



City of Sunnyvale

Notice and Agenda Bicycle and Pedestrian Advisory Commission

Monday, August 1, 2022

6:00 PM

Telepresence Meeting: City Web Stream

Special Meeting: 6 PM | Meeting Online Link:
<https://sunnyvale-ca-gov.zoom.us/j/97997417379>

Special Teleconference Notice

Because of the COVID-19 emergency and the health orders issued by Santa Clara County and the State of California, this meeting of the Sunnyvale Bicycle and Pedestrian Advisory Commission will take place by teleconference, as allowed by Government Code Subdivision 54953(e) and Resolution No. 1089-21 (reaffirmed July 12, 2022).

Public Participation

- *Teleconference participation: You may provide audio public comment by connecting to the teleconference meeting online or by telephone. Use the Raise Hand feature to request to speak (*9 on a telephone)*

Meeting online link: <https://sunnyvale-ca-gov.zoom.us/j/97997417379>

*Meeting call-in telephone number: 833-548-0276 | Meeting ID: 979 9741 7379
(*9 to request to speak | *6 to unmute/mute)*

- *Watch the BPAC meeting at: <http://youtube.com/SunnyvaleMeetings>*
- *Submit written comments to the BPAC no later than 4 hours prior to the meeting start to BPAC@sunnyvale.ca.gov or by mail to: City Clerk, 603 All America Way, Sunnyvale, CA 94086*
- *Review recordings of this meeting and past meetings at <https://sunnyvaleca.legistar.com/calendar.aspx> or <http://youtube.com/SunnyvaleMeetings>*

Accessibility/Americans with Disabilities Act (ADA) Notice

Pursuant to the Americans with Disabilities Act (ADA), if you need special assistance to provide public comment, or for other special assistance; please

contact the City at least 48 hours prior to the meeting to enable the City to make reasonable arrangements to ensure accessibility to this meeting. ADA contact: Lillian Tsang may be reached at 408-730-7556 or Itsang@sunnyvale.ca.gov (28 CFR 35.160 (b) (1)).

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

CALL TO ORDER

Call to Order via teleconference.

ROLL CALL

PUBLIC HEARINGS/GENERAL BUSINESS

If you wish to speak to a public hearing/general business item, please refer to notice at the beginning of this agenda. Each speaker is limited to a maximum of three minutes.

- 1 [22-0791](#) 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

Recommendation: Alternative 2: 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 the Mary Avenue crossing of the Caltrain railroad tracks for the Environmental Review

Adjourn Special Meeting

Notice to the Public:

Any agenda related writings or documents distributed to members of this meeting body regarding any item on this agenda will be made available for public inspection in the originating department or can be accessed through the Office of the City Clerk located at 603 All America Way, during normal business hours and in the Council Chamber on the evening of the Bicycle and Pedestrian Advisory Commission Meeting, pursuant to Government Code §54957.5.

Agenda information is available by contacting Lillian Tsang at 408-730-7556 or

pubworks@sunnyvale.ca.gov. Agendas and associated reports are also available on the City's website at sunnyvale.ca.gov or at the One-Stop Desk, City Hall, 456 W. Olive Ave., Sunnyvale, CA, 72 hours before the Meeting.



City of Sunnyvale

Agenda Item

22-0791

Agenda Date: 8/1/2022

REPORT TO COUNCIL

SUBJECT

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

BACKGROUND

This item was originally agendized for the Bicycle and Pedestrian Advisory Commission (BPAC) meeting on July 21, 2022 (RTC No. 22-0628). Due to three recusals by Commissioners and one absence of a Commissioner, there was no quorum and this item was not heard. The Sunnyvale Avenue crossing location was heard and action taken. Therefore, this special meeting is being held to discuss and take action on the Mary Avenue crossing location item. See Report to Commission (RTC) No. 22-0628 for a detailed discussion of the project background and associated attachments.

EXISTING POLICY

General Plan, Chapter 3, Land Use and Transportation Element

The 2017 Land Use and Transportation Element (LUTE) of the Sunnyvale General Plan lists goals and policies that emphasize the need to provide an effective multimodal transportation system and providing options for healthy living.

Complete Streets Policy

The Complete Streets Policy was adopted by City Council on December 6, 2016, through Resolution No. 793-16 (RTC No. 16-0972) and amended on August 28, 2018, through Resolution No. 896-18 (RTC No. 18-0642). Through this policy, the City commits to creating and maintaining Complete Streets that provide safe, sustainable, integrated, efficient and convenient transportation systems that serve all categories of users and maintain sensitivity to local conditions.

Active Transportation Plan

The 2020 Sunnyvale Active Transportation Plan (ATP) includes the addition of bicycle facilities along these segments of Mary, Sunnyvale and Evelyn avenues as a recommendation within the Bicycle Plan.

Vision Zero Plan

Sunnyvale's Vision Zero Plan calls to reduce fatalities and serious injuries by 50 percent by 2029 and to continue improving traffic safety towards zero fatal and serious injury collisions in the ten years that follow. The plan is also a call to action to make Sunnyvale's streets safer, especially for people biking and walking.

Climate Action Plan

City Council adopted the Climate Action Plan (CAP) on May 20, 2014, which includes various

strategies to reduce greenhouse gas (GHG) emissions. This plan was updated in August 2019 as the Climate Action Playbook and includes six strategies (with related plays and moves) for accelerating the reduction of greenhouse gas emissions.

ENVIRONMENTAL REVIEW

Section 15004(b) of the CEQA Guidelines provides that CEQA compliance should be prepared “as early as feasible in the planning process to enable environmental considerations to influence project program and design and yet late enough to provide meaningful information for environmental assessment.” The action being considered merely defines the proposed Project for each Caltrain crossing location so that staff can proceed with the environmental review for the grade crossing separations. This action does not approve construction of the grade separations or any particular option, including the “No Project” alternative. Therefore, the present action is not itself a project that requires separate environmental review (CEQA Guidelines Section 15061(b)(3).)

DISCUSSION

This item was originally agendized for the Bicycle and Pedestrian Advisory Commission (BPAC) meeting on July 21, 2022 (RTC No. 22-0628) but was not heard due to lack of quorum. See RTC No. 22-0628 for a detailed discussion of the project background and associated attachments.

FISCAL IMPACT

The current feasibility study phase is fully funded and the selection of preferred options will conclude this phase of work. Future phases of work will be partially funded through VTA 2016 Measure B Grade Separation Program funds. Local match funds will be required for the 2016 Measure B funding and additional funding will be required to complete the Environmental Review, Final Design and Construction phases. The selection of preferred options will inform the amount of funding required for those phases.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Public Library, Senior Center, Community Center and in the Department of Public Safety Lobby. In addition, the agenda and report are available at the Sunnyvale Public Library, Office of the City Clerk, and on the City's website.

Additional public outreach has been performed through the following methods to inform the public of the project and of the community meetings:

- City Manager's Update on May 13, 2022
- Multiple email blasts to project subscriber list
- Placement of portable changeable electronic message boards to announce Community Meetings
- Informational booth at Art & Wine Festival 2022
- NextDoor posts
- Summer 2022 Horizon centerfold article
- Direct emails and letters to potentially impacted property and business owners
- Direct emails to local business groups, including the Chamber of Commerce, the Downtown Business Association and the Moffett Park Business Group
- Direct emails to local public and private schools near the crossings
- Direct emails to local Home Owners Associations

- Direct emails to neighborhood groups such as SNAIL Neighborhood Association, Washington Park Neighborhood Association and Sunnyvale West Neighborhood Association
- Direct emails to community interest groups such as Friends of Caltrain, Silicon Valley Bicycle Coalition and Bike Sunnyvale
- Direct emails to local places of worship near the crossings
- Meetings with potentially impacted developers, property owners and business owners who wished to meet
- Meetings with Sunnyvale Downtown Association Board and Chamber of Commerce

ALTERNATIVES

1. Recommend to City Council the selection of the Mary Avenue Underpass option to be defined as the Proposed Project for the grade separation of the Mary Avenue crossing of the Caltrain railroad tracks for the Environmental Review
2. 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 the Mary Avenue crossing of the Caltrain railroad tracks for the Environmental Review

STAFF RECOMMENDATION

Alternative 2: 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 the Mary Avenue crossing of the Caltrain railroad tracks for the Environmental Review

Staff recommends that the Bicycle and Pedestrian Advisory Commission make a recommendation to the City Council that they select Alternative 2: the Mary Avenue Underpass with Jughandle option to be defined as the Proposed Project for the grade separation of the crossing of the Caltrain railroad tracks for the environmental review.

At the Mary Avenue crossing, the Underpass with Jughandle option has the following benefits:

- Improves safety by removing the railroad conflict with local traffic modes;
- Decreases noise from rail gates, bells and sounding of train horns;
- Reduces the volumes of vehicle traffic through each jughandle intersection compared to the full Mary-Evelyn avenues intersection;
- Reduces the overall average vehicular delay compared to both the “no build” and the Underpass options;
- Improves or maintains vehicular travel times for Mary Avenue compared to both the “no build” and the Underpass options;
- Decreases the number of points that bicyclists and pedestrians would need to cross vehicle lanes compared to the “no build” and Underpass options;
- Decreases the quantity and severity of private property impacts compared to the Underpass option;
- Decreases the number of private driveway modifications required compared to the Underpass option;
- Decreases the quantity and length of utility relocations required compared to the Underpass option;
- Has a lower anticipated construction duration compared to the Underpass option which would be less disruptive to the local community; and

- Has a lower construction cost compared to the Underpass option.

Selecting a project to be the Proposed Project for the environmental review under CEQA for the Mary Avenue crossing will move the project forward as it will allow the environmental review to be completed. The project ultimately selected for grade separation construction by the City Council as part of environmental study approval may be different than the preferred alternative selected now for starting environmental review.

Prepared by: Angela Obeso, Principal Transportation Engineer
Reviewed by: Dennis Ng, Traffic and Transportation Manager

ATTACHMENTS

1. Link to June 21, 2022 Report to Commission 22-0628



RTC #: 22-0628

Document Title: Recommend to City Council the Selection of the Mary Avenue Underpass with Jughandle Option and the Sunnyvale Avenue Underpass Tunnel Option to be Defined as the Proposed Projects for the Grade Separation of Crossings of the Caltrain Railroad Tracks for the Environmental Review

Link: <https://bit.ly/22-0628>



Caltrain Grade Separation Feasibility Study – Mary Avenue

Bicycle and Pedestrian Advisory Commission
Special Meeting
August 1, 2022





Project Background

Project Locations

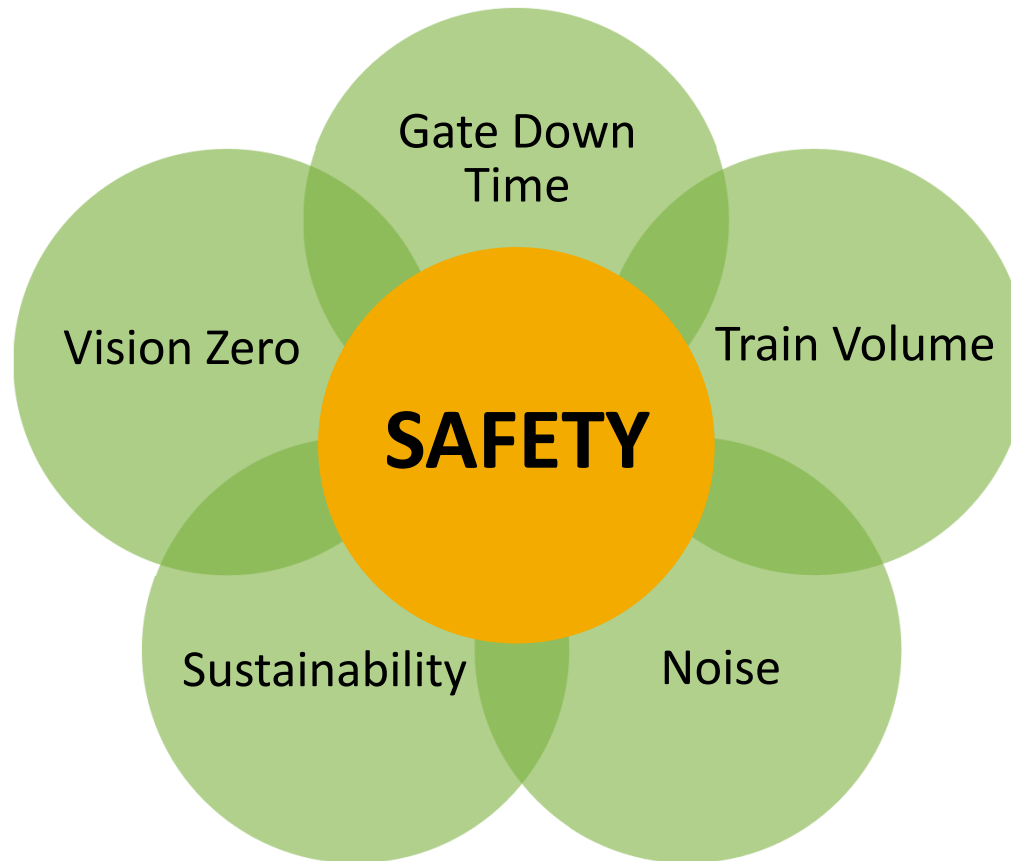


Project Background

- ◆ Initiated Feasibility Study in 2017
- ◆ Evaluated Grade Separation Types
- ◆ Screened and Narrowed Alternatives
- ◆ Performed Extensive Public and Stakeholder Outreach
- ◆ Received City Council Direction
- ◆ Delays due to COVID-19
- ◆ Complete Study in 2022
- ◆ Identify Alternatives for Environmental Phase and Secure Funding



Project Purpose



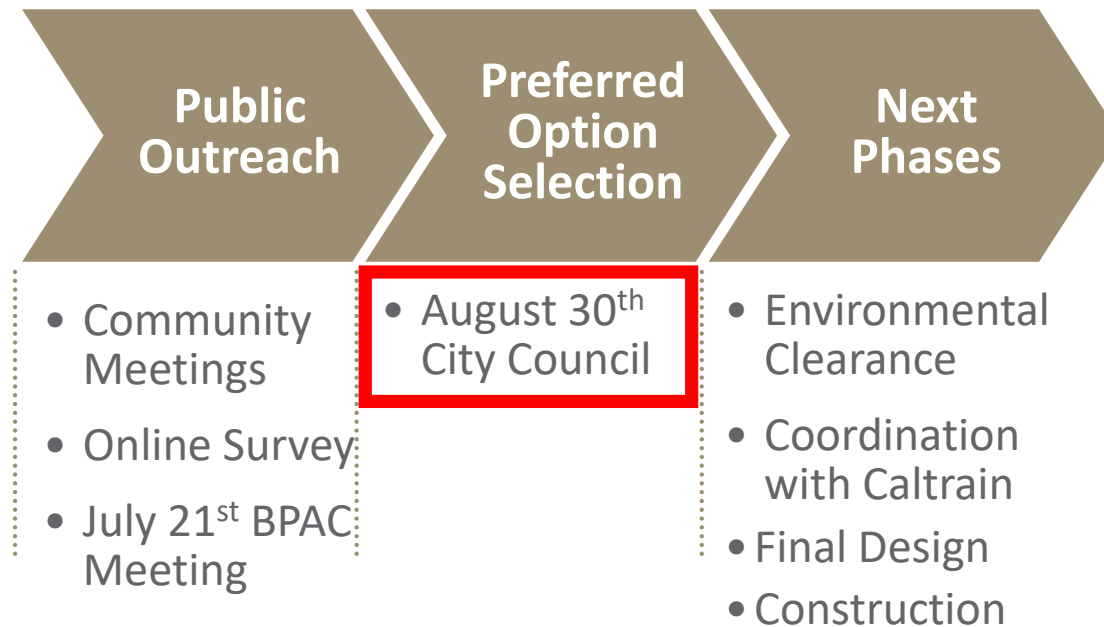
Why is Grade Separation Needed?

HOW MANY TRAINS PER DAY?



Source: Caltrain Business Plan, City of Sunnyvale Booklet, May 2019

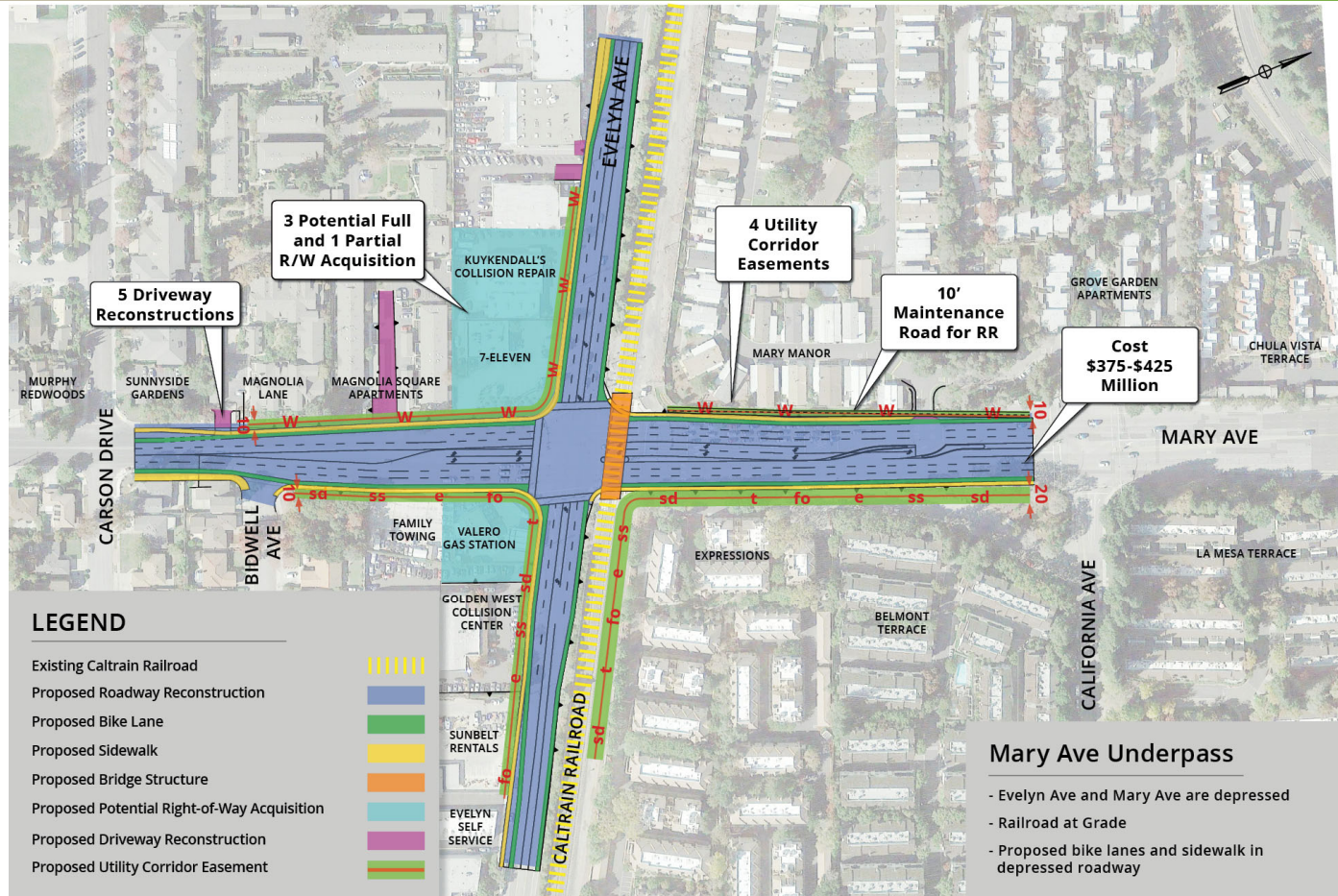
Next Steps






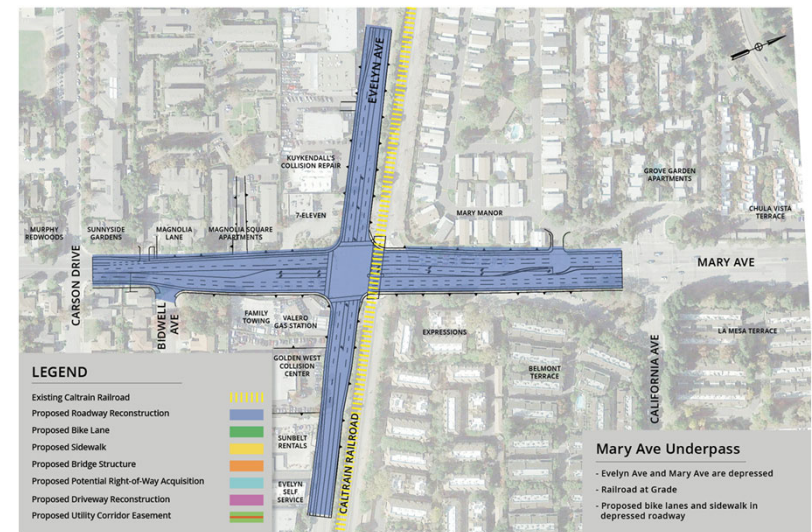
Current Alternatives Mary Avenue

Mary Avenue Underpass

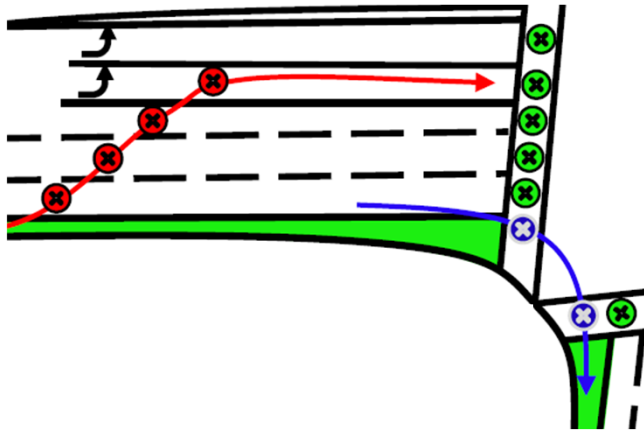


Mary Avenue Underpass Traffic Study Summary

- ◆ Vehicular circulation same as “no build”
 - ◆ Average vehicular delays
 - Less than “no build”
 - One exception: Evelyn Avenue through movements
 - Greater than Jughandle
 - ◆ Average vehicular travel times
 - Less than “no build”
 - Similar to Jughandle in AM peak
 - Greater than Jughandle in PM peak
- 
- An aerial photograph of a suburban area. Carson Drive runs vertically on the left. Bidwell Ave runs vertically on the right. Sunnyside Lane runs horizontally across the middle. Magnolia Lane runs horizontally above Sunnyside Lane. Murphy Lane runs horizontally above Magnolia Lane. The map shows houses, trees, and parking lots. The area is labeled with street names: CARSON DRIVE, BIDWELL AVE, SUNNYSIDE LANE, MAGNOLIA LANE, and MURPHY LANE.



Mary Avenue Underpass Traffic Study Summary - continued



- ◆ Bicycle circulation patterns same as “no build”
 - Left turning bicycles crossing lanes in downslope
- ◆ 14 Bicycle-Vehicle Conflict Points
 - Same as “no build” (14)
 - More than Jughandle (12)
- ◆ Pedestrian circulation same as “no build”
 - Elevation changes
- ◆ Eight Pedestrian-Right Turning Vehicle Conflict Points
 - Same as “no build” (8)
 - Same as Jughandle (8)

Roadway Underpass

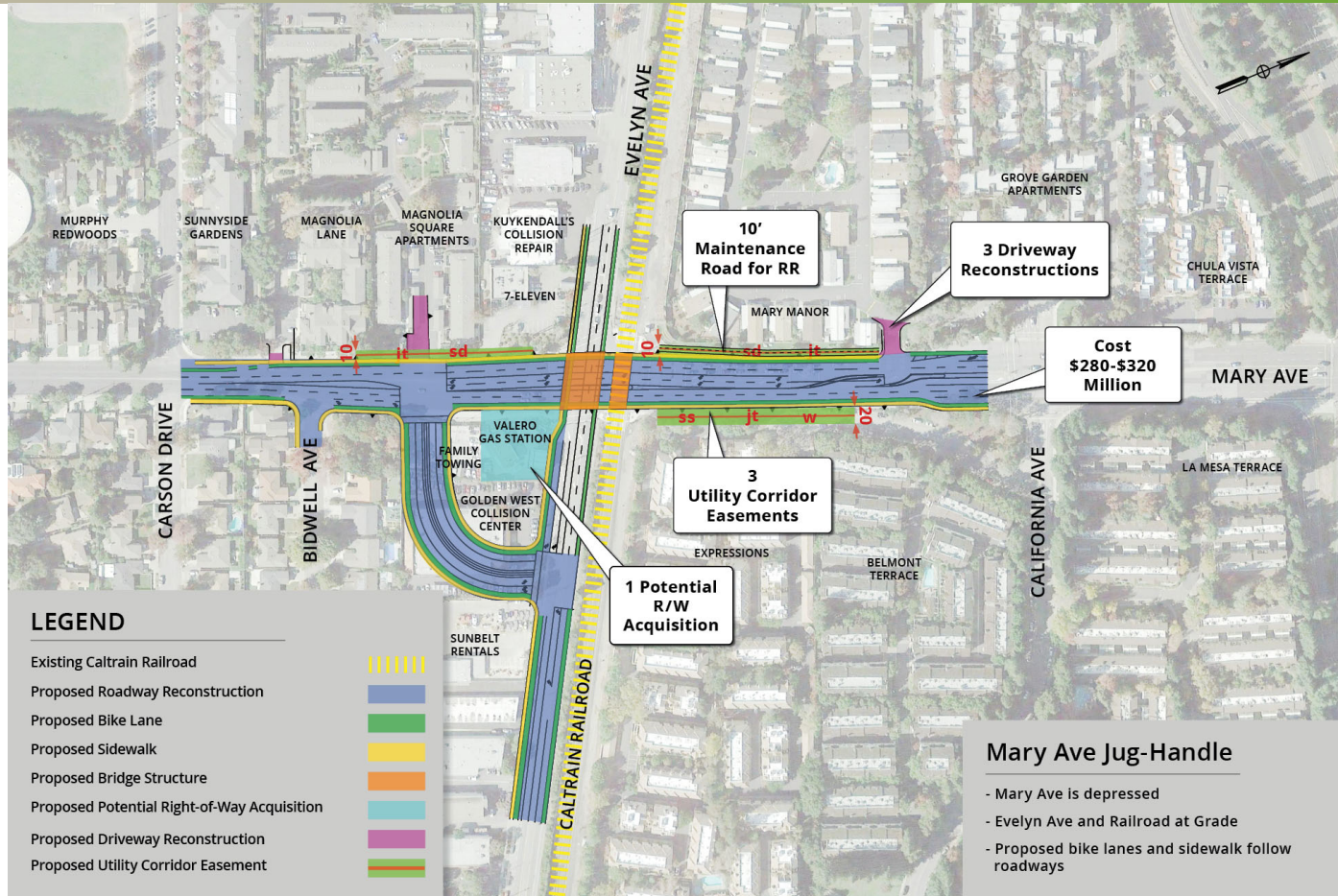


Jefferson Avenue, Redwood City (Google Maps)



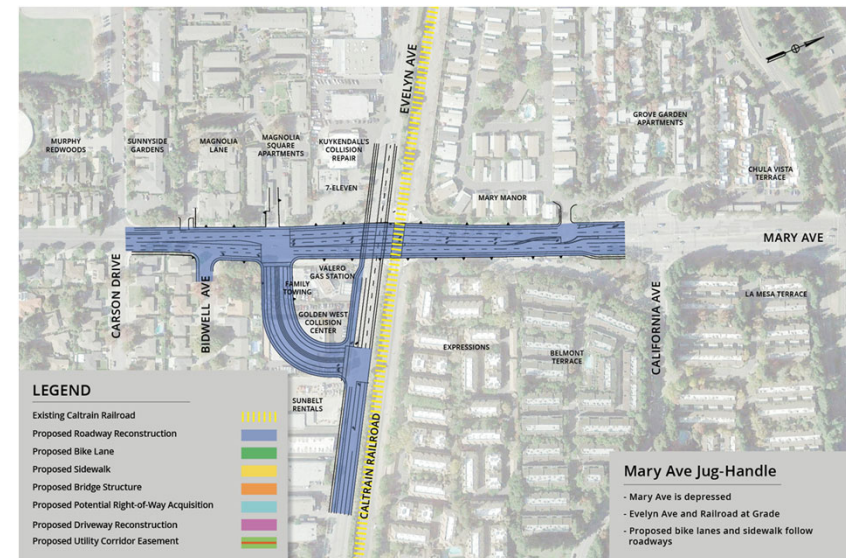
Marina Bay Parkway, Richmond (BKF)

Mary Avenue Underpass Tunnel with Jughandle

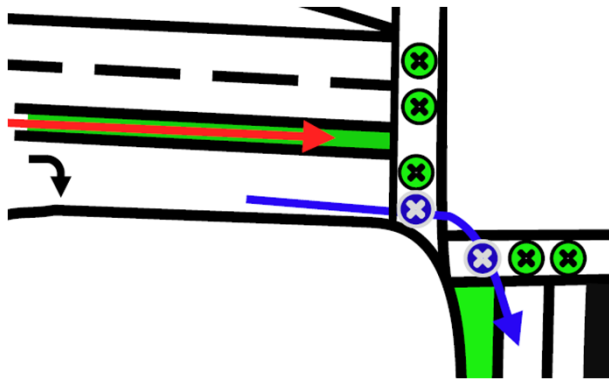


Mary Avenue Underpass with Jughandle Traffic Study Summary

- ◆ Vehicular circulation changed from “no build”
 - Changed turning movements
 - Two signalized intersections, smaller than “no build”
- ◆ Average vehicular delays
 - Less than “no build”
 - Less than Underpass
- ◆ Average vehicular travel times
 - Less than “no build”
 - Similar to Underpass in AM peak
 - Less than Underpass in PM peak



Mary Avenue Underpass with Jughandle Traffic Study Summary - continued



- ◆ Bicycle circulation changed from “no build”
 - Changed turning movements
 - Two signalized intersections, smaller than “no build”
- ◆ 12 Bicycle-Vehicle Conflict Points
 - Less than “no build” (14)
 - Less than Underpass (14)
- ◆ Pedestrian circulation changed from “no build”
- ◆ Eight Pedestrian-Right Turning Vehicle Conflict Points
 - Same as “no build” (8)
 - Same as Underpass (8)

Mary Avenue Underpass Tunnel with Jughandle



Mary Avenue Alternative Comparison



Underpass

- Safety** • Improved over “no build”
- Noise** • Decreased from “no build”
- Circulation - Vehicular** • Same pattern as “no build”
 - Greater delay than Jughandle
 - Longer or similar travel times
- Circulation – Bicycle and Pedestrian** • Same pattern as “no build”
 - Same conflict points as “no build”
- Potential Private Property Impacts** • More complex property impacts
- Construction Impacts** • Impacts on both Mary and Evelyn
 - More driveway impacts
 - More utility impacts
 - Similar railroad maintenance road
 - More roadway reconstruction
 - More construction time

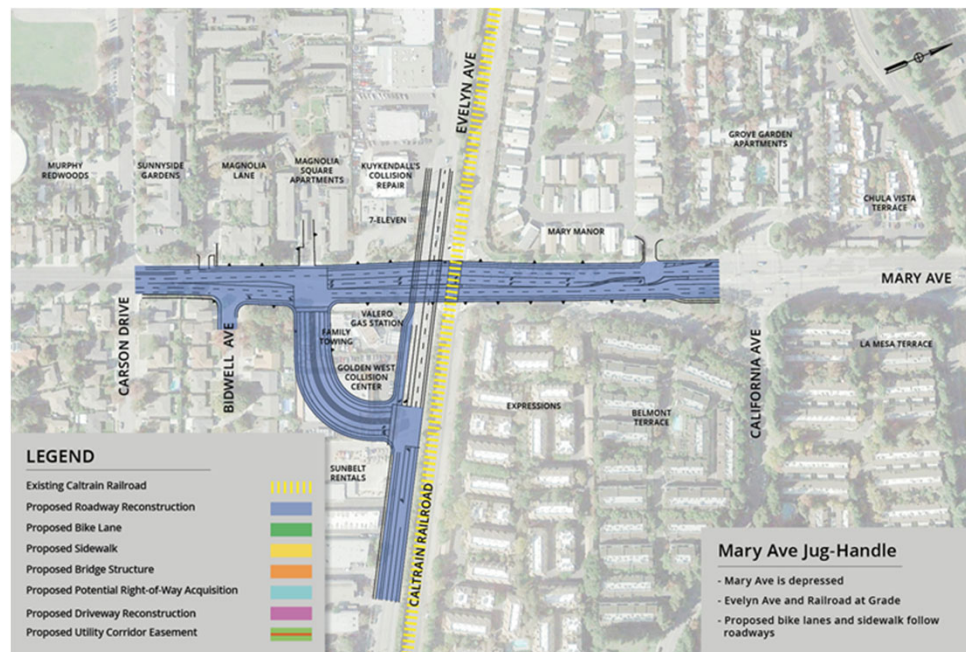
Construction Cost Estimate • Higher cost: \$375M - \$425M

Underpass with Jughandle

- Improved over “no build”
- Decreased from “no build”
- Altered pattern
- **Reduced delay**
- **Shorter or similar travel times**
- Altered pattern
- **Decreased conflict points**
- **Less complex property impacts**
- **Construction impacts only on Mary**
- **Less driveway impacts**
- **Less utility impacts**
- Similar railroad maintenance road
- **Less roadway reconstruction**
- **Less construction time**
- **Lower cost: \$280M - \$320M**

Staff Recommendation

- 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 the Mary Avenue crossing of the Caltrain railroad tracks for the Environmental Review





Mary Avenue Crossing Discussion



Thank you