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**PUBLIC HEARINGS/GENERAL BUSINESS**

- 2      [21-0200](#)      Recommend to City Council to Accept the findings of a Post-Construction Report and to Retain the Existing Configuration of the Maude Avenue Class II Bike Lanes between Borregas Avenue and Fair Oaks Avenue

Lillian Tsang, Principal Transportation Engineer, discussed the Maude Avenue Post-Construction Parking Study. The following topics were discussed:

- Project Limits - Maude Avenue between Borregas Avenue and Fair Oaks
- Background of Maude Avenue Bikeways and Streetscapes Project
- On-Street Parking Study Area
- Pre and Post-Construction Parking Study: 11:00 p.m. to 12:30 a.m.
- Pre and Post-Construction Parking Study Results

Ms. Tsang has asked the BPAC to make a recommendation to City Council with two Alternatives to consider. They are as follows:

Alternative 1: Recommend to City Council to Accept the findings of a Post-Construction Report and to retain the existing configuration of the Maude Avenue Class II Bike Lanes between Borregas Avenue and Fair Oaks Avenue.

Alternative 2: Recommend to City Council to Not Accept the findings of a Post-Construction Report on the Maude Avenue Class II Bike Lanes between Borregas Avenue and Fair Oaks Avenue and provide alternate direction to staff.

Staff Recommends:

Alternative 1: Recommend to City Council to Accept the findings of a Post-Construction Report and to retain the existing configuration of the Maude Avenue Class II Bike Lanes between Borregas Avenue and Fair Oaks Avenue.

Vice Chair Mehlman commented on the following:

- Concerned of the accuracy of the samples during Covid 19 and the impact of nearby neighborhoods taken during this time
- Recommends a third sampling

Dennis Ng, Transportation and Traffic Manager, stated the study that staff

conducted was a very conservative study where the majority of residents were home. The study was done late at night during the week so the study would reflect the highest on-street parking usage in a residential neighborhood.

Commissioner Cordes asked why was a big chunk of the history of the project left out of the presentation where buffered bike lanes were proposed but are now gone. Ms. Tsang stated the construction bid was over the budgeted amount, therefore the design had to be reconfigured. The buffered bike lane can be implemented when Maude Avenue is scheduled for slurry sealed in the future.

Commissioner Cordes asked when the slurry seal will begin. Ms. Tsang stated it will be in the next Fiscal Year.

Commissioner Davé asked parking for the on-site daycare at the Bishop Elementary School. Ms. Tsang stated that there has been a site modification at Bishop Elementary School to improve the circulation for the location.

Chair Mehlinger asked if the City has received an official communication from SNAIL Neighborhood Association expressing any preference on an Alternative since the conversation with them back in March. Ms. Tsang stated she has not received any communication from the SNAIL Neighborhood Association.

Commissioner Hafeman asked if vacancy data has been looked into at the multi-family residential units on Maude Avenue to see if it is a factor and whether it would be possible to do so before going to City Council. Ms. Tsang stated they did not look into the vacancy data.

Vice Chair Mehlman opened for Public Comment.

Vice Chair Mehlman closed for Public Comment.

Commissioner Cordes moved and Chair Mehlinger seconded to vote yes for Alternative 1: Recommend to City Council to Accept the findings of a Post-Construction Report and to retain the existing configuration of the Maude Avenue Class II Bike Lanes between Borregas Avenue and Fair Oaks Avenue with a recommendation to go to Council to implement the buffered bike lanes at the next slurry seal opportunity on Maude Avenue. Chair Mehlinger seconds the motion.

Commissioner Hafeman supports the motion because it is a very important bicycle facility.

FRIENDLY AMENDMENT: Commissioner Hafeman recommends to add a second recommendation that City staff attempt to get vacancy data for the multi-family residential units along Maude Avenue before the Council vote in May. Commissioner Cordes and Chair Mehlinger accepts the amendment.

Commissioner Oey supports the motion. The bike lane on Maude is a very important bike lane connector. Looks forward to it becoming a buffered bike lane.

Chair Cordes commented on how Maude Avenue is much more pleasant now that there is no more on-street parking. There is no need for so much on-street parking.

Chair Mehlinger agreed with Chair Cordes's comments, and what is currently in place is a very ergonomic solution.

The motion carried the following vote:

**Yes 7 -** Chair Mehlinger  
Vice Chair Mehlman  
Commissioner Cordes  
Commissioner Davé  
Commissioner Hafeman  
Commissioner Oey  
Commissioner Swail

**No 0**

**3**      [21-0399](#)      Recommend to City Council a Project for the application of Transportation Development Act (TDA) Article 3 Funding for Fiscal Year 2021/22

Ralph Garcia, Senior Transportation Engineer, discussed the Transportation Development Act (TDA) Article 3 Funding for FY 21/22. The following topics were discussed.

Program Details and Requirements

- Proposed projects shall be in compliance with MTC resolution No. 4108
- For FY 2021/22, Sunnyvale's share is anticipated at \$156,554
- City may bank the funds to reserve the money for future use