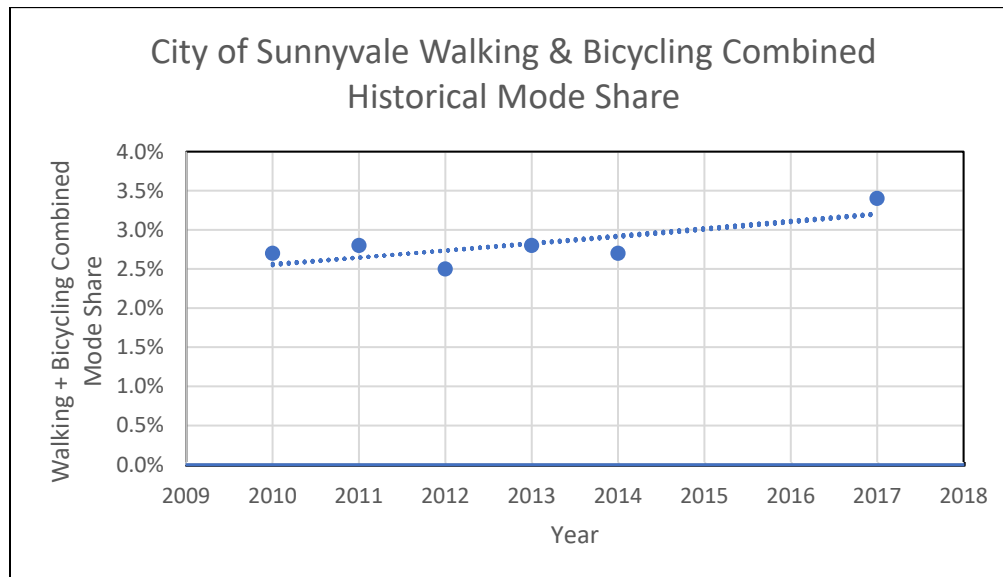


## Modifications Proposed by BPAC to Final Draft ATP

**BPAC 1.** To target a minimum of 1% increase in active transportation mode share per year (including bicycle, pedestrian, and alternative transportation such as scooter).

*Staff Response:* The following figure presents the historical combined mode share trend for Sunnyvale commuter ages 16 and older who commute to work by biking or walking. The data was obtained from the US Census Bureau (<https://data.census.gov/cedsci/>) and the Santa Clara County Health Department.



Based on historical data (Year 2010-2017), the change in the combined mode share for Sunnyvale commuters who walk or bike to work ranges from -0.3% to +0.23% each year. Staff feel that the Year 2030 goal of achieving a 5% bicycle mode share is more aggressive than our historical trend but could be achievable. BPAC's proposed 1% increase in active transportation mode share per year is not a realistic goal given that the mode share has increased less than 1% in the past seven years.

This modification as proposed by BPAC is not included in the Staff Recommendation.

**BPAC 2.** To recommend an adoption of a lightweight change program for the Active Transportation Plan (ATP).

*Staff Response:* The BPAC refers to a "lightweight" process as a way to make changes to the APT relatively quickly. As staff continues to update specific plans and area plans, the individual plan will take a closer look at each of the specific plan/area plan area to determine the most appropriate street cross section, sidewalk width, bicycle facility types, etc. based on the proposed land use and density. Therefore, there is already a mechanism to continually refine the proposed improvements as staff focus on individual specific/area plan area, and this modification is not included in the Staff Recommendation. Additionally, changes to the ATP will require public outreach, commission review and recommendation and City Council approval

which cannot happen in a “lightweight” process.

This modification as proposed by BPAC is not included in the Staff Recommendation.

**BPAC 3.** To fill in the gaps for the following high priority locations:

**BPAC 3a.** Kifer Road – extend the proposed Class IIB buffered bicycle lane from Commercial Street to the proposed East Channel Trail.

*Staff Response:* Staff has evaluated the feasibility of this modification and has determined that we are able to extend the proposed Class IV Separated Bikeway from Evelyn Avenue to Old San Francisco Road/Reed Avenue.

This modification as proposed by BPAC is included in the Staff Recommendation.

**BPAC 3b.** Wolfe Road – extend the proposed bicycle low-stress spine network from Evelyn Avenue to Old San Francisco Road.

*Staff Response:* Staff has evaluated the feasibility of this modification and has determined that we are able to extend the proposed Class IV Separated Bikeway from Evelyn Avenue to Old San Francisco Road/Reed Avenue.

This modification as proposed by BPAC is included in the Staff Recommendation.

**BPAC 3c.** Mary Avenue – extend the proposed bicycle low-stress spine network from Evelyn Avenue to Blair Avenue.

*Staff Response:* Per the ATP, a low-stress spine network is made up of Class I trails, Class IIB buffered bikeways, and Class IV separated bikeways. Staff has evaluated the feasibility of this modification and has determined that the segment of Mary Avenue between Evelyn Avenue and Blair Avenue does not have enough available right-of-way to continue the proposed Class IV separated bikeway from the north.

This modification as proposed by BPAC is not included in the Staff Recommendation.

**BPAC 3d.** Sunnyvale Avenue – implement Class I shared-used path along Bishop Elementary School frontage between Maude Avenue and Hazelton Avenue.

*Staff Response:* Currently, there is an existing Safe Routes to School (SRTS) project where staff is evaluating the implementation of a Class IIB buffered bicycle lane on both sides on Sunnyvale Avenue between Maude Avenue and Hendy Avenue.

This modification as proposed by BPAC is not included in the Staff Recommendation.

**BPAC 3e.** Marion Way – install sidewalk along the north side of Marion Way between Oriole Avenue and Norman Drive.

*Staff Response:* In reviewing the recent collision analysis, there was no pedestrian- or bicycle-

related collision history at this location in the five-year of collision period (2014-2018). However, given this segment of Marion Way is in close proximity to Peterson Middle School and it is along the routes to and from school, as part of the Staff Recommendation for the Safe Routes to School Spot Improvements, Staff will include this location as a Pedestrian Spot Improvement, which might consist of roadway shoulder improvements, or implementation of a permanent sidewalk improvement.

This modification is included in the Staff Recommendation.

**BPAC 3f.** Borregas Avenue – install high-visibility crosswalk at every intersection between Maude Avenue and State Route (SR) 237, with priority near the Guadalajara Market.

*Staff Response:* Currently, staff is working on an Active Transportation Program grant funded project where staff plans to implement crossing improvements on Borregas Avenue at Ahwanee Avenue and at Del Norte Avenue, which are on the routes to school for Columbia Middle School students. Per BPAC's recommendation, staff has taken another look on the Borregas Avenue corridor, and determined that high-visibility crosswalks and curb extensions would be included as Safe Routes to School recommendations on the north and south legs of the intersection of Borregas Avenue/E. Hemlock Avenue to provide safer crossing for students to and from Columbia Middle School.

This modification is included in the Staff Recommendation at three intersections along the Borregas Avenue corridor.

**BPAC 3g.** Tasman Drive – install sidewalk on the north side of the street where sidewalk is currently missing; implement low-stress bicycle network along Tasman Drive, and reduce vehicle travel speed.

*Staff Response:* Staff has evaluated the feasibility of this modification and has determined that there is currently not enough right-of-way to install sidewalk on the north side of the street nor to implement a low street bicycle network along the entire Tasman Drive corridor without eliminating a through travel lane or buying many mobile homes that back onto the corridor and removal of existing mature trees.

This modification as proposed by BPAC is not included in the Staff Recommendation.

**BPAC 3h.** At the intersection of Tasman Drive and Lawrence Expressway – install bulbouts at all corners to slow right-turning vehicles and/or to restrict right turn on red.

*Staff Response:* The intersection of Tasman Drive and Lawrence Expressway is a County of Santa Clara owned and operated intersection under the Congestion Management Program (CMP), which is monitored by Santa Clara Valley Transportation Authority (VTA) every two years. The County and Sunnyvale needs to ensure the CMP intersections do not degrade below the acceptable thresholds for delay. The installation of bulbouts (necessitates the removal of a travel lane) and/or adding a restriction for right turn on red would likely reduce capacity at this intersection, which might impact the operations of the light rail as well as degrade the traffic level of service to below the acceptable thresholds. Therefore, this modification is not included

in the Staff Recommendation. Staff can work with County staff to see if reducing the curb radius can be implemented.

This modification as proposed by BPAC is not included in the Staff Recommendation.

- BPAC 3i.** In the Lakehaven and Lakewood neighborhoods – staff to contact property owners to create better walkability to Columbia Middle School by obtaining easement through residential complexes and create walking path where wall exits surrounding each individual residential complex.

*Staff Response:* Prior to when a development was approved, the City could request a public easement from developers. However, as there is no anticipated or pending redevelopment, the City could only purchase land/easement right or obtain land through eminent domain. This modification is not included in the Staff Recommendation.

This modification as proposed by BPAC is not included in the Staff Recommendation.

- BPAC 4.** To implement the following aspiration routes for low-stress bicycle spine network (either a Class IIB or Class IV) in addition to what is currently proposed in the Final Draft ATP:

- BPAC 4a.** Mary Avenue – between Evelyn Avenue to Homestead Road

*Staff Response:* This corridor currently has an existing Class II bike lane on both sides of the streets. Staff has evaluated the feasibility of this modification and has determined that the segment of Mary Avenue between Evelyn Avenue and Blair Avenue does not have enough available right-of-way to implement a low-stress bicycle spine network without eliminating a through travel lane, and the segment of Mary Avenue between Blair Avenue and Homestead Road does not have enough available right-of-way to implement a low-stress bicycle spine network without eliminating the center two-way turn lane.

This modification as proposed by BPAC is not included in the Staff Recommendation.

- BPAC 4b.** Hollenbeck Avenue/Pastoria Avenue – between Evelyn Avenue and Homestead Road

*Staff Response:* Staff has evaluated the feasibility of this modification and has determined that the segment of Hollenbeck Avenue/Pastoria Avenue between Evelyn Avenue and Homestead Road does not have enough available right-of-way to implement a low-stress bicycle spine network along this corridor without eliminating existing on-street parking.

This modification as proposed by BPAC is not included in the Staff Recommendation.

- BPAC 4c.** Wolfe Road – between Evelyn Avenue and Homestead Road

*Staff Response:* Staff has evaluated the feasibility of this modification and has determined that the segment of Wolfe Road between Old San Francisco Road/Reed Avenue and Homestead Road does not have enough available right-of-way to implement a low-stress bicycle spine network along this corridor. For the segment between Evelyn Avenue and Old San Francisco Road/Reed Avenue, staff will include a Class IV Separated Bikeway as the proposed

improvement in the Staff Recommendation. However, the segment of Wolfe Road between Old San Francisco Road/Reed Avenue and Homestead Road does not have enough available right-of-way to implement a low-street bicycle spine network without eliminating a through travel lane or existing on-street parking.

Part of this modification is included in the Staff Recommendation.

**BPAC 4d.** Homestead Road – within Sunnyvale City Limits

*Staff Response:* Staff has evaluated the feasibility of this modification and has determined that Homestead Road within the city limits does not have enough available right-of-way to implement a low-stress bicycle spine network without eliminating a through travel lane.

This modification as proposed by BPAC is not included in the Staff Recommendation.

**BPAC 4e.** Maude Avenue – from Bayview Avenue to Wolfe Road

*Staff Response:* The City Council approved installing a Class IIB buffered bicycle lane on Maude Avenue from Bayview Avenue to Fair Oaks Avenue as part of the Maude Ave Streetscape project and has been temporarily installed as a Class II bicycle lane pending a parking study 6 months after project completion. Staff has also evaluated the feasibility of extending the Class IIB buffered bicycle facility to Wolfe Avenue and has determined this improvement would be feasible.

This modification as proposed by BPAC is included in the Staff Recommendation.

**BPAC 4f.** Evelyn Avenue – from Mathilda Place to Reed Avenue

*Staff Response:* In the current Final Draft ATP, Staff is recommending to implement a two-way Class IV separated bikeway on Evelyn Avenue between Bernardo Avenue and Mathilda Place, and a Class IIB buffered bike facility between Mathilda Place and Carroll Street. Staff has evaluated the feasibility of extending the Class IIB buffered bike facility to Reed Avenue and has determined there is currently not enough available right-of-way to implement a Class IIB buffered bike facility for this segment.

Part of this modification is already included in the original ATP. However, Staff is not able to include this entire modification in the Staff Recommendation.

**BPAC 4g.** California Avenue – between Mary Avenue and Sunnyvale Avenue

*Staff Response:* Staff has reviewed the Complete Bikeway Network and determined that an additional east-west bicycle corridor would be a great addition to the bicycle network recommendations. Staff has evaluated the feasibility of implementing a Class II bicycle lane on California Avenue between Mary Avenue and Sunnyvale Avenue and concluded that this improvement would be feasible by reducing the travel lane and parking lane widths in conjunction with removing on-street parking along the industrial commercial property frontages, where there are ample on-site parking. Additional studies and outreach will be performed, and it will be brought to City Council for project approval prior to construction of the

project.

This modification as proposed by BPAC is included in the Staff Recommendation. Staff further recommends extending the Class II bicycle lane to Fair Oaks Avenue.

**BPAC 4h.** Arques Avenue – between Fair Oaks Avenue and Lawrence Expressway

*Staff Response:* Staff has evaluated the feasibility of this modification and has determined that Arques Avenue between Fair Oaks Avenue and Lawrence Expressway does not have enough available right-of-way to implement a low-stress bicycle spine network without eliminating a through travel lane.

This modification as proposed by BPAC is not included in the Staff Recommendation.

**BPAC 5.** To fill in the gaps in the Complete Bikeway Network for the following locations:

**BPAC 5a.** The Dalles Avenue/Alberta Avenue/Inverness Way/Lochnivar Avenue – implement Class IIIB bicycle boulevard

*Staff Response:* Class IIIB bicycle boulevard typically includes the implementation of traffic calming features, providing bicyclists more comfort to travel on the corridor. The Dalles Avenue, Alberta Avenue, Inverness Way, and Lochnivar Avenue are classified as Residential Collectors, which are designed for the mobility of traffic onto major roadways and do not qualify for conventional traffic calming measures. Implementing traffic calming measures on these roadways can result in traffic diversion onto other local residential streets. Furthermore, collectors are often preferred routes for emergency response vehicles. While most measures cause only a moderate discomfort and delay for normal passenger vehicles, because of the heavy weight of fire engines and the delicate instruments and patients within ambulances these vehicles must come to nearly a complete stop when maneuvering over or around any physical barriers; thus delaying emergency response. Therefore, staff is not able to implement Class III B bicycle boulevard on these streets.

This modification as proposed by BPAC is not included in the Staff Recommendation.

**BPAC 5b.** Duane Avenue – from Stewart Drive to Lawrence Expressway – implement Class IIB Buffered Bicycle Lane

*Staff Response:* Staff has evaluated the feasibility of this modification and has determined that Duane Avenue between Stewart Drive and Lawrence Expressway does not have enough available right-of-way to implement a low-stress bicycle spine network without eliminating a travel lane.

This modification as proposed by BPAC is not included in the Staff Recommendation.

**BPAC 5c.** Reed Avenue – between Evelyn Avenue and Lawrence Expressway – implement Class IIB Buffered Bicycle Lane

*Staff Response:* Staff has evaluated the feasibility of this modification and has determined that it

is feasible to upgrade the existing Class II bicycle lane on Reed Avenue between Evelyn Avenue to Willow Avenue to Class IIB Buffered Bicycle Lane; the segment between Willow Avenue and Lawrence Expressway will remain as Class II bicycle lane as there is not enough available right-of-way to implement a low-stress bicycle spine network on this segment without eliminating a through travel lane.

Part of this modification is included in the Staff Recommendation.

**BPAC 5d.** Java Drive / Fair Oaks Avenue – from Crossman Avenue to John W. Christian Greenbelt – implement Class IV Separated Bikeway

*Staff Response:* Staff has evaluated the feasibility of this modification and has determined that Java Drive/Fair Oaks Avenue between Crosswalk Avenue and John W. Christian Greenbelt does not have enough available right-of-way to implement a Class IV separated bikeway without eliminating a through travel lane.

This modification as proposed by BPAC is not included in the Staff Recommendation.

**BPAC 6.** To modify the following ATP Actions:

**BPAC 6a.** Action 1.4 in the Bicycle Plan Chapter – change from “*Reconfigure roadways with excess vehicle capacity to accommodate bicycle facilities.*” to match Sunnyvale General Plan Land Use and Transportation Element (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.*”

*Staff Response:* This modification as proposed by BPAC is included in the Staff Recommendation.

**BPAC 6b.** Action 1.6 in the Bicycle Plan Chapter – change from “*Evaluate opportunity to remove underutilized on-street parking to create or expand bicycle facilities.*” to match LUTE Policies LT-3.8 “*Prioritize safe accommodation for all transportation users over non-transport uses...*” and LT-3.9 “*As parking is the temporary storage of transportation vehicles, do not consider parking a transport use of public streets.*”

*Staff Response:* Staff has evaluated this modification and has included the following changes in the Staff Recommendation:

**Bicycle Plan Chapter**

Action 1.6:

- Change to match LUTE Policy LT3-8.
- Change to match LUTE Policy 3-10 “*Prioritize street space allocated for transportation over parking when determining the appropriate future use of street space.*” – staff believes this LUTE Policy would be more appropriate than LUTE Policy LT3-9

A modified version of this modification is included in the Staff Recommendation.

**BPAC 6c.** To review all actions in ATP and replace them with the LUTE transportation policies, where appropriate.

*Staff Response:* Staff has evaluated this modification and has included the following changes in the Staff Recommendation:

**Bicycle Plan Chapter:**

Action 1.7: Change from “Overcome bicycling barriers, such as highways, with overcrossings or undercrossings to reduce out of way travel” to match LUTE Policy LT-1.5c “Work with adjacent cities to eliminate barriers and facilitate ways to get across barriers to travel such as discontinuous streets, trails, bike lanes, sidewalks, and paths.”

Action 3.3: Change from “Work with employers and business districts within the City of Sunnyvale to increase the effectiveness of employer-based Transportation Demand Management (TDM) programs” to match LUTE Policy LT-3.4 “Require large employers to develop and maintain Transportation Demand Management (TDM) programs to reduce number of vehicle trips generated by their employees.”

This modification as proposed by BPAC is included in the Staff Recommendation.

**BPAC 7.** To implement the following:

**BPAC 7a.** As part of the annual Slurry Seal process, create a short-term task force consisting of a subset of BPAC commissioners to review the annual slurry seal list for possible restriping improvements to implement as complete street “best practice” upgrades.

*Staff Response:* Currently, as part of the annual Slurry Seal process, staff reviews the adopted plans to identify opportunities to implement improvements through restriping as indicated in the bicycle plan. This process involves evaluating the available right-of-way, as well as developing engineering improvement plans per the latest design guidelines, therefore this progress is considered operational rather than policy related. Streets that need additional studies, outreach and approval by City Council are handled separately. This is typical where on-street parking would need to be eliminated to provide bike lanes. Staff will continue to implement this process on an annual basis.

This modification as proposed by BPAC is not included in the Staff Recommendation.

**BPAC 7b.** Develop and implement a Quick Build and Pilot Implementation process by end of 2021.

*Staff Response:* The City has been implementing quick build improvements when opportunities arise, including the new Class IV Bikeway on northbound Mary Avenue between Maude Avenue and Almanor Avenue, intersection improvements at the northeast corner of Blair Avenue/Grape Avenue, green bike box at the intersection of Crossman Avenue and Moffett Park Drive, and green bike lane at conflicting zones on various streets throughout the city. Therefore, there is no need to develop a pilot implementation process for this implementation. The draft ATP provides estimates and examples for implementation of improvements through quick build measures. However, quick build processes are not appropriate when significant community outreach is needed or when site specific safety studies are required before implementing a change.

This modification as proposed by BPAC is not included in the Staff Recommendation as it is an



ongoing practice.

- BPAC 7c.** Replace the text in the ATP to match the text in the city's Complete Street Policy and other relevant LUTE transportation policies, where appropriate.

*Staff Response:* Staff has reviewed the policies and actions in the ATP to match the city's existing policies, where appropriate.

This modification as proposed by BPAC is included in the Staff Recommendation.

- BPAC 7d.** Compile a list of arterial and collector streets with their Complete Streets status and deficiencies; for any streets which do not have a project in the next five years, provide shareable vehicle/bike space (i.e. bicycle lanes, wide curb lanes or shoulders", and install "Bikes May Use Full Lane" signs.)

*Staff Response:* Per the City's adopted Complete Streets policy, it does not require the implementation of bicycle facilities on every arterial and collector streets within the city, but rather, it states "As feasible, City shall incorporate Complete Streets infrastructural into existing streets to improve the safety and convenience of users, with the particular goal of creating a connected network of facilities accommodating each category of users..." As most of the city arterials in Sunnyvale are near capacity and available right-of-way is limited, staff is not able to implement bicycle improvements on every arterial. Staff does, however, ensure that there are alternative north/south or east /west parallel options for bicyclists to travel across town.

This modification as proposed by BPAC is not included in the Staff Recommendation.

- BPAC 7e.** Include a list of all City-owned off-street paths and bike/pedestrian overcrossing bridges. The list should include whether they are classified as a Class I bike path per Caltrans Highway Design Manual Chapter 1000. In addition, Figure 11 in the ATP should include these facilities.

*Staff Response:* Existing pedestrian bridges (where bicyclists are required to walk their bicycles) are shown graphically in Map 2 Existing Bicycle Network and in Map 11 Complete Bikeway Network. For overcrossings where bicyclists do not have to dismount, these locations are shown as Class I Shared Use Path (i.e. the bridges at Borregas Avenue over US 101 and SR 237).

As part of the Staff Recommendation, all relevant maps in the ATP will be updated to include existing pedestrian neighborhood cut-through paths. Staff will also evaluate these pedestrian neighborhood cut-through paths and identify improvements to ensure they are ADA compliant. These locations will also be included in all the Pedestrian Recommendations maps.

A modified version of this modification is included in the Staff Recommendation.

- BPAC 7f.** Review the Santa Clara County 2018 Bicycle Master Plan and include all future bicycle improvements on County facilities (i.e. Lawrence Expressway, Central Expressway, etc.)

*Staff Response:* As the ATP is a planning document for the City of Sunnyvale, it only shows the proposed improvements within the City. Staff has coordinated with VTA, Santa Clara, Mountain

View, and Los Altos and Cupertino staff to ensure all facilities tie in across City boundaries.

This modification as proposed by BPAC is not included in the Staff Recommendation.

**BPAC 7g.** Work with Santa Clara Valley Transportation Authority (VTA) and other neighboring jurisdictions to develop wayfinding sign standards for bicycle routes that cross city boundaries.

*Staff Response:* In the future, when VTA upgrades its Bicycle Technical Guidelines to include wayfinding sign standards for bicycle routes, Sunnyvale will participate and provide comments as a member agency. Participation and coordination with VTA and other Santa Clara County agencies is a continuous role that Sunnyvale staff participates in as a VTA member agency.

This modification as proposed by BPAC is not included in the Staff Recommendation.

**BPAC 7h.** Work with VTA to add bicycle parking at light rail stations.

*Staff Response:* Staff will coordinate with VTA Staff and provide them with input from the residents. However, since VTA has their own bicycle parking policy and standards at their transit stations and the light rail stations are within VTA's right-of-way, it will be up to VTA to determine if additional bicycle parking is needed at light rail stations.

This modification as proposed by BPAC is not included in the Staff Recommendation.