



City of Sunnyvale

Notice and Agenda

Bicycle and Pedestrian Advisory Commission

Thursday, November 19, 2015

6:30 PM

West Conference Room, City Hall, 456 W.
Olive Ave., Sunnyvale, CA 94086

CALL TO ORDER

ROLL CALL

PRESENTATION

[15-1052](#)

Wolfe Road Corridor Study - Presentation

ORAL COMMUNICATIONS

This category provides an opportunity for members of the public to address the commission on items not listed on the agenda and is limited to 15 minutes (may be extended or continued after the public hearings/general business section of the agenda at the discretion of the Chair) with a maximum of up to three minutes per speaker. Please note the Brown Act (Open Meeting Law) does not allow commissioners to take action on an item not listed on the agenda. If you wish to address the commission, please complete a speaker card and give it to the Recording Secretary. Individuals are limited to one appearance during this section.

CONSENT CALENDAR

1. A [15-1047](#) Draft Minutes of the Bicycle and Pedestrian Advisory
Commission Meeting of October 15, 2015

Attachments: [BPAC Draft Minutes of 10-15-15](#)

PUBLIC HEARINGS/GENERAL BUSINESS

2. [15-1038](#) Support the Preferred Alignment of the Stevens Creek Trail as
Recommended by the Joint Cities Working Team

Recommendation: Alternatives 1, 2(a), 3, 4, and 5:

1. Support the recommended alignment of the JCWT in Study Segment 1 (Dale Avenue/Heatherstone Way to Fremont Avenue). This includes an off-street trail along the 22 acres of open space along State Route (SR) 85 from Dale Avenue/Heatherstone Way to Fremont Avenue, and connections at Fremont Avenue, on both sides of SR 85. Collaborate with Mountain View to seek out grant funding for the master planning, environment review, and potential construction.
2. (a) Upon completing environmental review and securing funding for potential construction of Study Segment 1, initiate a comprehensive traffic and parking study for an off-street bicycle/pedestrian trail on Bernardo Avenue for Study Segment 2 (Fremont Avenue to Homestead Road). If the traffic study indicates that an off-street facility is desirable as determined by the Sunnyvale City Council, then proceed to seek grant funding for trail master planning, environment review and potential construction of Study Segment 2.
3. Collaborate with Cupertino and Los Altos to seek out grant funding for the master planning, environmental review, and construction of Study Segment 3 (Homestead Road to Stevens Creek Boulevard) improvements at Homestead Road (i.e., the Homestead Road bridge widening or Homestead Road pedestrian/bike bridge).
4. Support our regional partners as they pursue funding for closing the gap for the Stevens Creek Trail between Mountain View and Cupertino.
5. In an effort to achieve the regional goal of extending the Stevens Creek Trail the City will support and adopt the following policies as identified in the JCWT recommendation summary:
 - a. All trail projects should try to improve habitat values in and around Stevens Creek.
 - b. Existing public lands near Stevens Creek should be maintained as public land to preserve habitat and future trail opportunities.
 - c. Continue collaboration with regional partners for extension of the Stevens Creek Trail.

Attachments: [Joint Cities Coordinated Stevens Creek Trail Feasibility Study](#)
[Joint Cities Working Team Recommendations to the City Council](#)

3. [15-1048](#) Ranking of Study Issues

Attachments: [BC Process for Ranking Study Issues.pdf](#)
[Tie Break Ranking Sheet.pdf](#)
[DPW 13-10C.pdf](#)
[DPW 14-13.pdf](#)
[DPW 16-01.pdf](#)
[DPW 16-02.pdf](#)
[DPW 16-03.pdf](#)
[DPW 16-04.pdf](#)
[DPW 16-06.pdf](#)

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

-Staff Comments

INFORMATION ONLY REPORTS/ITEMS

[15-1049](#) 2015 Work Plan

Attachments: [Proposed 2015 Work Plan.pdf](#)

[15-1051](#) Active Items List

Attachments: [Active Items List-July 2015.pdf](#)

ADJOURNMENT

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, Sunnyvale, CA. during normal business

hours and at the meeting location on the evening of the board or commission meeting, pursuant to Government Code §54957.5.

Agenda information is available by contacting Carol Shariat at pubworks@sunnyvale.ca.gov or (408) 730-7415. Agendas and associated reports are also available on the City's web site at <http://sunnyvale.ca.gov> or at the Sunnyvale Public Library, 665 W. Olive Ave., Sunnyvale, 72 hours before the meeting.

Pursuant to the Americans with Disabilities Act, if you need special assistance in this meeting, please contact Carol Shariat at (408) 730-7415. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (29 CFR 35.106 ADA Title II)



City of Sunnyvale

Agenda Item

15-1052

Agenda Date: 11/19/2015

Wolfe Road Corridor Study - Presentation



City of Sunnyvale

Agenda Item

15-1047

Agenda Date: 11/19/2015

Draft Minutes of the Bicycle and Pedestrian Advisory Commission Meeting of October 15, 2015



City of Sunnyvale

Meeting Minutes - Draft Bicycle and Pedestrian Advisory Commission

Thursday, October 15, 2015

6:30 PM

West Conference Room, City Hall, 456 W.
Olive Ave., Sunnyvale, CA 94086

CALL TO ORDER

Chair Jones called the meeting to order at 6:30 p.m. at the West Conference Room.

ROLL CALL

- Present** 6 - Chair David Jones
Vice Chair John Cordes
Commissioner Kevin Jackson
Commissioner Richard Kolber
Commissioner Margaret Okuzumi
Commissioner Angela Rausch
- Absent** 1 - Commissioner Kyle Welch

Status of an absence: Commissioner Welch (excused)
Council Liaison Attendance: Council Liaison Glen Hendricks
(absent)

PRESENTATION

Commissioners asked questions and discussed the Annual Reporting on Collisions Involving Pedestrians and Cyclists report. Lieutenant Yin answered questions pertaining to the report and offered the website California Office of Traffic Safety (www.ots.ca.gov) for comparison data with other cities the size of Sunnyvale.

Chair Jones had an example of a collision report that was presented to the Commission last year and shared that it was helpful and provided a lot of data regarding to collisions. The Commission discussed the report and provided other ways data could be made available to better identify what the needs are.

Robert Neff, shared his concerns and gave suggestions on how to better collect data and the level of detail that should be included to better understand what happened. Lieutenant Yin addressed his comments and gave various examples of

what is involved in a major investigation and various studies that take place.

Commissioner Cordes asked Lieutenant Yin about the three bicycle fatalities that occurred this year. Lieutenant Yin stated that all three bicyclists were at fault and discussed each situation separately. Commissioner Jackson suggested looking to see what other cities are doing to collect data and follow that approach.

David O'Brien had questions for Lieutenant Yin. Lieutenant Yin referred Mr. O'Brien to the Cal OTS website; he then stated that the accident on El Camino Real and Halford Avenue happened between 4 and 5 p.m. with heavy traffic. Mr. O'Brien expressed his concerns regarding Traffic Engineering.

Lieutenant Yin spoke about a press release regarding an Office of Traffic Safety grant that Public Safety received for 2016-2017 and discussed the objectives. He asked the Commission for ideas and help with two specific areas regarding bike parties and bike safety month in May.

Commissioner Okuzumi asked how the surveillance video for the Halford Avenue collision was obtained. Lieutenant Yin stated that the video was obtained from a surrounding business. Commissioner Okuzumi shared her thoughts with the Commission regarding intersections that should have crossing guards but do not and gave examples. Lieutenant Yin gave examples of what type of enforcement he is looking for to apply towards the grant and spoke about crosswalks that are not signalized. The Commissioners further discussed other situations where the grant monies may be applied towards. Lieutenant Yin gave specifics of what could be applied toward the grant.

David Simons, VTA BPAC, discussed updates regarding the One Bay Area Grant Program, Transit Ridership Improvement Program and the Mathilda 237/101 project.

Commissioner Jackson had a question regarding the Mathilda 237/101 item. Mr. Simmons addressed the question and spoke about his recommendations to Sunnyvale regarding bike lanes. Commissioner Jackson further discussed the item in detail.

ORAL COMMUNICATIONS

Commissioner Jackson spoke on four legislative items signed by the Governor and gave a brief description of each bill.

David Simons, VTA BPAC, announced an upcoming Silicon Valley Envision

meeting and gave meeting details. He then announced that VTA Bicycle and Pedestrian webinars are available to the public at the VTA Headquarters and gave additional information.

CONSENT CALENDAR

1. A [15-0959](#) Draft Minutes of the Bicycle and Pedestrian Advisory
Commission Meeting of September 17, 2015

The minutes were approved with the following amendments:

Buffered Bike Lane Standards Presentation - excerpt from the Manual on Uniform Traffic Control Devices requiring that if cyclists are going to be using a shoulder there must be at least 3-feet of pavement.

Public Announcements - Traffic Study was recommended for Bernardo Avenue.

Pages 3-4 Parking Survey Procedures Study Issue - moving forward any parking surveys should take into account the capacity of off-street parking facilities.

Yes 5 - Chair Jones
Commissioner Jackson
Commissioner Kolber
Commissioner Okuzumi
Commissioner Rausch

No 0

Absent 1 - Commissioner Welch

Abstain 1 - Vice Chair Cordes

PUBLIC HEARINGS/GENERAL BUSINESS

2. [15-0783](#) Discussion and Possible Action Regarding the Conversion of
Part-Time Bicycle Lanes on Homestead Road to Full-Time
Bicycle Lanes (Study Issue)

Chair Jones opened the Public Hearing.

Shahid Abbas, Transportation and Traffic Manager, stated that Staff has recommended to continue maintaining the existing Homestead Road part-time bike lanes and parking as-is and to propose to revisit the issue after three years.

Commissioner Kolber, referred to the parking summary and asked Staff of the possibility of eliminating parking spaces especially where there was only one

occupation. Mr. Abbas responded that no parking spaces would be eliminated at this time. He added that Staff believes that when the Apple Campus is opened there will be more traffic and bicycles on the road and will do another study to see what the traffic situation is.

Commissioner Jackson noted that he was happy to see that the Streets Space Policy was included in the staff report. However, he stated it was the wrong approach and noted that a lot more information should have been included about the importance of bicycles. He gave various examples of why having full time bike lanes is so important. Commissioner Jackson stated he could not support Staff's recommendation.

Ravindra Rao, spoke against full time bicycle lanes. He also spoke about the importance of safety for both bicyclist and pedestrians, the impact of the Apple Campus, parking issues, and diminishing of property values if parking is taken away.

Mohan Rao, spoke against full time bicycle lanes. He also spoke about the safety for bicyclists, impact to visitors if street parking is removed, impact to social life and discussed alternative ways this proposal could have been presented. Mr. Rao then spoke about property values. He suggested that in the future the Commission look at alternate ways to accommodate bicyclists and residents.

David O'Brien, did not agree with the staff report, spoke against the Staff recommendation, and urges Council to oppose the recommendation.

Jim Stallman, gave various examples of what he has witnessed on Homestead Road, Heron Avenue and the City of Campbell with respect to bicycle lanes and parking. He urged that the issue be taken care of before the Apple Campus is opened. Commissioner Jackson asked for clarification on the parking strip. Mr. Stallman noted that he has seen cars parked in the parking strip in downtown areas.

Robert Neff, referred to the on street parking survey and commented on the parking spaces on Quail Avenue and Nightingale Avenue and noted that leaving the parking spaces as is does not limit the bicycle lane at all. He expressed his concerns and suggested extending the bike lanes hours until at least 7:00 PM.

David Simons, agreed with extending the hours to 7:00 PM giving examples and expressing his concerns about Homestead Road.

Commissioner Kolber, for the record, read an email from Mr. Ralph Durahm regarding the Homestead full time bike lanes. Mr. Durham's main focus in his email was safety and increased ridership.

Commissioner Jackson moved to support Alternative 2: Convert the part-time bike lanes to full-time bike lanes by removing on-street parking as-needed within the City of Sunnyvale and pursue approval to remove parking within the City of Cupertino as well. The City should consider this option without delaying the implementation of a safe bike lane as soon as possible. Commissioner Okuzumi seconded the motion.

Commissioner Jackson spoke to the motion taking into account all of the information given from the speakers. He noted that he supports the goals of increasing alternative commuting, alternative transportation, goals for more sustainable transportation and goals for healthy transportation and hoped that the BPAC members support alternative number 2.

Commissioner Yokuzumi spoke to the motion stating that the corridor should be made safer before the Apple Campus is opened. She noted that the perception should be a safe one so that future employees will feel safe biking to work and it is also important to make it more inviting before the campus opens.

Vice Chair Cordes supported that motion for all the reasons stated.

Commissioner Rausch did not support the motion. She noted that she would like to extend the hours to 7:00 or possibly 8:00 PM, remove parking from some of the corners and would like to this issue studied again in one year to see what the impact is.

Chair Jones supported the motion. He referenced the Land Use and Transportation Element as a guide and gave various examples of why he supported the motion.

The motion carried by the following vote:

- Yes** 5 - Chair Jones
Vice Chair Cordes
Commissioner Jackson
Commissioner Kolber
Commissioner Okuzumi
- No** 1 - Commissioner Rausch
- Absent** 1 - Commissioner Welch

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

Commissioner Jackson shared his thoughts on a potential Study Issue that would look at ways to reduce greenhouse gasses and get people thinking more progressively about multi-modal transportation. He asked the Commission to think about it and stated that in the next couple of months he might be ready to propose it.

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Commissioner Jackson spoke about the TDM funding recommendation and recommended that the Commission review the TDM requirements. He then confirmed with Staff that the next bike plan update would be in 2017 and discussed the importance of the update and gave examples of what should be included in the updated plan.

-Staff Comments

Mr. Abbas referred to the item on Homestead Road and noted that the bicycle related collisions on the corridor were all attributed to improper right turning.

INFORMATION ONLY REPORTS/ITEMS

15-0960	Annual Reporting on Collisions Involving Pedestrians and Cyclists
15-0961	2015 Work Plan
15-0962	Active Items List

ADJOURNMENT

Meeting adjourned at 8:53 p.m.



City of Sunnyvale

Agenda Item

15-1038

Agenda Date: 11/19/2015

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Support the Preferred Alignment of the Stevens Creek Trail as Recommended by the Joint Cities Working Team

REPORT IN BRIEF

The Joint Cities Coordinated Stevens Creek Trail Feasibility Study (Feasibility Study) is a study initiated by the cities of Sunnyvale, Mountain View, Cupertino, Los Altos, and the Santa Clara Valley Water District in an effort to identify feasible alignments to close the gap of the Stevens Creek Trail between Mountain View and Cupertino. The draft study was released March 2015, and after several months of public input, the Joint Cities Working Team (JCWT) has made their recommendations to each of the city councils on the preferred alignment and other policies that support this collaborative effort. The team is now asking the city councils to support their recommendations.

Staff recommends supporting the JCWT's recommendations with a phased approach; seeking grant funding as appropriate to carry out the recommendations; and adopting the following policies as identified in the JCWT recommendation summary:

- a. All trail projects should try to improve habitat values in and around Stevens Creek.
- b. Existing public lands near Stevens Creek should be maintained as public land to preserve habitat and future trail opportunities.
- c. Continue collaboration with regional partners for extension of the Stevens Creek Trail.

BACKGROUND

The Stevens Creek Trail is a partially completed bicycle and pedestrian route along the Stevens Creek corridor. The trail corridor concept was originally proposed by County of Santa Clara trail planners in 1961 to create an interconnected system of trails that would connect parks along Stevens Creek. Today the trail stretches from San Francisco Bay in Mountain View to Dale Avenue/Heatherstone Way. Another segment of the trail has been completed in Cupertino south of Stevens Creek Boulevard through Blackberry Farm Park and McClellan Ranch Preserve. The gap between these existing trail segments has been the focus of the Feasibility Study.

Most recently the City has actively participated in the Joint Cities Working Team (JCWT), a cooperative group of policy representatives from Sunnyvale, Mountain View, Cupertino, Los Altos, and the Santa Clara Valley Water District. The group was formed in 2009 with the goal of developing and coordinating a mutually agreeable concept for completion of the Stevens Creek Trail and subsequently to seek resources to construct the remaining trail in a cooperative and unified effort. As part of this effort the four cities agreed to funding contributions for a Feasibility Study to identify feasible alignments that would close the gap between Mountain View and Cupertino. Funds for the study were also provided by the Friends of the Stevens Creek Trail and a Project Readiness Initiative grant from the Santa Clara Valley Transportation Authority (VTA).

To complete the Feasibility Study, the four cities contracted with Jana Sokale Environmental Planning (through Sunnyvale as lead agency) in 2012 and subsequently the JCWT sought out volunteers for a Citizens Working Group (CWG). The CWG was tasked with reviewing the technical Feasibility Study findings and serve in an advisory role to the JCWT. The scope of the Feasibility Study was to identify alternatives for the completion of a public bicycle and pedestrian connection and to gather community input throughout the process. The Feasibility Study analyzed a wide variety of possible routes and evaluated a range of possible improvements including fully separated off-street bicycle/pedestrian trails, on-street bike lanes, and neighborhood greenways on lower volume residential streets. The Feasibility Study report presents numerous routes that are considered feasible and documents routes that were evaluated but considered infeasible. This analysis is presented in the Joint Cities Coordinated Stevens Creek Trail Feasibility Study (Attachment 1; www.stevenscreektrail.insunnyvale.com <<http://www.stevenscreektrail.insunnyvale.com>>).

While the Feasibility Study itself does not make any recommendations on preferred routes, it provided the framework for the JCWT on feasible alignments. The JCWT was tasked with making preferred alignment recommendations upon conclusion of the 2015 public input.

Now that the JCWT has made their recommendation on preferred alignments to close the gap between Mountain View and Cupertino, they ask their colleagues on the councils of the four cities to support their mutually agreed-on concept for completion of the Stevens Creek Trail (see Attachment 2 for Joint Cities Working Team Recommendations to the City Councils).

The City Council is scheduled to consider this item on February 9, 2016.

EXISTING POLICY

Land Use and Transportation Element LT-1, Protect and sustain a high quality of life in Sunnyvale by participating in coordinated land use and transportation planning in the region.

Land Use and Transportation Element LT-2, Preserve and enhance an attractive community, with a positive image and sense of place that consists of distinctive neighborhoods, pockets of interest and human-scale development

Land Use and Transportation Element LT-4, Preserve and enhance the quality character of Sunnyvale's industrial, commercial and residential neighborhoods by promoting land use patterns and related transportation opportunities that are supportive of the neighborhood concept.

Land Use and Transportation Element LT-5, Attain a transportation system that is effective, safe, pleasant and convenient.

Land Use and Transportation Element LT-8, Provide and maintain adequate and balanced open space and recreation facilities for the benefit of maintaining a healthy community based on community needs and the ability of the city finance, construct, maintain and operate these facilities now and in the future.

Land Use and Transportation Element LT-9, A regional approach to providing and preserving open space and providing open space and recreational services, facilities and amenities for the broader community.

ENVIRONMENTAL REVIEW

No environmental review is required at this time per the California Environmental Quality Act (CEQA), categorical exemption 15306 which exempts planning studies from environmental review. Should the project move forward, CEQA analysis would be performed during the project design or master planning process.

DISCUSSION

The Feasibility Study analyzed a variety of alignments connecting the trail gap between Mountain View and Cupertino, and included a variety of facilities such as off-street pedestrian and bike paths, as well as on-street bike lanes and neighborhood greenways. The study area was divided into four study segments to facilitate the presentation of the feasibility findings. The feasible segments vary by length and begin and end at City streets. The feasibility study area is as follows:

- Study Segment 1: Dale Avenue/Heatherstone Way to Fremont Avenue - This segment extends from the Permanente Creek Bypass Channel overpass at St. Giles Lane in Mountain View and to Mary Avenue in Sunnyvale and it surrounds Mountain View High School and Cherry Chase Elementary School. The study identifies an off-street pedestrian/bike path along the 22 acres of open space within the shared space along the Creek between Mountain View and Sunnyvale.

This is the only segment within the Feasibility Study boundaries where a trail along the Creek was found to be feasible based on the availability of public land and the physical space required for trail construction. However, implementation of a trail through this segment is very challenging due to limited Creek bank area. Several bridges would need to be built crossing the Creek and lengthy structures would be needed to span narrow areas between the State Route 85 sound wall and areas of very narrow Creek bank. A lengthy environmental review and permitting process will be required prior to any construction in this area.

- Study Segment 2: Fremont Avenue to Homestead Road - This study segment extends from Louise Lane in Los Altos to Mary Avenue in Sunnyvale and it includes the areas around West Valley Elementary School and Cupertino Middle School.
- The JCWT recommended alignment is a potential off-street pedestrian/bike path along the Bernardo Avenue sound wall, between Fremont Avenue and Homestead Road including a bike/pedestrian overpass at Fremont Avenue. The alternatives for implementation of this path include either the conversion of Bernardo to a one-way street, or significant reduction in parking. While the preliminary investigation done as part of the study determined that this option is feasible, if the City pursues this alignment, further studies must be conducted to fully evaluate the impacts of the roadway change. The JCWT recommended that a detailed traffic and parking study be conducted for this segment, with the findings being considered by the City of Sunnyvale prior to any further trail master planning work in this segment. If based on the findings of the comprehensive traffic and parking study, the off-street bike/pedestrian path was found infeasible or if this option was not supported by the City of Sunnyvale, the JCWT recommended modest bike and pedestrian safety improvements and/or wayfinding on Belleville Way, Bernardo Ave, and Bedford Avenue.

Numerous concerns from areas residents were expressed during the public outreach process regarding this alignment. Potential changes to the roadway in this segment generated concerns about traffic diversion in the neighborhood, loss of parking, and degradation of already difficult traffic conditions around Cupertino Middle School during pick-up and drop-off times. The current Feasibility Study was limited to evaluating roadway widths and physical constraints necessary for trail construction and did not evaluate the potential traffic impacts from narrowing the roadway. Conversely, the Feasibility Study also did not attempt to quantify the potential benefits of a separated off-street bike/pedestrian trail that could provide safer access to the school for area students.

- Study Segment 3: Homestead Road to Stevens Creek Boulevard - This segment extends from Grant Road/Foothill Boulevard in Los Altos and Cupertino to Mary Avenue in Cupertino and includes the area contiguous to Homestead High School and near Stevens Creek Elementary School.

In this segment only potential improvements along Homestead Road near Highway 85 are within the City of Sunnyvale. The Feasibility Study concluded that no feasible routes exist that could accommodate an off-street facility and connect through to the existing trail that ends at Stevens Creek Boulevard. Although several on-street routes were considered feasible, the JCWT recommended no specific preferred routes through this area. Rather, a long-term vision was articulated that trail routes continue to be evaluated as conditions change in the area such as the reconstruction of the I-280/SR-85 interchange, or the Union Pacific Railroad property becomes available.

Improvements to Homestead Road at the Highway 85 crossing would consist of a widening the existing bridge or constructing a new bike/pedestrian bridge to create a separated bike/pedestrian path on the north side of Homestead. Highway 85 on-off ramps would also be realigned to promote bike/pedestrian safety. Improvements in this area could be extended along Homestead to connect to an existing off-street bike /pedestrian trail in Los Altos. These improvements would be designed to improve safety for students walking and cycling to nearby Cupertino Middle School and Homestead High School.

- Study Segment 4: Trail Connections to Rancho San Antonio County Park via Stevens Creek Boulevard - This segment is in Cupertino and connects east-west along Stevens Creek Boulevard to Rancho San Antonio County Park. This connection would not be considered part of the Stevens Creek Trail but could provide an important connection from the existing trail through Blackberry Farm Park to an extensive trail network in Rancho San Antonio County Park. While no part of this segment is within the City of Sunnyvale, supporting the efforts of our four-cities partners could help secure funding to improve a route that would be available to Sunnyvale residents.

During the months of July and August 2015 the JCWT held a series of meetings to discuss the team's recommendation to the city councils. During these discussions, the JCWT policymakers took into consideration the all these potential issues and others outlined in the draft Feasibility Study, to make their recommendations on preferred alignments and other improvements. As they developed their recommendations the team also considered the public input received during the comment period, the CWG recommendations, and their individual insight to conclude on regional

recommendations for the Stevens Creek Trail. The team's recommendations are summarized in the *Joint Cities Working Team Recommendations to the City Councils*, Attachment 2. The recommendation represents the majority support of the policymakers and includes alignment preferences as well as policy recommendations, such as protect and improve habitat, preserve public land, and continue collaboration with regional partners for extension of the Stevens Creek Trail.

Now that the Feasibility Study is complete and the JCWT has made their recommendations, Sunnyvale must decide which alignment(s), if any, to pursue. If the City decides to pursue the implementation of major infrastructure as part of the Stevens Creek Trail, a master plan and environmental review will be required. While the JCWT was a regional group who made recommendations within Sunnyvale, the City of Sunnyvale is ultimately the only party responsible for decisions on improvements in Sunnyvale and implementation of these improvements.

As part of their recommendation, the JCWT also asked the cities to support each other in a collaborative effort to close the existing gap of the Stevens Creek Trail. This collaboration would include coordination and sponsorship in seeking grant funding, coordination during the planning and environmental review processes, and coordination with construction of any improvements.

The JCWT agreed that each of the four cities would present the study and JCWT recommendations to their respective councils and commissions in accordance with their corresponding schedules and procedures. Once the four councils have made their recommendations, the JCWT will reconvene to discuss the outcome and next steps.

FISCAL IMPACT

The fiscal impact of any recommendations for improvements will vary depending on the extent of trail improvements made. Most improvements identified by the Feasibility Study will require funding for further planning, environmental review, and implementation and may require future regional collaboration to seek grant funding.

The identification of a preferred trail alignment does not commit the City to provide funding for additional planning and implementation. Regional transportation funding typically includes funds designated specifically for bicycle and pedestrian improvements. Transportation grant funds often require local matching funds and vary by grant program. Current City policies require staff to seek Council approval when applying for grants that require matching funds, except in cases where matching funds are available in the approved City budget.

PUBLIC CONTACT

Public contact was made through posting of the Bicycle and Pedestrian Advisory Commission agenda on the City's official-notice bulletin board, on the City's website, and the availability of the agenda and report in the Office of the City Clerk.

Between November of 2012 and May 2014, a series of 23 JCWT and CWG meetings and other public meetings were held to discuss the project and potential alignments to be studied. The draft of the study was released in March 2015 and posted on the project website for public review and comment. Three public input meetings were held in Sunnyvale, Cupertino, and Mountain View. These meetings were advertised by each of the four cities with mailed notices to businesses and residences within a 500-foot radius of study alignments, social media, web posting, and the project's email list; it is estimated that 100-200 people were in attendance at each of the meetings. While each

of the meetings had a brief overview of the project, the primary purpose of the three meetings was to obtain public input on the project and potential alignments. A summary of high-level themes heard during these meetings is included in the JCWT Recommendations to City Councils (Attachment 2).

During the comment period, the public was encouraged to submit written comments. The initial deadline for written public comments was June 10, 2015, but was extended by the JCWT to July 20, 2015. A total of 945 written comments were received during this period. Technical comments were reviewed and included in the body of the report as revisions where appropriate. All written comments received during the public comment period are included in Appendix C of the Feasibility Study report.

ALTERNATIVES

1. Support the recommended alignment of the JCWT in Study Segment 1 (Dale Avenue/Heatherstone Way to Fremont Avenue). This includes an off-street trail along the 22 acres of open space along State Route (SR) 85 from Dale Avenue/Heatherstone Way to Fremont Avenue, and connections at Fremont Avenue, on both sides of SR 85. Collaborate with Mountain View to seek out grant funding for the master planning, environment review, and potential construction.
2. (a) Upon completing environmental review and securing funding for potential construction of Study Segment 1, initiate a comprehensive traffic and parking study for an off-street bicycle/pedestrian trail on Bernardo Avenue for Study Segment 2 (Fremont Avenue to Homestead Road). If the traffic study indicates that an off-street facility is desirable as determined by the Sunnyvale City Council, then proceed to seek grant funding for trail master planning, environment review and potential construction of Study Segment 2.
2. (b) Evaluate modest bike and pedestrian safety improvements on Bernardo Avenue, for Study Segment 2 (Fremont Avenue to Homestead Road), as well as other routes in the area that could connect to the Stevens Creek Trail, such as Belleville Way and Bedford Avenue.
3. Collaborate with Cupertino and Los Altos to seek out grant funding for the master planning, environmental review, and construction of Study Segment 3 (Homestead Road to Stevens Creek Boulevard) improvements at Homestead Road (i.e., the Homestead Road bridge widening or Homestead Road pedestrian/bike bridge).
4. Support our regional partners as they pursue funding for closing the gap for the Stevens Creek Trail between Mountain View and Cupertino.
5. In an effort to achieve the regional goal of extending the Stevens Creek Trail the City will support and adopt the following policies as identified in the JCWT recommendation summary:
 - a. All trail projects should try to improve habitat values in and around the Creek.
 - b. Existing public lands near Stevens Creek should be maintained as public land to preserve habitat and future trail opportunities.
 - c. The City will continue collaboration with regional partners for extension of the Stevens Creek Trail.
6. Other direction as determined by City Council.

RECOMMENDATION

Alternatives 1, 2(a), 3, 4, and 5:

1. Support the recommended alignment of the JCWT in Study Segment 1 (Dale Avenue/Heatherstone Way to Fremont Avenue). This includes an off-street trail along the 22 acres of open space along State Route (SR) 85 from Dale Avenue/Heatherstone Way to Fremont Avenue, and connections at Fremont Avenue, on both sides of SR 85. Collaborate with Mountain View to seek out grant funding for the master planning, environment review, and potential

construction.

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 - b. Existing public lands near Stevens Creek should be maintained as public land to preserve habitat and future trail opportunities.
 - c. Continue collaboration with regional partners for extension of the Stevens Creek Trail.

Supporting the alignments recommended by the JCWT and supporting our regional partners provides an opportunity to extend the Stevens Creek Trail and develop pedestrian and bicycling infrastructure intended to provide a convenient transportation alternative to motor vehicles, improve recreational opportunities and access to open space. Furthermore, prioritizing improvements on Study Segment 1 will give the City an opportunity to use the findings of the environmental review and design of this segment to establish the framework for the analysis and studies to be done for Study Segment 2.

Prepared by: Carla Ochoa, Traffic Engineer

Reviewed by: Manuel Pineda, Director, Department of Public Works

Reviewed by: Anne Cain, Interim Director, Library and Community Services Department

Reviewed by: Kent Steffens, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Joint Cities Coordinated Stevens Creek Trail Feasibility Study
2. Joint Cities Working Team Recommendations to the City Councils

The Joint Cities Coordinated Stevens Creek Trail Feasibility Study can be found here:

www.stevenscreektrail.insunnyvale.com

Joint Cities Coordinated Stevens Creek Trail Feasibility Study

JOINT CITIES WORKING TEAM RECOMMENDATION TO THE COUNCILS

Project Background

The vision for a Stevens Creek Trail was first identified by the Santa Clara County Planning Department in 1961. The County's plan for a "Stevens Creek Park Chain" created a framework for preserving land along Stevens Creek for an interconnected system of parks and trails. Today, the Stevens Creek Trail extends approximately five miles from San Francisco Bay to the Dale/Heatherstone bike-pedestrian overcrossing of State Route 85 in Mountain View. An additional one mile trail segment is in place from Stevens Creek Boulevard to McClellan Road through Blackberry Farm Park and McClellan Ranch Preserve in Cupertino. A gap exists between these trail segments of approximately three miles through the cities of Cupertino, Los Altos, Mountain View and Sunnyvale.

The purpose of this feasibility study was to evaluate potential routes to bridge the gap in trail segments that currently exist. The scope of the feasibility study also included an evaluation of routes to connect Stevens Creek Trail to Rancho San Antonio County Park which features an extended trail network into the Santa Cruz Mountains. Study area boundaries, as shown in Figure 1, were established from Heatherstone Way in the north, Mary Avenue to the east, Grant Road to the west, and Stevens Creek Boulevard to the south. The study area is approximately 3.25 miles north to south and 1.50 miles east to west.

A coordinated trail planning effort between the four cities was started in 2009 with the appointment of a Stevens Creek Trail Coordination Committee consisting of one elected official and one staff member from each of the four jurisdictions. This group worked to develop the scope of the current feasibility study, prepare the funding plan, and selected a consultant to prepare the feasibility study. In 2011, the four cities entered a funding agreement and created the Joint Cities Working Team (JCWT) to oversee preparation of the feasibility study. In the fall of 2012, a Citizens Working Group (CWG) was also created to assist with public outreach and act in an advisory role to the JCWT.

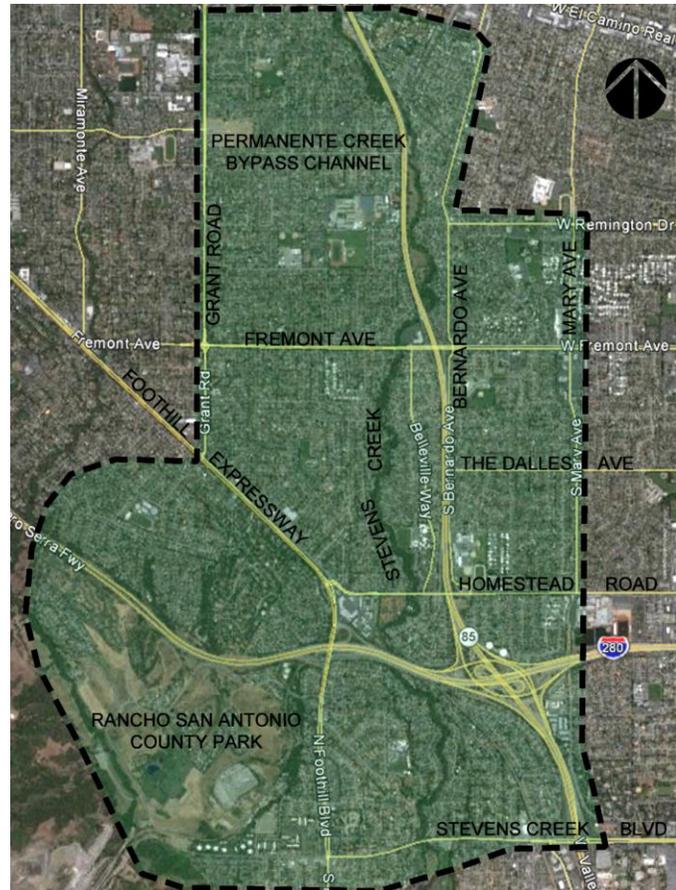


Figure 1 - Study Area

Feasibility Study Outreach Process

Between November of 2012 and May of 2014, a series of public meetings of the JCWT and CWG were held to review current conditions and discuss possible trail alignments. Five community meetings were held to gather input on potential trail alignments. A full summary of these meetings can be found in Appendix B of the Joint Cities Coordinated Stevens Creek Trail Feasibility Study (<http://www.stevenscreektrail.insunnyvale.com>). After this series of meetings a draft feasibility study report was prepared and then published for public comment in March 2015.

It is important to note that the final feasibility study report does not include recommendations for which trail alignments are considered to be the best. The feasibility study was developed to assess the technical feasibility of a wide array of possible alignments and to document the characteristics of routes that are considered feasible. Filling the gap in the Stevens Creek Trail presents many challenges including the possibility of constructing bridges or tunnels to traverse the Creek itself and to cross major roadways such as Interstate 280, State Route 85, Fremont Avenue, and Homestead Road. The feasibility study developed potential solutions to these challenges with conceptual level engineering analysis and ruled out some potential routes as infeasible. This analysis focused on physical constraints including elevation changes, existing infrastructure such as the location of bridges and sound walls, and the availability of existing public land. Although the feasibility study provides a solid basis from which the JCWT formulated a set of recommendations, these recommendations may require further planning, studies, or environmental review to determine further feasibility.

Once the draft feasibility study was published in March 2015, an additional seven public meetings of the CWG and JCWT were held before this final recommendation from the JCWT was completed on August 21, 2015. During this time, comments on the draft feasibility study report were accepted via e-mail and mailings. Ultimately, 945 written comments were received and are include as Appendix C of the Final Joint Cities Coordinated Stevens Creek Trail Feasibility Study report. All comments were provided to members of the CWG and the JCWT before recommendations were made. Three additional public outreach meetings were held by the JCWT in May and June of 2015 to obtain public input on the project. These meetings were well attended with approximately 100-200 residents attending each of the three meetings. A brief summary of the outreach meetings is included as Attachment A (High-Level Themes – SCT Public Input Meetings).

Recommendation Development

The recommendations outlined in this summary represent the majority support of the JCWT and includes alignment preferences as well as policy recommendations. During their discussions, the policymakers took into consideration the draft feasibility study, public comments, the CWG recommendations (Attachment B), and individual insight to conclude on regional recommendations for the Stevens Creek Trail. The JCWT made its recommendations as a regional body and considered the alignments through all of the cities. These recommendations were discussed during a series of four meetings on July 20th, July 24th, August 5th, and August 21st. Meeting minutes for these four meetings can be found [here](#).

(<http://sunnyvale.ca.gov/Departments/PublicWorks/StevensCreekTrailJointCitiesFeasibilityStudy/StevenCreekTrailMeetingNotes.aspx>).

Alignment Recommendations

Study Segment 1 – Dale Avenue/Heatherstone Way to Fremont Avenue

The preferred Stevens Creek Trail (SCT) route in this segment is an off-street trail through existing open space areas along Stevens Creek as shown in Figure 2.

Steps to preserve and enhance the riparian habitat along the Creek in this segment should be included as part of master planning for the trail project. Special attention should be paid to narrow areas where new bridges or structures are needed to traverse the Creek.

Connections to the trail in this study segment should include:

- A connection to West Remington Drive in Sunnyvale via a new bicycle/pedestrian bridge over Stevens Creek. This connection is prioritized by the JCWT to provide neighborhood access.
- A connection to Mountain View High School via new bicycle/pedestrian bridge over Highway 85 near Bryant Ave. in Mountain View.
- Connections to Fremont Avenue east and west of Highway 85 if feasible.

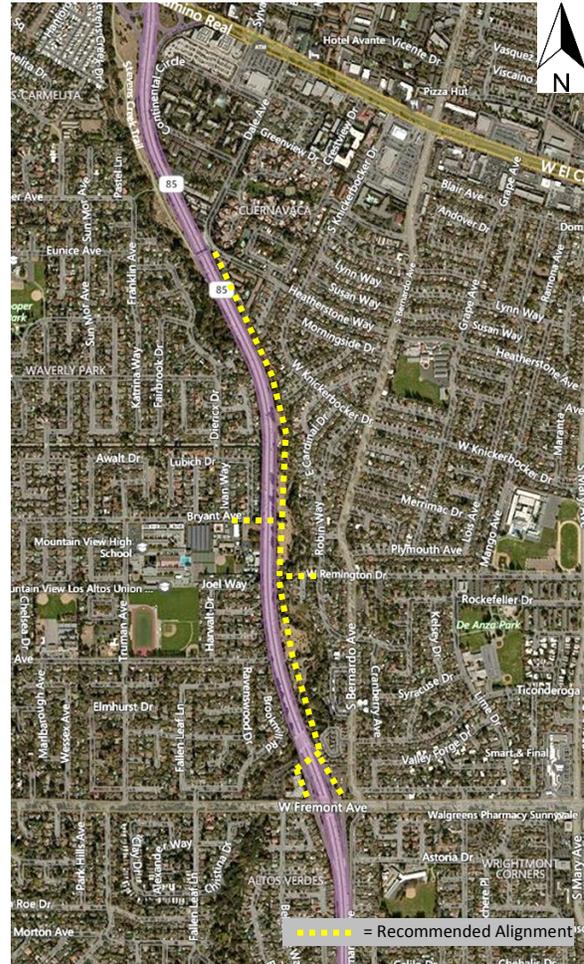


Figure 2 – Study Segment 1 Recommended off-street pedestrian/bike trail



Figure 3 – Potential Configuration on Bernardo Avenue, between Astoria Drive and The Dalles Avenues

Study Segment 2 – Fremont Avenue to Homestead Road

The preferred alignment is an off-street bike/pedestrian pathway on Bernardo Avenue including a bike/pedestrian overpass of Fremont Avenue at Bernardo. This alignment requires either the removal of on-street parking or the conversion of Bernardo to a one-way street. A detailed parking and traffic study should be conducted prior to further trail master planning work in this segment so the City of Sunnyvale can determine if this alignment is feasible. Every effort should be made to minimize impacts to nearby residents by preserving parking where feasible. In addition to the off-street improvements

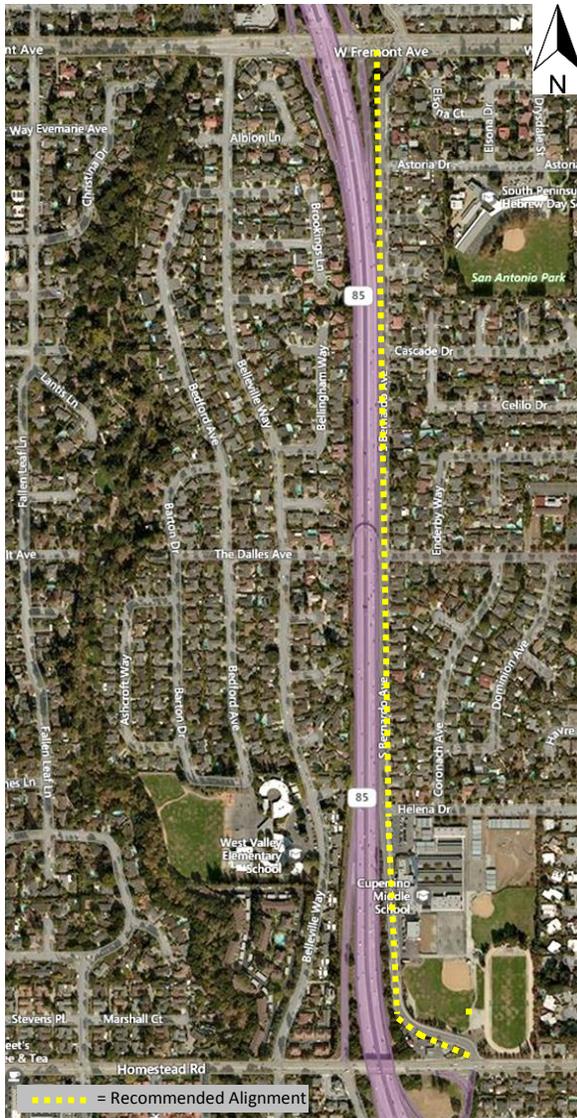


Figure 4- Study Segment 2 Recommended off-street pedestrian/bike trail

on Bernardo, modest on-street bike/pedestrian improvements should be considered on Belleville Way and Fallen Leaf Lane consistent with each city's adopted bike/pedestrian master plans. Special attention should be paid to making safety enhancements for bikes and pedestrians near Cupertino Middle School and managing traffic during school pick up and drop off times. A potential configuration of Bernardo Avenue, between Astoria Drive and The Dalles Avenue is shown in Figure 3 and Figure 4 outlines the location of the JCWT recommendation in this segment.

If an off-street bike/pedestrian pathway on Bernardo Avenue is not considered feasible by the City of Sunnyvale, no routes should be designated as the Stevens Creek Trail in this segment. In this case, other modest bike and pedestrian safety improvements should be evaluated on Bernardo Avenue as well as other routes in the area that could connect to the Stevens Creek Trail, such as Belleville Way, Fallen Leaf Lane, Bernardo Avenue, and Bedford Avenue.

The extent of these modest improvements and their implementation should be determined by each city for the streets within its jurisdiction.

Study Segment 3 – Homestead Road to Stevens Creek Boulevard

In this study segment no route for an off-street facility was found to be feasible. Although several feasible alternatives were identified in the feasibility study, the JCWT did not select one of these routes as a preferred alternative. Feasible routes identified in the study had major drawbacks which included: 1) the route required on-street bike lanes on heavily traveled and high-speed streets such as Stevens Creek Boulevard, Foothill Boulevard, or Mary Avenue which



Figure 5 – Existing Homestead Road Bike/Pedestrian Path in Los Altos

was considered incompatible with the goal of a system that was suitable for bike riders of all skill levels; or 2) the route required a new crossing of Interstate 280 in an area that could be changed by the planned reconfiguration of the I-280/SR 85 interchange.

While the JCWT did not specify for an alignment in segment 3, they recognize there is a need for a long term vision for the trail. The JCWT agreed that should circumstances change regarding the availability of land in the area, further studies should be undertaken to identify a feasible route. For example, if the Union Pacific Railroad right-of-way became available in the future, new off-street trail routes may be possible and should be explored and pursued as a “rails-to-trails” concept. In addition, if the I-280/State Route 85 Interchange were rebuilt, new routes may become available through this area. Since the rebuilding of this interchange is included in current long-range transportation plans, the JCWT recommends that cities reach out proactively to Caltrans and VTA to express that bike and pedestrian accesses through the interchange is a community priority and discourage any modifications that may limit future improvements. Furthermore, the JCWT supports improvements on Foothill Expressway/Boulevard. While this segment would not be part of the Stevens Creek Trail, bicycle and pedestrian improvements should be considered if there are Caltrans improvements to the I-280/Foothill interchange or as part of other city or county projects in the vicinity.

Within this segment improvements to Homestead Road were evaluated. The Homestead Road crossing of State Route 85 is particularly challenging for bicycles. The JCWT supported either widening the existing bridge or building a separate parallel bicycle/pedestrian bridge to provide a connection to the existing off-street bike/pedestrian pathway along the north side Homestead Road in Los Altos. This improvement would have independent utility as a safety improvement for better bike access to Cupertino Middle School and Homestead High School for students in Cupertino, Los Altos and Sunnyvale.

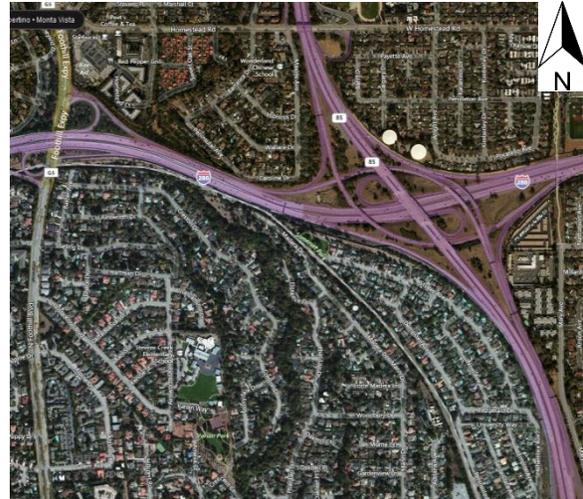


Figure 6 - Study Segment 3 Area



Figure 7 – Eastbound Homestead Road Approaching Bernardo Avenue/NB SR 85

Study Segment 4 – Trail Connections to Ranch San Antonio County Park via Stevens Creek Boulevard

The preferred route from Blackberry Farm to Rancho San Antonio County Park is using the existing Stevens Creek Boulevard on-street bike lanes and then continuing west via an off-street trail along the north side of Stevens Creek Boulevard starting near Stonebridge. This route would include a new bike/pedestrian bridge over the Union Pacific Railroad tracks and connect to the Hammond-Snyder Loop Trail in Rancho San Antonio County Park. This route is considered an important recreational amenity for the community but is not considered part of the Stevens Creek Trail.

A staging area is recommended with parking, restrooms, and signage on County Roads and UPRR land south of the new railroad crossing bridge.

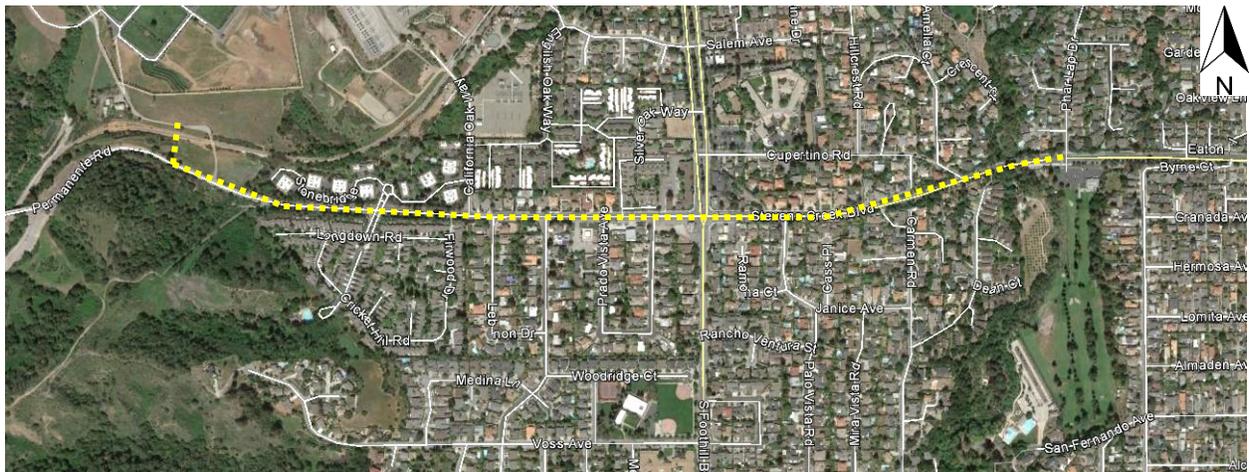


Figure 8 - Study Segment 4 Area

Other Recommendations

- Stevens Creek is important habitat for Steelhead which is a Federally-listed threatened species. Any construction near the Creek will require an extensive environmental review process by State and Federal wildlife agencies. Any future trail projects should try to improve habitat values in and around the Creek channel.
- Existing public lands near Stevens Creek should be maintained as public land to preserve habitat and future trail opportunities.
- Extension of the Stevens Creek Trail is an important regional goal that can benefit each jurisdiction. The four cities should support each other with future efforts to continue with master planning and implementation of trail segments within each jurisdiction through continued collaboration and support for funding opportunities.

List of Attachments

Attachment A: High-Level Themes – SCT Public Input Meetings

Attachment B: Citizens Working Group Recommendations to the Joint Cities Working Team on the Stevens Creek Trail Feasibility Study

ATTACHMENT A

High-Level Themes – SCT Public Input Meetings

High-Level Themes SCT Public Input Meetings

The following themes from each of the three SCT Public Input meetings were compiled by Shawn Spano, meeting facilitator, and shared with the participants at the end of each meeting.

May 21, 2015 Meeting in Sunnyvale

- Use existing infrastructure (to minimize costs and impacts)
- Connect trail using Mary Ave and existing overpass bridge
- Utilize multiple paths through city streets and neighborhoods (don't have one designated trail/path/route)
- Use alignments that ensure safety for residents and trail users (away from the middle school, have access for emergency vehicles, safe for bicyclist, etc.)
- Use alignments that minimize vehicle spill over onto neighborhood streets
- Use alignments that minimize costs (no new overpass bridge)
- Use alignments that don't result in lose of neighborhood parking spaces
- Use alignments that minimize disruptions to neighborhoods (creating one-way streets, removal of existing trees, etc.)
- No alignment or connection preferences – do not pursue the trail project extension

June 1, 2015 Meeting in Cupertino

- Keep trail as close to the creek alignment and open spaces as much as possible, if possible, while minimizing environmental impacts
- Corollary is to keep trail/path/route off city and residential streets as much as possible
- Use alignments that ensure safety for residents and trail users (cars pulling out of driveways on residential streets)
- Use alignments that minimize impacts to the neighborhoods (lose of parking, traffic, congestion, etc.)
- Use and upgrade existing infrastructure (use existing overpass bridge, build protected bike lanes)
- Use alignments that minimize costs (no new overpass bridge)
- Preference is to complete the trail project extension, and the benefits that will result from this (health, recreations, and commuting), as long as negative impacts (safety, cost, etc.) can be maintained

June 8, 2015 Meeting in Mountain View

- Keep trail/path/route off city and residential streets as much as possible, including busy streets like Stevens Creek Ave. The main reason given was safety for residents and trail users (cars pulling out of driveways on residential streets)

- Keep trail as close to the creek alignment and open spaces as much as possible, if possible
- Do not have a single designated route/path through residential areas. Have numerous routes available and let bicyclist and pedestrians choose what they want to use (will lessen the impact to a single neighborhood)
- Use and upgrade existing infrastructure (use existing overpass bridge, build protected bike lanes)
- Trail preference mentioned most often was creek corridor/Bernardo Ave. Second most was Heatherstone to Mary Ave and existing overpass bridge
- Preference is to complete the trail project extension, as long as negative impacts (safety.) can be maintained

ATTACHMENT B

**Citizens Working Group Recommendations to the Joint Cities Working Team
on the Stevens Creek Trail Feasibility Study**

Citizens Working Group Recommendations to the Joint Cities Working Team on the Stevens Creek Trail Feasibility Study

The Citizens Working Group, comprised of three citizens from each city, was selected by the Joint Cities Working Team (JCWT) to assist agency staff, the consultant team and policy representatives to prepare a feasibility study for connecting the completed segments of the Stevens Creek Trail in Mountain View and Cupertino. The Citizens Working Group reviewed technical feasibility findings including ownership and land availability information, habitat and wildlife data, geologic and hydrological materials, assessments of on-street conditions, institutional opportunities and constraints, and cost estimates over the course of two years. The Citizens Working Group members were provided a summary of themes from community input meetings held in May and June 2015 and were provided copies of all written comments submitted by the public on the draft feasibility study report. Their volunteer efforts have culminated in these recommendations discussed at a meeting of the group on June 17, 2015. These recommendations set a long-range vision for the development of the trail. A map is also attached that shows the preferred trail alignment and key connecting routes.

Citizens Working Group Recommendations

1. Alignment Themes

- Extend the Stevens Creek Trail as a pedestrian/bike path as far south as possible to keep the trail separated from automobile traffic to the greatest extent possible in order to create a family-friendly and recreational route that enhances the bicycle and pedestrian networks of the four cities.
- Enhance the habitat along the creek corridor with the development of the trail.
- For existing bike routes that are in the area but not part of the recommended alignment modest safety improvements (such as adding sharrows, other street markings, and/or additional signage) should be considered.

2. Recommendation Details by Segment

a. Dale/Heatherstone Pedestrian Overcrossing to Fremont Avenue

- The preferred alignment and top priority is to extend the Stevens Creek Trail through the 22 acres of open space along State Route 85 from Dale/Heatherstone to Fremont Avenue. The trail should incorporate habitat enhancements and the 22 acres along the creek corridor should be managed as passive open space.
- Develop the project in phases, as needed, to construct as soon as possible. Suggested phases include Dale/Heatherstone to Remington and Remington to Fremont Avenue.
- Include a neighborhood access point at Remington Avenue.
- Continue to explore the potential for an overcrossing over Highway 85 to provide a connection to Mountain View High School, which would provide

Citizens Working Group Recommendations to the Joint Cities Working Team on the Stevens Creek Trail Feasibility Study

- an east-west connection between Mountain View and Sunnyvale via Remington Drive. This is the lowest priority feature in this segment.
- The preferred crossing of Fremont Avenue is a pedestrian/bike overcrossing to Bernardo Avenue to continue the separated pedestrian/bike path.
 - A second connection to Fremont Avenue is also recommended via a trail underpass beneath State Route 85 connecting to Fremont Avenue west of the Highway 85 interchange adjacent to the southbound off-ramp. A preferred alternative to make this connection is to pursue a trail easement along the creek through the parking lot located at 1195 W. Fremont Avenue (current Stanford medical office).
 - When the Fremont Avenue bridge over Stevens Creek is replaced in the future, consider a trail underpass to facilitate pedestrian and bicycle crossings of Fremont Avenue and provide an access point to the trail.

b. Fremont Avenue to Homestead Road

- If a pedestrian overcrossing at Fremont Avenue is considered feasible, the preferred alignment to extend the Stevens Creek Trail is a separated off-street pedestrian/bike path along the soundwall on Bernardo Avenue. This pedestrian/bike path would continue the experience of the trail by providing a route free from automobile traffic.
- The feasibility study indicates that a road reconfiguration of Bernardo is necessary to support the off-street pedestrian/bike path. Conduct traffic and parking studies to determine the feasibility of either one-way traffic or two-way traffic with loss of parking.
- If a separated pedestrian/bike path were not feasible on Bernardo, the second choice would be to modestly enhance Bernardo, Belleville and Fallen Leaf streets with bicycle safety improvements and wayfinding signage to the trail. None of these on-street routes would be designated as the Stevens Creek Trail. Even if the off-street route on Bernardo is considered feasible, evaluate bicycle safety improvements that could be made with modest improvements to Belleville and Fallen Leaf.
- Connect the pedestrian/bike path on Bernardo to the pedestrian/bike path on the north side of Homestead Road in Los Altos. The Homestead Road path currently extends from Stevens Creek west to El Sereno Avenue near the Grant Road/Foothill Expressway intersection. Continue to explore either a) widening the existing Homestead Road Bridge over State Route 85 or b) placing a new pedestrian/bike bridge parallel and just to the north of the Homestead Road bridge and making path improvements in Sunnyvale west from State Route 85 interchange to Stevens Creek to provide for a continuous off-street path. Extension of the Homestead Road path could proceed as a

Citizens Working Group Recommendations to the Joint Cities Working Team on the Stevens Creek Trail Feasibility Study

stand-alone project intended to improve walking and bicycling access to Cupertino Middle School and Homestead High School.

- Bicycle safety improvements to existing on-street bike lanes on Mary Avenue and Fremont Avenue.

c. Homestead Road to Stevens Creek Boulevard

- A new grade-separated crossing of Interstate 280 is recommended to provide access to the Stevens Creek Trail on a direct route along low-volume, low-speed streets. The potential grade-separated crossing alternatives in order of preference include:
 - i. The preferred crossing is a trail underpass beneath Interstate 280 using one of the existing tunnels that convey the Stevens Creek flows to San Francisco Bay. This option is potentially technically feasible but was previously not supported by Caltrans. The use of one of the tunnels should continue to be pursued as a long-term solution to extending the trail south. The tunnel route would connect Barranca Drive to Madera Drive. The trail would use Madera Drive to Phar Lap Drive to access Stevens Creek Blvd., where it would connect to the existing trail in Cupertino.
 - ii. An alternate choice is a pedestrian overcrossing that spans both Interstate 280 and the UPRR tracks connecting Peninsular Avenue to Madera Drive.
 - iii. Another option to consider if the previous two alternatives for crossing I-280 were considered infeasible is a pedestrian overcrossing that spans only Interstate 280 connecting Caroline Drive to Somerset Square Park located off Stokes Avenue.
- Safety improvements to Mary Avenue from the Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Boulevard and the Stevens Creek Boulevard crossing of State Route 85. These improvements are important, but should not be considered part of the Stevens Creek Trail. The State Route 85/Stevens Creek Blvd. interchange is not appropriate for the wide range of cycling abilities that currently use the Stevens Creek Trail in Mountain View and Cupertino.
- Pedestrian and bicycle improvements along Foothill Expressway/Foothill Blvd. between Vineyard Drive and Cristo Rey Drive. These improvements are important, but should not be considered part of the Stevens Creek Trail. The expressway environment is not appropriate for the wide range of cycling abilities that currently use the Stevens Creek Trail in Mountain View and Cupertino.

Citizens Working Group Recommendations to the Joint Cities Working Team on the Stevens Creek Trail Feasibility Study

d. Trail Connection to Rancho San Antonio County Park and Open Space Preserve

- A pedestrian/bike path that extends along the north side of Stevens Creek Boulevard west from Stonebridge to undeveloped open space land behind the Gate of Heaven Cemetery is recommended to provide access to Rancho San Antonio County Park. This alignment would include a pedestrian/bike bridge over the UPRR tracks to provide a connection to the Hammond-Snyder Loop Trail in Rancho San Antonio County Park. This route is viewed as an important recreational amenity for the community and could be developed as a stand-alone project.
- A trail staging area with parking, restrooms and signage is recommended. The additional parking area would provide a more convenient access into Rancho San Antonio County Park and would also help reduce parking demand at the busy Rancho San Antonio parking lots.

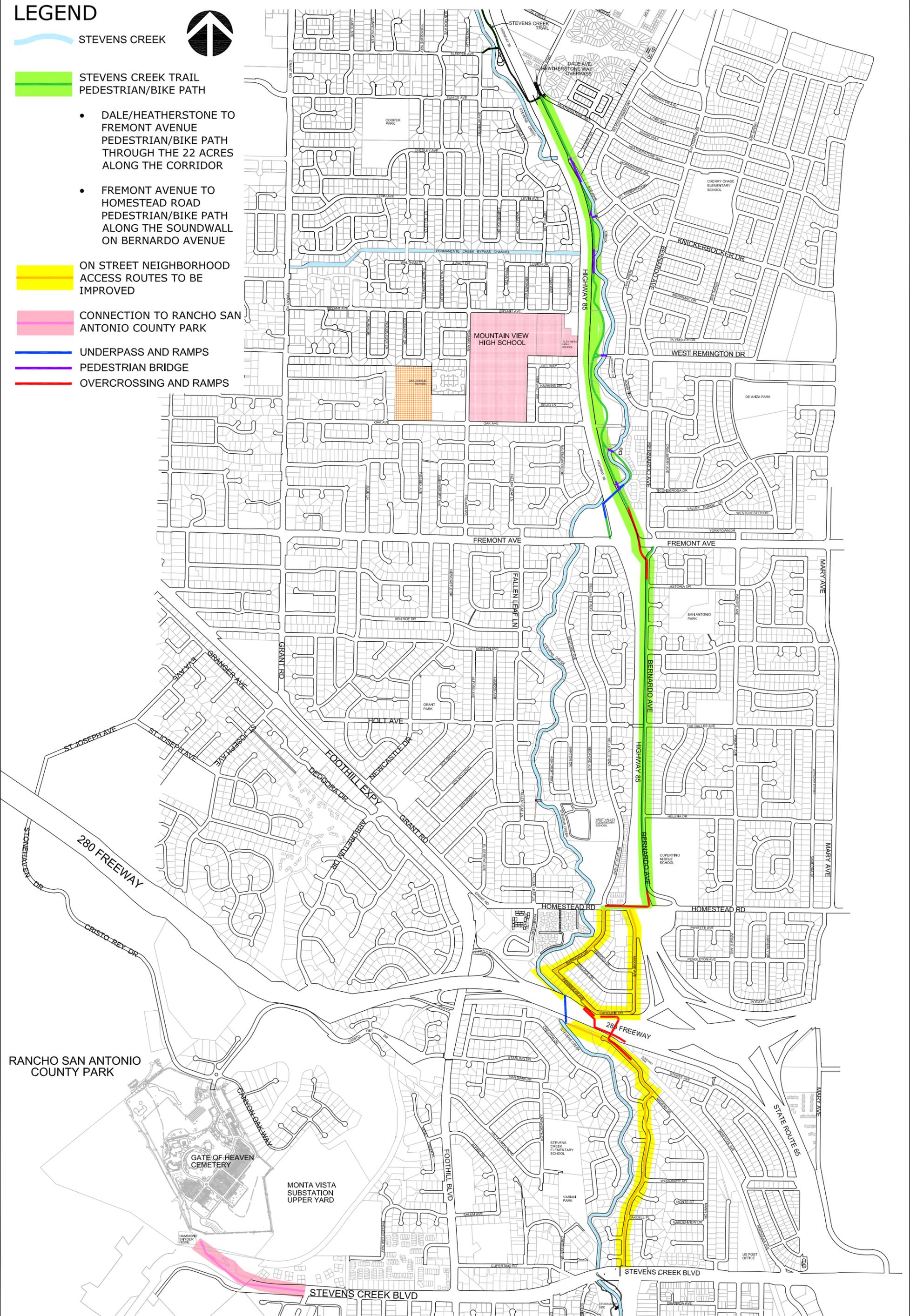
3. Additional Recommendations

- Encourage the Joint Cities Working Team to continue to collaborate throughout the trail planning and development process.
- Continue to seek long-term opportunities to make the creek corridor publically accessible.
- Retain all publicly owned land along the creek corridor.
- Connect the Stevens Creek Trail to a trail using the UPRR corridor when and if this land becomes available.

The feasibility study is the first step in a trail planning process. The feasible alignments identified in the Stevens Creek Trail Feasibility Study report provide a range of choices for decision makers to consider for extending and improving connections to the trail. The next step is an evaluation of the study findings, the public input and the Citizens Working Group recommendations by the Four Cities Working Team. This will be followed by presentations to the four respective city councils. The next step would involve the development of a trail master plan for the alignments selected by the four city councils. A trail master plan would be evaluated under the California Environmental Quality Act (CEQA). All future trail planning and environmental review will provide opportunities for public involvement.

LEGEND

-  STEVENS CREEK
- 
-  STEVENS CREEK TRAIL PEDESTRIAN/BIKE PATH
- DALE/HEATHERSTONE TO FREMONT AVENUE PEDESTRIAN/BIKE PATH THROUGH THE 22 ACRES ALONG THE CORRIDOR
- FREMONT AVENUE TO HOMESTEAD ROAD PEDESTRIAN/BIKE PATH ALONG THE SOUNDWALL ON BERNARDO AVENUE
-  ON STREET NEIGHBORHOOD ACCESS ROUTES TO BE IMPROVED
-  CONNECTION TO RANCHO SAN ANTONIO COUNTY PARK
-  UNDERPASS AND RAMPS
-  PEDESTRIAN BRIDGE
-  OVERCROSSING AND RAMPS



STEVENS CREEK TRAIL FEASIBILITY STUDY CITIZENS WORKING GROUP PREFERRED ALIGNMENT



City of Sunnyvale

Agenda Item

15-1048

Agenda Date: 11/19/2015

Ranking of Study Issues

Board/Commission Process for Ranking Study Issues

The Study Issues process is designed to assist City Council with setting policy study priorities for the coming calendar year. Board and commission members have two roles in this process:

- To advise Council regarding the identification of policy issues to study (i.e., the generation of study issue ideas for Council's consideration); and
- To advise Council on those issues Council has decided to study.

All procedures must comply with Council Policies [7.2.19 Boards and Commissions](#), [7.3.26 Study Issues Process](#), and Administrative Policy [Chapter 1, Article 15 Boards and Commissions](#). All board and commission members shall adhere to those operational practices and procedures as contained in the *Board and Commission Handbook* prepared by the Office of the City Clerk.

To ensure consistency in approach and practice, all boards/commissions shall use the same ranking process as Council for all proposed Study Issues (described below and captured in Council Policy [7.3.26 Study Issues Process](#)).

Ranking Process

Step 1: Review issues

Staff provides a brief summary of each proposed Study Issue. Any Study Issue ranked by a Board/Commission, must be signed/approved by the City Manager prior to ranking. Boards and commissions shall review and take action on only those issues under their purview, as determined by the City Manager. Items not under the specific purview of a board or commission may be presented to them for "information only".

Step 2: Questions of Staff.

Staff will address questions Commissioners may have regarding each study issue.

Step 3: Public Hearing.

Chairperson opens Public Hearing for public input on any of the issues under consideration. (Note: the Commission may not take action on, or rank any new issue raised by the public for which there is not already a study issue paper developed. Those seeking to raise new issues at this point in the process should be informed that their options are to seek Council sponsorship of their issue or submit it to the Board/Commission for the following year's process.) Chairperson will close the Public Hearing.

Step 4: Determine which issues, if any, will be dropped.

Commissioners may make motions to drop issues from consideration. After the motion is seconded, discussion on each item may ensue. If the motion passes by a simple majority of those present, the Board/Commission will drop the issue. Such action suggests that there is no need to study the issue.

If the Board/Commission votes to drop an issue that was initiated by the Commission that same year, the issue will not be forwarded to City Council for the Council's consideration. If, however, the Commission votes to drop an issue that was not initiated by the Commission - meaning that it was initiated by staff, Council or another Commission - or that had been deferred or fell below the line in the previous year, the issue would be forwarded to Council with a notation that the Commission recommended it be dropped from consideration.

Step 5: Determine which issues, if any, will be deferred.

Commissioners may make motions to defer issues from consideration to a later year. After the motion is seconded, discussion on each item may ensue. If the motion passes by a simple majority of those present, the Commission will not rank the issue. Such action suggests only that the issue is not currently a priority and/or it is not the appropriate time to study the issue.

If the Commission votes to defer an issue that was initiated by the Commission that year, the issue will not be forwarded to City Council for the Council's consideration. . If the Commission votes to defer an issue

that was not initiated by the Commission - meaning that it was initiated by staff, Council or another Commission - or that had been deferred or fell below the line in the previous year, the issue would be forwarded to Council with a notation that the Commission recommended it be deferred from consideration.

Step 6: Commission discussion on issues to be ranked.

Commissioners have the opportunity to speak to the remaining issues to be ranked and to discuss merits and priorities before ranking the remaining issues. No motion is required.

Step 7: Commissioners rank issues individually.

Depending on the number of issues left to rank, the Board/Commission shall utilize one of the following ranking methods:

Simple Majority/Borda Count (for ranking ten or fewer issues) – Commissioners individually and simultaneously rank each of the remaining issues. Rankings are from 1 to the total number of issues, with “1” representing the issue with the highest priority for study. Each number can be used only once (no ties) and each issue must receive a ranking.

Choice Ranking (for ranking eleven or more issues) – the number of items to be ranked is divided by three and each Commissioner is given that many votes. Each Commissioner allocates his or her votes, one each, to different issues. Some issues will receive votes, others may not, depending on the total number of issues and the number targeted for selection. A tally is made for each issue selected. Two-way ties between issues are resolved by quick votes of the group. Multiple ties are resolved in the same manner as before: dividing by three (if four items are tied, for example, each member gets one vote to assign to one of those issues). The issues that receive the most votes are thereby prioritized. If necessary and desired, the process is repeated for the remaining issues (the ones that didn't get votes the first time).

Regardless of ranking method, all individual Commissioner ranking votes and final Board/Commission rank recommendations will become a part of the official record and shall be made available to the public.

Step 8: Combined ranking determined.

A combined Commission ranking is determined when staff totals the individual ranking from all Commissioners for each issue.

Simple Majority/Borda Count: The issue with the lowest total becomes the Commission's Priority 1 issue; the next lowest total is Priority 2, etc.

Choice Ranking: The issues that receive the most votes becomes the Commission's Priority 1 issue; the next lowest total is Priority 2, etc.

Step 9: Tie Breaks

Two-way ties should be resolved by quick hand votes of the Board/Commission.

Three-way (or more) ties should be resolved using a tie break ranking sheet (image at right). The sheet lists all tied issues and the Board/Commission ranks in order, first to last choice. The issues receiving the most votes get the higher priority. This step is repeated if there are multiple ties.

TIE BREAK RANKING SHEET
Board/Commission Member: _____

FIRST TIE BREAK

Please **print the study issue number of all that are tied**, ranked in order of first to last choice.

First Choice:	
Second Choice:	
Third Choice:	
Fourth Choice:	
Fifth Choice:	
Sixth Choice:	
Seventh Choice:	

Step 10: Acceptance of rankings.

A motion is then made to accept, reject or modify the overall Commission rankings for issues. After the motion is seconded, discussion may ensue. Simple majority is required for passage.

After the Commission Ranking:

B/C liaisons are responsible for inputting the commission's rankings in the B/C Ranking Spreadsheet provided by OCM. The completed sheet is due to OCM in early December.

Council will hold a Public Hearing on Study Issues in early January. The Chair or his/her appointee is encouraged to speak before Council and share the Board/Commission's recommended rankings.

Issues Sponsored AFTER Commission Ranking:

If a study issue is sponsored after the Commission has held its ranking meeting, the issue will identify the paper as "too late to rank" for the B/C. In this instance, Commissioners are able to attend the January Public Hearing, identify themselves as Commissioners, and testify on how they would have voted (as an individual) had this item gone before the Commission (I would have voted to [drop, defer, rank] this item).

Key Dates: Key dates for each year are available on Sunspot at <http://ocm/pams/default.aspx>

Note: There is no proxy ranking: Commissioners must be present to rank study issues.

TIE BREAK RANKING SHEET

Board/Commission Member: _____

FIRST TIE BREAK

Please **print the study issue number of all that are tied**, ranked in order of first to last choice.

First Choice:	
Second Choice:	
Third Choice:	
Fourth Choice:	
Fifth Choice:	
Sixth Choice:	
Seventh Choice:	

SECOND TIE BREAK

Please **print the study issue number of all that are tied**, ranked in order of first to last choice.

First Choice:	
Second Choice:	
Third Choice:	
Fourth Choice:	
Fifth Choice:	
Sixth Choice:	
Seventh Choice:	



City of Sunnyvale

Agenda Item

15-0687

Agenda Date: 1/29/2016

2016 COUNCIL STUDY ISSUE

NUMBER

DPW 13-10C

TITLE Pilot Bicycle Boulevard Project on East-West and North-South Routes

BACKGROUND

Lead Department: Public Works
Support Department(s): N/A

Sponsor(s):

Board/Commission: Bicycle and Pedestrian Advisory Commission

History:

1 year ago: Deferred
2 years ago: Above the Line

Explanation:

Although ranked and scheduled for study in 2013, City funds were not allocated to conduct the study and instead Council directed staff in 2013 and again in 2014 to seek grant funding to pay for the study. Staff was unable to identify available grant opportunities that aligned with the study objectives. After two years of seeking grant funds, Council directed staff (via RTC 15-0012, March 17, 2015) to defer the study issue and present it again for Council consideration at the January 2016 Workshop.

SCOPE OF THE STUDY

What are the key elements of the study?

This study would develop a plan for construction of north-south and east-west bicycle boulevards in two Sunnyvale corridors as a pilot project for evaluation of the impact of bicycle boulevard treatments. Roadway operations, maintenance, emergency vehicle access, community acceptance, and effectiveness for encouraging bicycling and improving bicycle safety could be potential evaluation measures. The outcome of the study would be consideration by the City Council of a pilot project to construct and evaluate bicycle boulevards.

What precipitated this study?

BPAC would like to add additional treatments for bicycle facilities which will help increase bicycle infrastructure and ridership.

Planned Completion Year: 2018

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost): Major

Amount of funding above current budget required: \$100,000

Funding Source: Will seek budget supplement.

Explanation of Cost:

Work with BPAC to identify study corridors and design concepts, conduct neighborhood public outreach. Consultant services are required to design the bike boulevard concepts and conduct community outreach efforts. Staff will be required to work with the consultant on developing and reviewing concepts and conducting community outreach

Cost to Implement Study Results

Some cost to implement.

Explanation of Cost: This study could result in the approval of new capital projects. Depending upon the length of the bicycle boulevard corridors and the number of features incorporated into the project concepts, costs of a capital project could reach hundreds of thousands of dollars.

EXPECTED PARTICIPATION IN THE PROCESS

Council-approved work plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Position: Drop

Explanation: Staff is currently pursuing Grant Opportunities to consolidate the following comprehensive safety plans/studies; 1) Bicycle Plan, 2) Pedestrian Safety and Opportunities Study, 3) Safe Routes to School Study. In addition staff is expecting to complete a comprehensive review of the bicycle masterplan in the next two years. Lastly staff is currently working on a number of significant road-diets and bicycle projects on Mary, Duane, Maude, Wolfe, Fair Oaks and the East-West Channels. Completing these projects and actions will provide more opportunity and guidance regarding the possible implementation of Bicycle Boulevards in the City.

Prepared By: Manuel Pineda, Director, Public Works

Reviewed By: Kent Steffens, Assistant City Manager

Approved By: Deanna J. Santana, City Manager



City of Sunnyvale

Agenda Item

15-0686

Agenda Date: 1/29/2016

2016 COUNCIL STUDY ISSUE

NUMBER

DPW 14-13

TITLE Scoping of Grade Separations for Caltrain Crossings at Mary Avenue and Sunnyvale Avenue

BACKGROUND

Lead Department: Public Works
Support Department(s): N/A

Sponsor(s):

Councilmembers: Whittum, Meyering

History:

1 year ago: Deferred

2 years ago: Deferred

SCOPE OF THE STUDY

What are the key elements of the study?

This study would evaluate grade separations of the current at-grade crossings of Caltrain at Mary Avenue and Sunnyvale Avenue. The study would identify alternatives, costs, and limitations; over vs. under separation; right-of-way requirements; roadway operations, and potential environmental issues. Alternative concepts such as commute-hour reversible lanes could be considered. Commute hour capacity improvement due to grade separation would be evaluated to determine if roadway reconfiguration/lane reduction could be considered as an economizing measure.

What precipitated this study?

There is a perception that significant congestion and queuing results from commute hour crossing gate downtime. This may be exacerbated in the future with increased train frequency. Grade separations have the potential to reduce delay and increase safety for all travel modes at rail crossings.

Planned Completion Year: 2018

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost): Major

Amount of funding above current budget required: \$500,000

Funding Source: Will seek budget supplement.

Explanation of Cost:

Consultant services for coordination with Caltrain, conceptual design, cost estimating, environmental evaluation, and public outreach. As with all projects staff will be responsible for managing the consultant contract, reviewing and approving the conceptual designs and estimates, review the environmental documents, and participate in the public outreach process. In addition, staff will need to communicate with Caltrain and execute agreements as needed.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs.

EXPECTED PARTICIPATION IN THE PROCESS

Council-approved work plan: Yes

Council Study Session: Yes

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission, Planning Commission

STAFF RECOMMENDATION

Position: Support

Explanation: Staff had previously expected that many of the issues proposed to be studied would be further evaluated by Caltrain as part of the modernization project or would be further evaluated by the California High Speed Rail Authority. Although some analysis has already occurred regarding the impacts of gate downtime, grade separation configurations, and right of way impacts, additional work is still required to better understand feasibility and costs. Staff has met with both High Speed Rail and Caltrain staff and determined that, at this time, the City must proceed with a separate study to further understand the issues and costs related to grade separations. Caltrain has expressed interest in working with the City to further develop these plans. The timing is appropriate as there is a possibility that if the proposed 2016 transportation tax measure passes, funding for Caltrain grade separations might be available.

Prepared By: Manuel Pineda, Director, Public Works

Reviewed By: Kent Steffens, Assistant City Manager

Approved By: Deanna J. Santana, City Manager



City of Sunnyvale

Agenda Item

15-0779

Agenda Date: 1/29/2016

2016 COUNCIL STUDY ISSUE

NUMBER

DPW 16-01

TITLE Develop a Vision Zero Plan-Total Elimination of Traffic Fatalities

BACKGROUND

Lead Department: Public Works

Support Department(s): Public Safety

Sponsor(s):

Board/Commission: Bicycle and Pedestrian Advisory Commission

History:

1 year ago: N/A

2 years ago: N/A

SCOPE OF THE STUDY

What are the key elements of the study?

This study would evaluate what steps the City would need to take and resources to develop a Vision Zero Plan. This plan strives for the total elimination of traffic fatalities for all transportation modes. A similar plan was adopted by the City of San Jose. The study will encompass five Es - Education, Enforcement, Engineering element, Encouragement, and Evaluation. The study would have specific action items and conceptual costs to develop and implement a plan for the City of Sunnyvale.

What precipitated this study?

BPAC is concerned with the recent number of fatalities within the City of Sunnyvale. They feel that if this sort of plan is implemented in Sunnyvale, the number of fatalities would be reduced.

Planned Completion Year: 2017

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost): Major

Amount of funding above current budget required: \$150,000

Funding Source: Will seek budget supplement.

Explanation of Cost:

The cost associated with this will be for consultant services. The Consultant will need to

gather and evaluate traffic data including pedestrian and bike data. Collision data throughout the City will also be assembled and analyzed to identify problem areas and possible short and long-term mitigation measures. To develop a comprehensive plan, input from stakeholders like Department of Public Safety and Sunnyvale Schools will be sought. The final plan will include specific action items and conceptual costs.

Staff will need to work closely with the consultant in the gathering of the data, review of recommendations, public outreach process, review of estimates, and finalizing action items and priorities.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs.

EXPECTED PARTICIPATION IN THE PROCESS

Council-approved work plan: Yes

Council Study Session: Yes

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Position: Drop

Explanation: The City has adopted the following comprehensive safety plans/studies; 1) Bicycle Plan, 2) Pedestrian Safety and Opportunities Study, 3) Safe Routes to School Study. Currently, staff is working on updating all three documents and combining them into one comprehensive safety document to avoid duplication and facilitate implementation. Staff also follows complete street principles for the design of new and existing roadway facilities. These studies and design principles target improving safety for all users and reducing collisions within the City.

In addition, the Department of Public Safety has ongoing safety enhancement and awareness programs like bike rodeos, roadway safety awareness targeting schools, juvenile traffic diversion programs, and utilizes approved resources for the enforcement of traffic laws.

Limited staff resources and funding are better utilized by updating and implementing the existing safety plans.

Prepared By: Shahid Abbas, Transportation and Traffic Manager

Reviewed By: Manuel Pineda, Director, Public Works

Reviewed By: Frank Grgurina, Director, Public Safety

Reviewed by: Kent Steffens, Assistant City Manager

Approved By: Deanna J. Santana, City Manager



City of Sunnyvale

Agenda Item

15-0780

Agenda Date: 1/29/2016

2016 COUNCIL STUDY ISSUE

NUMBER

DPW 16-02

TITLE Determine what is required to Bring City Owned Off-Street Paths in Compliance with Current ADA Accessible & Bicycle Transportation Design Standards

BACKGROUND

Lead Department: Public Works

Sponsor(s):

Board/Commission: Bicycle and Pedestrian Advisory Commission

History:

1 year ago: N/A

2 years ago: N/A

SCOPE OF THE STUDY

What are the key elements of the study?

The purpose of this study would be to survey and investigate whether City owned off-street paths are in compliance with the current ADA accessible and bicycle transportation design standards set forth in the California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans Highway Design Manual (HDM). The study would result in specific action items and conceptual costs to bring them into compliance.

What precipitated this study?

BPAC is concerned that many of the City owned off-street paths are not very user friendly because they may not be in compliance with recent traffic industry standards. The paths not being up to standard may also pose safety issues for bicyclists and pedestrians using these facilities.

Planned Completion Year: 2017

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost): Major

Amount of funding above current budget required: \$100,000

Funding Source: Will seek grant funding.

Explanation of Cost:

The cost associated with this study would be for consultant services to survey all existing off street path facilities to make sure that they are in compliance with existing ADA design guidelines. Consultant will identify and prioritize the deficiencies, and develop cost estimates to bring them in compliance with the current ADA design standards. Significant staff time would be required as part of the review of the surveys, deficiencies, estimates, and outreach.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs.

EXPECTED PARTICIPATION IN THE PROCESS

Council-approved work plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Position: Drop

Explanation: The City is currently developing a new ADA Transition Plan, which is expected to be completed by 2017. Off-street paths will be studied and included in this new ADA Transition Plan. The City will also be updating its existing Bicycle Plan in 2017, and existing off-street paths designated in the Bicycle Plan will also be studied in the updated Bicycle Plan.

Prepared By: Shahid Abbas, Transportation and Traffic Manager

Reviewed By: Manuel, Director, Public Works

Reviewed by: Kent Steffens, Assistant City Manager

Approved By: Deanna J. Santana, City Manager



City of Sunnyvale

Agenda Item

15-0781

Agenda Date: 1/29/2016

2016 COUNCIL STUDY ISSUE

NUMBER

DPW 16-03

TITLE Develop a Centralized Database for Bicycle and Pedestrian Projects

BACKGROUND

Lead Department: Public Works
Support Department(s): N/A

Sponsor(s):

Board/Commission: Bicycle and Pedestrian Advisory Commission

History:

1 year ago: N/A
2 years ago: N/A

SCOPE OF THE STUDY

What are the key elements of the study?

The study would analyze the cost to create a centralized web accessible mobile database where the status of all bicycle and pedestrian projects can be reviewed and accessed by the public. This would help provide better bike and pedestrian project related information to BPAC and general public as well.

What precipitated this study?

BPAC would like more up to date information on all pedestrian and bicycle related projects within the City. This will help keep BPAC informed in greater details on all such projects, and the same information can also be made available to the community.

Planned Completion Year: 2016

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost): Major

Amount of funding above current budget required: \$0

Funding Source: N/A

Explanation of Cost:

Staff is in the process of developing a project database that will include bicycle and pedestrian projects.

Cost to Implement Study Results

N/A

EXPECTED PARTICIPATION IN THE PROCESS

Council-approved work plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Position: Drop

Explanation: The City is already deploying a similar centralized electronic project management data base (E-Builder), which will be capable of generating the types of reports requested by BPAC. The generated reports can be posted on the City web site for all to view. The new system will be up and running by June 2016.

Prepared By: Shahid Abbas, Transportation and Traffic Manger

Reviewed By: Manuel Pineda, Director, Public Works

Reviewed By: Kent Steffens, Assistant City Manager

Approved By: Deanna J. Santana, City Manager



City of Sunnyvale

Agenda Item

15-0782

Agenda Date: 1/29/2016

2016 COUNCIL STUDY ISSUE

NUMBER

DPW 16-04

TITLE Development of Parking Survey Procedures for Provision of Bicycle Space

BACKGROUND

Lead Department: Public Works
Support Department(s): N/A

Sponsor(s):

Board/Commission: Bicycle and Pedestrian Advisory Commission

History:

1 year ago: N/A
2 years ago: N/A

SCOPE OF THE STUDY

What are the key elements of the study?

The purpose of this study is to evaluate the parking need of the community, and develop procedures for a parking survey which accounts for off-street parking capacity including at driveways, garages and parking lots. This effort is intended to analyze whether parking needs can be met through off-street parking, so bicycle lanes can be installed.

What precipitated this study?

The existing parking studies do not adequately access the parking accommodation. The BPAC would like to find opportunities to install on-street biking facilities. They view parking removal as a good opportunity to install biking facilities, especially for locations that have sufficient off-street parking to meet parking demand. Thus, they would like procedures developed so that parking studies should take into account the capacity of off-street parking facilities.

Planned Completion Year: 2017

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost): Major

Amount of funding above current budget required: \$25,000

Funding Source: Will seek budget supplement.

Explanation of Cost:

The cost associated with this study would be for consultant services. The staff will work with consultant to develop standard operating procedures for parking studies, which will take into account both on-street and off-street parking capacity for residential, commercial, industrial and downtown areas.

Cost to Implement Study Results

No cost to implement.

EXPECTED PARTICIPATION IN THE PROCESS

Council-approved work plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Position: Drop

Explanation: The City has approved a Bicycle Plan that identifies specific bicycle infrastructure improvements on City roadways. If there are specific gaps that require parking removal, those projects should be looked at on a case-by-case basis. Roadway modifications, such as parking removal require detailed analysis that includes review of the affected land uses, proposed roadway stripping, and significant community outreach. These efforts are better managed when specific projects are identified on a project-by-project basis.

Furthermore, procedures for studying parking needs are well documented in the Manual of Transportation Engineering Studies published by Institute of Transportation Engineers. These new procedures will most likely be a duplication of existing industry standard procedures. On projects where parking removal is required, staff currently takes into consideration both on-street and off-street parking capacity while formulating options and alternatives.

Prepared By: Shahid Abbas, Transportation and Traffic Manager

Reviewed By: Manuel Pineda, Director, Public Works

Reviewed by: Kent Steffens, Assistant City Manager

Approved By: Deanna J. Santana, City Manager



City of Sunnyvale

Agenda Item

15-0913

Agenda Date: 1/29/2016

2016 COUNCIL STUDY ISSUE

NUMBER

DPW 16-06

TITLE Utilizing the East Channel to Improve North/South Pedestrian and Bicycle Access

BACKGROUND

Lead Department: Public Works

Support Department: Community Development

Sponsor(s):

Board/Commission: Planning Commission

History:

1 year ago: N/A

2 years ago: N/A

SCOPE OF THE STUDY

What are the key elements of the study?

This study would look at utilizing the East Channel and other waterways to improve north and south pedestrian and bicycle access, creating something akin to the San Tomas Aquino or Stevens Creek Trails. The East Channel's location in the heart of the City would provide good access, especially in and around Moffett Park.

The study would look at options for design and implementation of a path along East Channel from South of US 101 to Homestead Road, West Channel for Mathilda Avenue to Maude Avenue, and Calabazas Creek from Moffett Park Drive to Central Expressway. The City would work with the Santa Clara County Water District regarding use of the channel for recreational purposes.

What precipitated this study?

Additional development in the City has created a need for more recreational areas, and growth near the East Channel provides a context for adding it to options for the community for that purpose.

Planned Completion Year: 2016

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost): Major

Amount of funding above current budget required: \$200,000

Funding Source: Will seek budget supplement

Explanation of Cost: The cost will be used for consultant services. The consultant would need to identify additional trail opportunities, beyond what it already proposed under the current East-West channel project. As part of this process they would need to review waterways in Sunnyvale and identify opportunity corridors. The study would also include feasibility, cost, and coordination with the SCVWD and any other property owners. Community outreach would also be required. Staff would need to work with the consultant on every part of the project.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs.

Explanation of Cost: Costs could include those associated with building and maintaining paths identified in the study (see Staff Recommendation below for more details on the project underway).

EXPECTED PARTICIPATION IN THE PROCESS

Council-approved work plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Position: Drop

Explanation: The City is already working on an East-West Channel trail project. In 2013, the City was awarded a One Bay Area Grant (OBAG) for the construction of the East and West Channel trails. The West Channel trail will extend from Caribbean Drive to Mathilda Avenue, and the East Channel trail will extend from Caribbean Drive to Moffett Park Drive. Combined, the project will provide approximately 1.7 miles of new trails.

The trails are currently being designed as part of the Santa Clara Water District (SCVWD) Sunnyvale East and West Channel Flood Protection Project. The flood protection project is expected to start in 2016 and will be completed in 2017. However, that timeframe could change depending on permitting. In addition, a section of the trail will also be constructed by Moffett Place LLC as part of the development located at 1152 Bordeaux Avenue.

Staff resources should be focused on completion of the current project

Prepared By: Shahid Abbas, Transportation and Traffic Manager

Reviewed By: Manuel Pineda, Director, Public Works

Reviewed By: Kent Steffens, Assistant City Manager

Approved By: Deanna J. Santana, City Manager



City of Sunnyvale

Agenda Item

15-1049

Agenda Date: 11/19/2015

2015 Work Plan

Approved Bicycle and Pedestrian Advisory Commission Master Work Plan/Calendar

Calendar Year: 2015

List all regularly scheduled board/commission meetings, annual review of the Code of Ethics and Conduct for Elected and Appointed Officials, specific issues identified in the Tentative Council Meeting Agenda Calendar, and routine assignments specific to each board or commission.

Meeting Date	Agenda Item/Issue
January 15	2015 BPAC Work Plan/Calendar
February 19	Annual Slurry Seal List (Information item) Curb Ramp List (Information item) Utility Bill Concepts Presentation - East Sunnyvale Sense of Place Plan
March 19	Transportation Development Act (TDA) Funding Recommendation Utility Bill Concepts Lawrence Station Area Plan Bike to Work Day Planning Council Ranking of Study Issues (Information item)
April 16	Bike to Work Day Planning City of Sunnyvale Bicycle and Pedestrian Policies (Discussion)

Meeting Date	Agenda Item/Issue
May 21	Review of the Detailed Two-Year Budget Discussion – Buffered Bike Lane Standards Discussion – Public Safety Department working with bicycle community Park Dedication Fund Project List (Information item)
June 18	Board Member/Commissioner Recognition (Presentation) El Camino Real Precise Plan Advisory Committee Utility Bill Stuffer Update Study Issue Brainstorming Recruitment Announcement (Information item) Board and Commission Policy Updates (Information item)
July 16	Mathilda Downtown Plan Line – Presentation Commissioner Led Presentation – Bollards/Chicanes on Off-Street Paths Election of Officers Proposed Study Issues Vote
August 20	Wolfe Road Corridor Study - Presentation Consideration of Candidate Study Issues Discussion – Current Interdepartmental Communications and Interactions between Public Safety and the Bicycling Community

Meeting Date	Agenda Item/Issue
September 17	Commissioner Led Presentation – Buffered Bike Lane Standards Study and Budget Issues Finalization
October 15	Homestead Bike Lanes Annual reporting on collisions involving pedestrians and cyclists (information item)
November 19	Wolfe Road Corridor Study - Presentation Stevens Creek Feasibility Study Ranking of Study Issues
December 17	Annual Review of the Code of Ethics and Conduct for Elected and Appointed Officials Land Use and Transportation Element Update 2016 Work Plan



City of Sunnyvale

Agenda Item

15-1051

Agenda Date: 11/19/2015

Active Items List

Bicycle and Pedestrian Advisory Commission

Active Items List

Item #	Item	PR	Due Date (Approx)	Status	Last Updated
1	Bernardo Caltrain Under-crossing	M. Pineda	TBD	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. Project is included in VTP 2040. Approved for Transportation Impact Fee Funding. Current City TIF funds are prioritized towards completion of the 237/101/Mathilda interchange project.	8/12/2015
2	Code of Ethics and Conduct	Shariat	Annual	Reviewed by BPAC during the December 2014 meeting	12/18/2014
3	Utility Bill Insert	Shariat	Annual	BPAC reviewed proof during June 2015 meeting, Scheduled to go out in July/Aug.	6/12/2015
4	Bike to Work Day	Shariat	Annual	Event held May 14, 2015 Two energizer stations: Wolfe and ECR, & Plaza del Sol (downtown Caltrain station)	5/14/2015
5	Road Overlay, Slurry, Reconstruction & Chip Schedule	T. Pineda	Annual	Transmitted at Feb. 2015 BPAC meeting	2/19/2015

Item #	Item	PR	Due Date (Approx)	Status	Last Updated
6	VTA Bicycle Expenditure Program (BEP)	Abbas	Annual	Discussed in March.	3/19/2015
7	Community Design and Transportation (CDT) - Planning Grant Program	Abbas	Annual	Feasibility study/concept plan for the West Channel Trail corridor capital project approved by Council. East and West Channel trail concepts provided to SCVWD for inclusion in flood control project. City can't begin on trail projects until SCVWD is done with the flood control project. SCVWD plans to complete the project in 2017/2018.	6/12/2015
8	Safe Routes to Schools Projects	Price	Design 2016	Safe Route to School Comprehensive Pedestrian Infrastructure Improvements project underway. Project funds is \$1.9 Million. Under design stage	9/10/2015

Item #	Item	PR	Due Date (Approx)	Status	Last Updated
9	Establishment of Bike Lanes on Mary Avenue	Werner	Construction Spring 2016	Under design	8/12/2015
10	One Bay Area Grants	Abbas	2016	Updates provided in May 2015.	6/12/2015
11	Priority Development Area Grants	Abbas, Uribe, Pineda, Zulueta	Fall, 2016	Four of five grant submittals approved including El Camino Real Street Space Allocation Study, Mathilda Avenue Plan Line, Precise Plan for El Camino Real update/EIR. Consultant selection complete and are in process.	8/12/2015
12	East Sunnyvale Sense of Place Plan	Kuchenig	Spring, 2015	Presented to BPAC at Feb. 2015 meeting. Plan is still being finalized.	6/12/2015
13	Old Mountain View-Alviso Road	Ng	Construction Summer 2017	The City of Sunnyvale is currently designing a bridge replacement project on Old Mountain View-Alviso Road between Patrick Henry Drive and Reamwood Avenue. The proposed project will replace the existing bridge with a wider bridge structure that accommodates pedestrian and bicycle facilities. Construction is anticipated to last 9-12 months. To help facilitate construction and ensure pedestrian/bicyclist/motor safety, there will be temporary trail and road closures. The road closure is anticipated to last for 2-3 months and trail closure is anticipated to last for 3-4 months. Under design.	8/12/2015