

## RESPONSE TO COUNCIL QUESTIONS RE: 5/23/2023 CITY COUNCIL AGENDA

**Agenda Item #: 1.B**

**Title:** Authorize the Purchase of Four Engines from Golden State Fire Apparatus (F23-155)

Council Question: Is the point-of-sale (and sales tax) for this transaction considered done in Sunnyvale?

Staff Response: No. In order for the point of sale to be Sunnyvale, the completed product would have to ship directly to the City. In this case, the chassis and bodies are manufactured in Wisconsin and shipped to the authorized dealer in Sacramento. There, the units are built up to final specification (e.g. radios, specialized cabinets, etc.). The sales tax is distributed to the Sacramento County pool as use tax.

Council Question: I didn't see any penalty if they don't meet the 29.5 month delivery maximum. If they take a lot longer to deliver, I'm surprised there is no penalty.

Staff Response: Supply chain issues combined with the complexity of the fabrication of a fire engine make it impossible to predict the timelines with certainty. The vendor has assured us that, absent any specification changes, the likelihood of meeting the quoted lead times is good.

Council Question: Is Golden State Fire Apparatus, the only supplier of Pierce Velocity equipment? Is Golden State Fire Apparatus chosen because of the Sourcewell contract?

Staff Response: Pierce Manufacturing has an established network of authorized dealers throughout the country. Golden State Fire Apparatus, Inc. is the exclusive dealer for the sale, service, parts, and warranty for fire apparatus manufactured by Pierce in approximately fifty counties in California, including Santa Clara County. The pricing is provided through a Sourcewell contract with Pierce by way of their authorized dealer network.

**Agenda Item #: 2**

**Title:** Selection of the Preferred Alignment of the Bernardo Avenue Undercrossing Project to be Defined as the Proposed Project for the Project for Environmental Review

Council Question: What are some ways of possibly improving safety of the turns for bicyclists transitioning from Evelyn Avenue to sharp right angle turn into the undercrossing?

Staff Response: This will be further vetted in the design phase but the transition area from the Evelyn bike lane to the undercrossing ramp area will be wide enough to accommodate bicyclists and pedestrians. Since this is a combination bicycle and pedestrian undercrossing, bicyclists will need to travel slower to facilitate safety for pedestrians.

Council Question: How can water drainage be maintained so that the undercrossing does not have an accumulation of water?

Staff Response: It is anticipated that there will need to be a stormwater pump station installed to control water levels. This will be confirmed and designed during the design phase.

Council Question: What can be done to make the roads less slippery in wet weather on the downward slope?

Staff Response: The ramps will be designed per ADA and Caltrans standards using concrete which accounts for winter conditions where the ramp may be wet due to rain. This will be determined in the design phase

Council Question: Will the height clearance for the underpass be such that most bicycle riders will not need to dismount or duck to get through the underpass?

Staff Response: It is envisioned that since this is a bike and ped undercrossing that the tunnel will meet height requirements so that a bicyclists will be able to ride through the tunnel as opposed to needing to dismount and walk. Depending on the alternative selected by City Council, the two alternatives provide a minimum of 10' to 12' clearance when the minimum required for bicycle clearance is 8' per VTA Bicycle Technical Guidelines and Caltrans Highway Design Manual.

Council Question: To reduce the possibility of user collisions after 6 pm until morning daylight, what are some thoughts about lighting the bicycle and pedestrian pathways leading to and within the underpass?

Staff Response: The ramps will likely be lighted and controlled by photocell to activate at dusk when ambient light levels decrease, and deactivate when the sun rises. The tunnel will likely be lit at all hours due to the fact that the undercrossing will be a tunnel. Final determination will come during the design phase.

Council Question: Could lights in the underpass be powered with solar and battery backup or other means and be directed at the bicycle and pedestrian paths so as not to disturb the wider community with the lights?

Staff Response: This will be worked out in the design phase, but it is envisioned that lights in the undercrossing will not be visible to the general wider community as they are in a tunnel. The ramps will most likely be lit with low level directional lights, not post top light. Lights will likely be connected to PG&E grid as solar, and battery backup will require additional space not available and increased maintenance costs.

Council Question: What thoughts will go into making the underpass wheelchair accessible and physically accessible to people with disabilities?

Staff Response: The slopes of the ramp and width are designed to meet ADA requirements. It is envisioned that since this is new infrastructure, that the entire facility will meet ADA requirements and accommodate people with disabilities. This will be confirmed during the design phase.

Council Question: What are the next steps (the design and implementation phases, and public outreach and review opportunities, commission input on the design, and council reviews and approval of the design) after the Preferred Alignment of the Bernardo Avenue Undercrossing Project is has been chosen and environmental review completed?

Staff Response: The next phase after selection of the alignment will be for the Cities and our consultant to move into environmental clearance phase. Staff is working with Caltrain on a Service Agreement to fund Caltrain staff time for their work on the environment clearance phase. This is estimated to be completed by Spring 2024 or earlier. Subsequently, the next phase will be for Caltrain staff to scope out a Request for Proposal for consultant services for final design of the bike and ped undercrossing and to conduct a construction methods analysis with the Cities and VTA.

**Agenda Item #: 3**

**Title:** Accept the Findings of the Poplar Avenue Sidewalk Study (DPW 21-04), Approval of Installation of a 6-foot Wide Sidewalk and 4-foot Wide Park Strip Along the East Side of Poplar Avenue Between El Camino Real and Peterson Middle School, and Approval of Installation of a Minimum 6-foot Wide Sidewalk on the North and South Sides of Bryant Way East of Poplar Avenue

Council Question: From the Staff report: “The quick-build improvements would include the installation of a new double yellow centerline, shoulder stripes on both sides of Poplar Avenue, and a yellow, high-visibility crosswalk crossing on the east side of Bryant Way. Staff received neighborhood and property owner support to temporarily prohibit on-street parking along the east side of Poplar Avenue on school days from 7:30 a.m. to 3:30 p.m. in order to provide a walking/biking area for students traveling to and departing from school. The City obtained grant-funding for quick-build bicycle and pedestrian improvements in June 2021, and will begin construction of interim Poplar Avenue improvements in Summer/Fall 2023.”

If project is approved, will the quick build improvements need to be redone/undone when the additional funding for the full solution is found?

Staff Response: Quick-build striping improvements will be able to remain in place. The high-visibility crosswalk at Bryant Way will need to be modified with the installation of the curb bulbouts.

Council Question: Assuming the council approves the project, will the Weekday No Parking Prohibition between 7:30am to 3:30pm continue after the full project completed? I was unable to come to a conclusion from the “Typical Section” diagrams.

Staff Response: Enough room for regular on-street parking would be provided with the improvements. It is not anticipated that any parking prohibitions would be installed with the project.

Council Question: Wanted to confirm that all intersections for the new curb sections will be designed with curb cuts.

Staff Response: Replacement driveways and accessible curb ramps will be part of the project design for ultimate installation.