did you consider breaking the vehicle connection between Evelyn Avenue and Mary Avenue and eliminating the Jughandle?

Ms. Obeso addressed the questions.

Public Comment opened at 7:02 p.m.

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

- Thanked Ms. Obeso and City staff for reaching out to the Bike Sunnyvale SVBC
- Neither intersection design stand out as significantly more bike/pedestrian friendly
- Conflict point is about the same for both designs for bicycles and pedestrians
- Depressed Intersection Suggestion: Upgrade to protected intersection
- Jughandle suggestion - make both intersections protected
- Mary Avenue - depending on which bicycle enhancements are included, the options can look better or worse

Dan Hafeman, member of the public, commented on the following:

- In support of the Jughandle, less expensive and slightly better for bicyclists/pedestrians
- Not in favor of option 2: auto ramps on the train track side on the roadway
- Does not like submerged intersection because 7-11 a local store for the neighborhood would have to go away
- Not in favor of do nothing option, the project is not just for cars, but also for Caltrain and keeping people off tracks

Public Comment closed at 7:08 p.m.

Commissioner Oey commented on the following:

- Would like to see project come back to BPAC for feedback in the final design phase
- Supports Jughandle Option because it reduces conflict points
- Lower cost and fewer environmental impacts

Commissioner Beagle commented on the following:

- Bidwell Avenue should be closed to vehicle traffic at Mary Avenue to benefit bike/ped

Acting Chair Mehlman commented on the following:

- Supports Jughandle Option
- Would like to see the final proposal brought back to the BPAC
- Standards for the final proposal for the ATP be brought up to more than the minimum standards

MOTION: Commissioner Oey moved and Acting Chair Mehlman seconded to Alternative 2 with Modifications: Recommend to City Council the Selection of the Mary Avenue Underpass with Jughandle Option to be Defined as the Proposed Project for the Grade Separation of Crossing of the Caltrain Railroad Tracks for the Environmental Review and the final design be brought before Bicycle and Pedestrian Advisory Commission for approval before City Council vote.

Acting Chair Mehlman commented on the following:

- Seeing the draft proposal does not constitute BPAC's endorsement of the actual infrastructure
- Would like to see the final proposal and provide feedback

Commissioner Oey commented on the following:

- Likes Jughandle Option because it minimizes the impacts to area, construction and climate change
- More favorable option for bicyclists and pedestrians through the intersection than there would be for a fully depressed intersection
- Important to give feedback on the final design

FRIENDLY AMENDMENT: Acting Chair Mehlman would like the final design meet more than the minimum ATP standards for bicycle and pedestrian infrastructure. Commissioner Oey accepts the friendly amendment. Commissioner Beagle accepts the friendly amendment.

Acting Chair Mehlman commented on the following:

- Standards for the final proposal for the ATP should be brought up to more than the minimum standards

FRIENDLY AMENDMENT: Commissioner Beagle would like to add that City Council modify the plan to close the Bidwell Avenue intersection at Mary Avenue to vehicular traffic while keeping it open to pedestrians and bicyclists thereby removing a dangerous conflict point. Commissioner Oey seconded the friendly amendment. Acting Chair Mehlman rejects the friendly amendment.

Acting Chair Mehlman commented on the following:

- Bidwell Avenue should remain open for safety vehicle access
- Diverting fire and ambulance to a longer route
- Diverting more traffic through residential neighborhood

- Impacts to the residents of the neighborhood with increase vehicular traffic would be detrimental

Commissioner Oey commented on the following:

- Commissioner Beagle's friendly amendment should be looked at and evaluated
- Would like to see it investigated, likes the idea

FRIENDLY AMENDMENT: Commissioner Beagle would like to add that City Council modify the plan to investigate closing the Bidwell Avenue intersection at Mary Avenue to vehicular traffic while keeping it open to pedestrians and bicyclists thereby removing a dangerous conflict point. Commissioner Oey and Acting Chair Mehlman accepts the friendly amendment.

MOTION: Commissioner Oey moved and Acting Chair Mehlman seconded to Alternative 2 with Modifications: Recommend to City Council the Selection of the Mary Avenue Underpass with Jughandle Option to be Defined as the Proposed Project for the Grade Separation of Crossing of the Caltrain Railroad Tracks for the Environmental Review and the final design be brought before Bicycle and Pedestrian Advisory Commission for approval before City Council votes. The final design standards meet more than the minimum ATP standards for bicycle and pedestrian infrastructure. City Council modify the plan to investigate closing the Bidwell Avenue intersection at Mary Avenue to vehicular traffic while keeping it open to pedestrians and bicyclists thereby removing a dangerous conflict point.

The motion carried with the following vote:

The motion carried with the following vote:

Yes: 4 - Acting Chair Mehlman
Commissioner Bonne
Commissioner Beagle
Commissioner Oey

No: 0

Absent 1 - Commissioner Davé

Recused 2 - Commissioner Mehlinger
Commissioner Hafeman

Adjourn Special Meeting

Acting Chair Mehlman adjourned the meeting at 7:34 p.m.