

RESPONSE TO COUNCIL QUESTIONS RE: 8/31/2021 CITY COUNCIL AGENDA

Agenda Item #: 1.C

Title: Approve the List(s) of Claims and Bills Approved for Payment by the City Manager

Council Question: \$881,954.60 to Golden State Fire Apparatus. Please provide Council with a project management update on this project.

Staff Response: An order for a Hazardous Materials Heavy Duty Rescue Fire Apparatus was approved by Council on 7/27/2021 (RTC 21-0711). The order was placed by the City with Golden State on 7/30/21. The pre-construction build process is scheduled to begin in March 2022, with the build process concluding at the end of October 2022. Final inspection and radio equipment install will occur, with delivery from Golden State tentatively scheduled for December 2022.

Council Question: Can I get more explanation on the \$284K for Cratus Inc for Lawrence Expressway?

Staff Response: The payment to Cratus Inc is for work on the Lawrence Expressway Sanitary Rehabilitation Project. Council awarded an agreement to Cratus, Inc in an amount of \$4,119,600 on December 8, 2020 (RTC 20-0946).

Council Question: Can you give more information on the \$8K Itron radio/charger?

Staff Response: The payment to Itron, Inc is for a replacement Mobile Radio and Transmitter used by the Department of Finance to read water meters using drive by radio technology. Approximately half the City's meters are read using drive by technology.

Agenda Item #: 4

Title: Remove On-Street Parking for the Northbound Direction on Willow Avenue between Reed Avenue and Aster Avenue and to Install Class IIB Buffered Bicycle Lane on Both Sides of the Street Per the Active Transportation Plan and Find That This Action is Exempt from the California Environmental Quality Act

Council Question: Can you give a summary (cheat sheet) to the different classes of bike lanes to Council? Planning Commission

Staff Response: Please see the attached document.

Agenda Item #: 6

Title: Approve the Purchase and Sale Agreement Between the City of Sunnyvale and Edward W. and Kathryn A. Woodhall Trust for the Purchase of 970 W. Evelyn Avenue (APN: 165-20-017) and Approve Budget Modification No. 6 in the Amount of \$8,580,000

Council Question: The staff report says "the property at 970 W. Evelyn Avenue is required for all options that the City is considering for the design of the Mary Avenue grade separation project." I thought Council had narrowed down the Caltrain Grade Separation designs to two designs for Mary Avenue and two design for Sunnyvale Avenue (to get further design cost/community input).

Staff Response: That is correct, the property is required for both of the current two options for the Mary Avenue location. “All” refers to both of these options.

Council Question: Can you further clarify what the history of Grade Separation designs and where Staff is in the design process and what/when will it be brought back to Council?

Staff Response: The feasibility study began in 2017 and since then evaluated various possible grade separation types for both locations. These findings were presented in a series of public outreach activities and City Council meetings. City Council provided direction to eliminate other grade separation types which resulted in the options currently being considered. The last City Council action was taken on January 23, 2018 ([City of Sunnyvale - File #: 17-1161 \(legistar.com\)](https://legistar.com/View/00000000-0000-0000-0000-000000000000/Item/17-1161)), confirming the options currently being considered.

The currently considered options are

(<https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?blobid=27683>):

- Mary Avenue Underpass Tunnel
- Mary Avenue Underpass Tunnel with Jughandle
- Sunnyvale Avenue Underpass Tunnel
- Sunnyvale Avenue Underpass Tunnel for Bicycle and Pedestrian only Undercrossing

The project team is finalizing an updated traffic analysis to align and coordinate data with the Mary Avenue Overcrossing project, then a round of stakeholder and public outreach will be performed. A public hearing to City Council is anticipated in spring 2022 to present the project to date, the latest analyses, public and stakeholder feedback, and to request Council’s selection of one option for each location to proceed into the environmental phase.

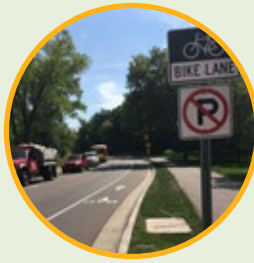
Bicycle Facility Types



CLASS I

Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.



CLASS II

Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.



CLASS IIB

Buffered Bicycle Lane

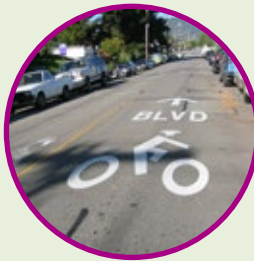
- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.



CLASS III

Bicycle Route

- A signed bike route that people biking share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for more confident bicyclists.
- Recommended when space for a bike lane may not be feasible.



CLASS IIIB

Bicycle Boulevard

- Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters keep these streets more comfortable for bicyclists.
- Comfortable facility for bicyclists with wider range of abilities.



CLASS IV

Separated Bikeway

- An on-street bikeway separated from motor vehicle traffic by a curb, median, planters, parking delineators, or other physical barrier.