

**Council Meeting: October 8, 2013**

**SUBJECT: Discussion and Possible Action Regarding Mary Avenue Street Space Allocation Study and Budget Modification No. 8 to Adopt a Mitigated Negative Declaration and Appropriate \$346,790 in Transportation Development Act Grant Funds and \$425,360 in Traffic Impact Fee Funds to Construct Bike Lanes on Mary Avenue between Fremont Avenue and Maude Avenue**

**BACKGROUND**

A segment of Mary Avenue from Fremont Avenue to Maude Avenue (Attachment A – Location Map) is the subject of a street space allocation study to consider the addition of bike lanes to the roadway. The City Council directed that a study of the provision of bike lanes along Mary Avenue be a high priority, and grant funding was subsequently secured to conduct this study. This section of Mary Avenue currently features multiple travel lanes, a mix of on-street parking on both sides of the street and areas without on-street parking. Consistent with the City's street space allocation policies, staff has conducted a technical analysis of options to meet minimum design standards for motor vehicles, bicycles and pedestrians. Staff also conducted three public outreach meetings. Staff is presenting this information to Council in order for Council to consider whether to change the existing transport mode accommodations to provide bicycle facilities along this section of Mary Avenue. Should the Council elect to proceed with bike lane construction, a Transportation Development Act grant in the amount of \$346,790 has been secured to partially fund a project. The balance of funding (\$425,360) would come from Transportation Impact Fee funds.

**EXISTING POLICY**

**General Plan, *Land Use and Transportation Element*:**

**LT 5.5D,** Maximize the provision of bicycle and pedestrian facilities.

**Council Policy 7.1.5 Donations, Contributions and Sponsorships.** The City Manager may apply for grants of any dollar amount, but shall notify the Council when grants are being pursued. Council approval of a budget modification to appropriate grant monies is required before funds can be expended by staff.

Additional relevant policies can be found in Attachment B.

## **DISCUSSION**

In 2008, the City of Sunnyvale adopted a Policy on the Allocation of Street Space (Policy) and subsequently amended the General Plan to include the Policy on April 28, 2009 (RTC 09-085). The Policy for Allocation of Street Space was initiated by the City's Bicycle and Pedestrian Advisory Commission (BPAC). The goal of the Policy was to provide direction on how to consider all modes of transportation when allocating roadway space, particularly in situations that could require the removal of travel lanes or on-street parking or other roadway reconfigurations because of right-of-way constraints. Consideration of bike lanes was a particular intent of the Street Space Allocation Policy.

Mary Avenue from Fremont Avenue to Maude Avenue currently features a bike route delineated by signs, but there are no bike lanes. Staff and the consultant team evaluated a set of design concepts for providing bike lanes for four distinct segments of the study area.

The four study roadway segments and design concepts evaluated are summarized as follows:

Concept	Fremont to El Camino Real	El Camino Real to Evelyn	Evelyn to Central Expressway	Central Expressway to Maude Avenue
Concept 1	Eliminate one travel lane each direction, two-way left turn lane, on-street parking both sides	Eliminate one travel lane each direction, two-way left turn lane, on-street parking both sides	Convert southbound through lane to right turn lane, substandard bike lane	Minor roadway widening/median modification, sharrows at Central Expressway
Concept 2	Retain travel lanes, eliminate parking one side of the street	Retain travel lanes, eliminate parking one side of the street	Minor roadway, median modifications	Eliminate one travel lane in each direction
Concept 3	Eliminate one travel lane each direction, two-way left turn lane, on-street parking both sides	Eliminate one travel lane each direction, two-way left turn lane, on-street parking both sides	Convert southbound through lane to right turn lane, modify median, narrow travel lanes	Minor roadway widening, minimum width bike lanes
Concept 3A	Same as 3	Same as 3	Same as 3	Additional widening to provide wide bike lanes

Concept 4	Eliminate one travel lane each direction, two-way left turn lane, on-street parking both sides	Eliminate one travel lane each direction, two-way left turn lane, on-street parking both sides	Convert southbound through lane to right turn lane, widen roadway, narrow lanes	Eliminate one travel lane in each direction, provide buffered bike lanes
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Comparative typical sections for the study concepts by roadway segment are presented in Attachment C. Drawings are too large to present in the written staff report but can be viewed at [www.marybikelanes.insunnyvale.com](http://www.marybikelanes.insunnyvale.com). Staff evaluated roadway geometry, motor vehicle volume and roadway capacity, parking supply and demand, motor vehicle speeds, and collision history. Staff conducted a more refined operations analysis of the El Camino Real to Evelyn Avenue segment for concepts 2 and 4. Cost was evaluated for all concepts. Possible environmental impacts and budgetary implications were also generally considered. Staff utilized an iterative process by which two concepts were initially produced, reviewed, and presented to the public; these were subsequently modified to produce additional alternatives that addressed issues and ideas raised in the initial review. A final iteration was development of the El Camino Real to Evelyn Avenue operations analysis using a computer simulation.

Generally speaking, the study found that the five design concepts are technically feasible without creating significant traffic or parking impacts. Concept 2 proposes to eliminate on-street parking on one-side of Mary Avenue in the Fremont to Evelyn segment. The study found that off-street parking supply is technically sufficient to service the current on-street demand from a purely supply and demand perspective. Concepts 1, 3, and 4 propose to eliminate a travel lane in each direction in the Fremont to Evelyn and Central Expressway to Maude segments. The study found that a travel lane can be eliminated in each direction without impacting intersection levels of service if the number of travel lanes is kept at the intersections of Evelyn Avenue and El Camino Real.

Because of higher peak hour traffic volumes on the El Camino Real to Evelyn segment, staff conducted more detailed simulation modeling of traffic flow to understand how traffic merging from two lanes to one would behave. The concern was that although intersection capacity at El Camino Real and Evelyn (the two busiest intersections in this segment) would be retained, traffic merging downstream from these locations might queue excessively. This might also create sufficient delay in traffic flow to incite diversion of traffic to other area streets. The simulation modeling was performed for both existing and future year (2020) traffic volumes. The analysis concluded that elimination of a travel lane would function without

causing significant delay or back ups into the adjoining intersections. A small amount of traffic diversion could occur, on the order of about 2% of the total traffic volume in the evening peak hour, with most of this traffic diverting to a Mathilda Avenue route. Another phenomenon that could occur would be drivers destined for the neighborhoods adjacent to this segment of Mary Avenue may make turns into the neighborhood sooner than they currently do. This again was a small percentage of vehicles, on the order of 1% of total traffic.

The design concepts are not wedded together across the four distinct roadway segments analyzed. Different concept treatments for the different roadway segments can be mixed and matched.

Three public outreach meetings were held; meeting summaries are included as Attachment D.

#### **ANALYSIS OF CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

An environmental checklist was completed for this project that identified potential environmental impacts. Each impact was studied, and if significant, mitigations were identified to address the impacts which render them to a less than significant. The Mitigated Negative Declaration is included as Attachment E to this RTC and provides a more thorough analysis of each impact, including the mitigations that will render those impacts to a less than significant level and the mitigations that will be monitored by city staff.

The BPAC considered this item at its July 18, 2013 meeting and voted 5-0 to support the staff recommendation (Attachment G – Excerpt of the Draft Bicycle and Pedestrian Advisory Commission Meeting Minutes of July 18, 2013).

#### **FISCAL IMPACT**

The total cost to modify striping, traffic signals and medians and install signs and legends for bike lanes within existing right-of-way on Mary Avenue from Fremont Avenue to Maude Avenue is \$772,150. Grant funds from the Transportation Development Act through the Santa Clara Valley Transportation Authority Bicycle Expenditure Program have been awarded in the amount of \$346,790. Council has previously approved the use of Traffic Impact Fee funds for this project (RTC 03-385) and these funds would be used to fund the balance of the project cost, which is \$425,360.

Budget Modification No. 8 has been prepared to appropriate Transportation Development Act grant funds and Traffic Impact Fee funds in the amount of \$ 772,150 to a new project, Mary Avenue Bicycle Lanes.

**Budget Modification No. 8  
FY 2013/14**

	<u>Current</u>	<u>Increase (Decrease)</u>	<u>Revised</u>
<b>Transportation Development Act Fund</b>			
<u>Revenues:</u>			
Transportation Development Act Revenue	\$0	\$346,790	\$346,790
<b>Capital Projects Fund/Traffic Impact Fees Subfund</b>			
<u>Reserves:</u>			
Capital Reserve	\$15,672,988	(\$425,360)	\$15,247,628
<b>Capital Projects Fund/General Assets Subfund</b>			
<u>Expenditures:</u>			
New Project – Mary Avenue Bike Lanes	\$0	\$772,150	\$772,150

**PUBLIC CONTACT**

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's Web site.

In addition, three public outreach meetings were held. Also, the Bicycle and Pedestrian Advisory Commission held public hearings on the Mary Avenue Street Space Allocation Study at its October 21, 2010, March 17, 2011, April 28, 2011, and July 18, 2013 meetings (Attachment F).

**ALTERNATIVES**

1. Select from the concepts detailed in this report a street allocation concept for one or more specific roadway segments on Mary Avenue between Fremont Avenue and Maude Avenue.
2. Pursue a roadway design that provides continuous bike lanes on Mary Avenue between Fremont Avenue and Maude Avenue.
3. Adopt the Mitigated Negative Declaration for construction of bicycle facilities on Mary Avenue between Fremont Avenue and Maude Avenue.

4. Make no changes to existing street space allocation on Mary Avenue between Fremont Avenue and Maude Avenue.

### **RECOMMENDATION**

As a result of the evaluation, staff and the Bicycle and Pedestrian Advisory Commission are recommending alternatives 1, 2 and 3: Direct staff to allocate street space on Mary Avenue between Fremont Avenue and Maude Avenue to provide bike lanes from Fremont Avenue to El Camino Real, by eliminating one travel lane in each direction, adding a two-way left turn lane, and retaining parking on both sides of the street (Concept 3 in this report); from El Camino Real to Evelyn Avenue by retaining travel lanes and eliminating parking on the west side of Mary Avenue (Concept 2 in this report); between Evelyn Avenue and Central Expressway, converting the southbound right turn lane, narrowing lanes, and narrowing the median (Concept 3 in this report); and between Central Expressway and Maude Avenue, eliminating one travel lane in each direction, and providing buffered bike lanes (Concept 4 in this report). In addition, staff and the Bicycle and Pedestrian Advisory Commission recommend that Council direct that a project design maximizes the provision of 6' bike lanes; provides colored bike lanes at right turn merge zones; provides 6' bike lanes adjacent to on-street parking; utilizes "Begin Right Turn Lane Yield to Bikes" signs at right turn lanes; clearly delineates the beginning of auto parking zones; implements Council-directed parking restrictions within 20' of controlled intersections; and certify the mitigated negative declaration.

The staff recommendation provides bike lanes the full length of the study area. Six-foot wide bike lanes can be provided along most of the study area, which is viewed as the safest accommodation for bicyclists, pedestrians and motorists by providing bike lanes of an optimal width as identified by the Santa Clara Valley Transportation Authority Bicycle Technical Guidelines. Providing parking on both sides of the street between Fremont Avenue and El Camino Real reduces the need for people to walk across the street to access adjacent single family homes and avoids potential discrepancies between single family home driveway supply and observed demand. This also avoids elimination of on-street parking at Sunnyvale Middle School, which hosts weekend youth sports and other school-related activities and their associated parking demand. The two-way left-turn lane installation between Fremont Avenue and El Camino Real provides a refuge for left turning traffic, which reduces conflicts and delays and provides parking lanes that exceed minimum dimensional standards. Traffic levels-of-service are maintained above City standards by retaining capacity at key intersections. Construction work is limited to minor modification of median islands, roadway re-striping, and traffic signal detection adjustments. Between Central Expressway and Maude Avenue, removal of one travel lane allows for bike lane and travel lane widths that exceed minimum standards, minimizes construction cost, and eliminates the interaction of bicycles with the gutter.

Between El Camino Real and Evelyn Avenue, staff is recommending retaining two travel lanes in each direction and removing on-street parking

on the west side of the roadway. The volumes of traffic on Mary Avenue north and south of El Camino distinctly vary, being significantly lower south of El Camino. The nature of traffic is much more localized as well, as Mary Avenue south of El Camino primarily serves traffic destined to the adjacent residential neighborhoods, while north of El Camino Mary Avenue carries more through traffic connecting to Central Expressway, Evelyn Avenue, and El Camino Real. A significant volume of traffic takes advantage of the Caltrain crossing, as the Caltrain line is a significant impediment to north-south travel in the City. While the computer simulation shows that in concept a reduction in travel lanes with capacity retained at Evelyn and El Camino Real could work without causing significant congestion, staff is concerned that the existing and future condition traffic volumes exceed by 4,000 to 5,000 vehicles the maximum recommended volume for two-lane streets as defined by traffic engineering industry sources. The analysis shows that existing lengthy vehicle queues that occur during parts of the peak traffic hours would continue or be exacerbated by removing travel lanes. Also, the model shows the potential for traffic diversion to neighborhood and other streets.

The City's Street Space Allocation policies contain sometimes conflicting policy regarding roadway capacity considerations, safety, and parking. In some situations, it is not possible to meet all objectives. In this case, providing safe bicycle accommodation is a primary objective of the study. Roadway capacity considerations should not and do not take precedence over providing safe accommodation. Providing for all *transport* modes is a primary objective of the street space allocation policies in general, and parking is not considered a transport mode. The evaluation of parking supply and demand shows a low demand for on-street parking in the El Camino Real to Evelyn segment, with the highest demand to be 19 spaces during the weekend day and evening hours out of a total supply of approximately 72 on-street spaces. Available off-street capacity is significant during these times, with over 204 available off-street spaces during the period with the highest on-street parking demand. Land uses in this area are primary multi-family residences and commercial and institutional uses, which have a different roadway frontage character than single family uses and have off-street parking provisions for residents, visitors, customers and users. Because of the availability of significant off-street parking resources to service the on-street demand, staff believes retaining two travel lanes and eliminating on-street parking on the west side of Mary Avenue is the most technically prudent and feasible means to provide safe accommodation for all transport users.

Certifying the Mitigated Negative Declaration provides environmental clearance for the project, addresses potential environmental impacts and allows the project to move to the final design and construction phase.

Reviewed by:

Kent Steffens, Director, Public Works

Prepared by: Jack Witthaus, Transportation and Traffic Manager

Reviewed by:

Grace K. Leung, Director of Finance

Approved by:

Gary M. Luebbbers, City Manager

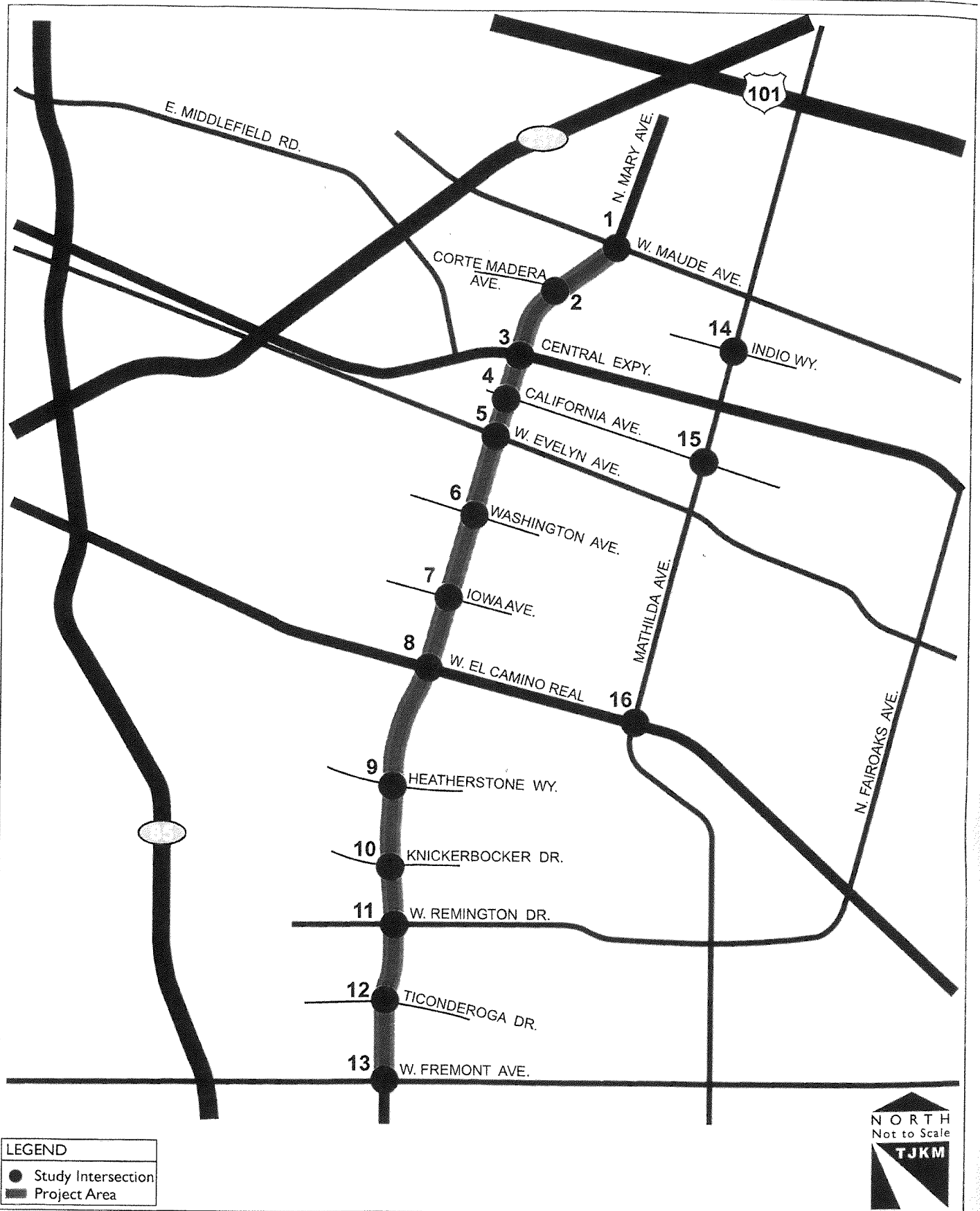
**ATTACHMENTS**

- A. Project Location Map
- B. Existing Policies
- C. Street Space Allocation Concepts Typical Sections
- D. Public Meeting Summaries
- E. Mitigated Negative Declaration
- F. Excerpts from Various BPAC Meeting Minutes
- G. Excerpt of the Draft Bicycle and Pedestrian Advisory Commission Meeting Minutes of July 18, 2013

Mary Avenue Street Space Allocation Study

# ATTACHMENT A PROJECT LOCATION MAP

City of Sunnyvale – Mary Avenue Street Space Allocation Study – Alternatives Traffic Operations Analysis **Figure 1**  
**Project Study Corridor**



**EXISTING POLICY**

**General Plan, *Land Use and Transportation* Element:**

**Policy LT 5.9** Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for City streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.

**Policy LT 5.10** All modes of transportation shall have safe access to City streets.

**Policy LT 5.12** City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.

**Policy LT 5.13** Parking is the storage of transportation vehicles and shall not be considered a transport use.

**Policy LT 5.14** Historical precedence for street space dedicated for parking shall be a lesser consideration than providing street space for transportation uses when determining the appropriate future use of street space.

**Policy LT 5.16** When decisions on the configuration of roadway space are made, staff shall present options, including at a minimum an option that meets minimum safety -related design standards for motor vehicles, bicycles and pedestrians.

**Policy LT 5.17** Bike retrofit projects shall be evaluated based on the merits of each project in the context of engineering and planning criteria.

- **LT 5.17a** The City shall maintain engineering and planning criteria with respect to roadway geometry, collisions, travel speed, motor vehicle traffic volume, and parking supply and demand (on and off street) to guide decisions on the provision of bike lanes.

**Policy LT 5.18** The City Council shall make the final decisions on roadway space reconfiguration when roadway reconfiguration will result in changes to existing accommodations.

**Policy LT 5.19** Public input on roadway space reconfiguration shall be encouraged and presented independently of technical engineering and planning analyses.

**Policy LT 5.21** Safety considerations of all modes shall take priority over capacity considerations of any one mode.

- **LT 5.21a** For each roadway space retrofit project, a bike and pedestrian safety study shall be included in the staff report to evaluate the route in question.

Mary Avenue Street Space Allocation Study

## **Typical Street Cross-Sections**

## Concept 1

Fremont Avenue to Evelyn Avenue

Evelyn Avenue to Central Expressway

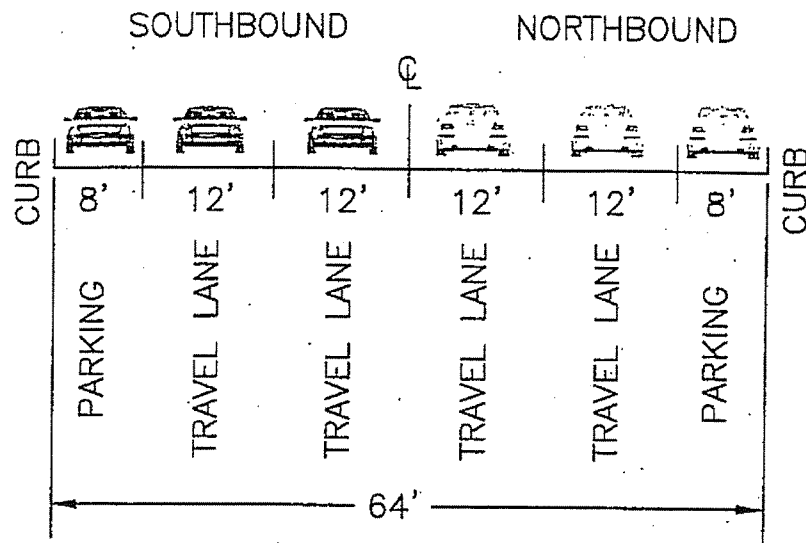
Central Expressway to Maude Avenue

# Concept 1

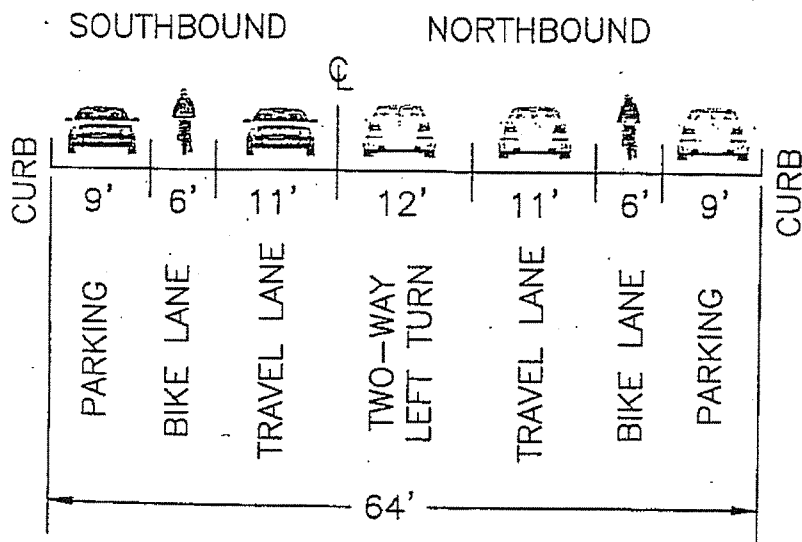
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NOT TO SCALE

EXISTING:



PROPOSED:

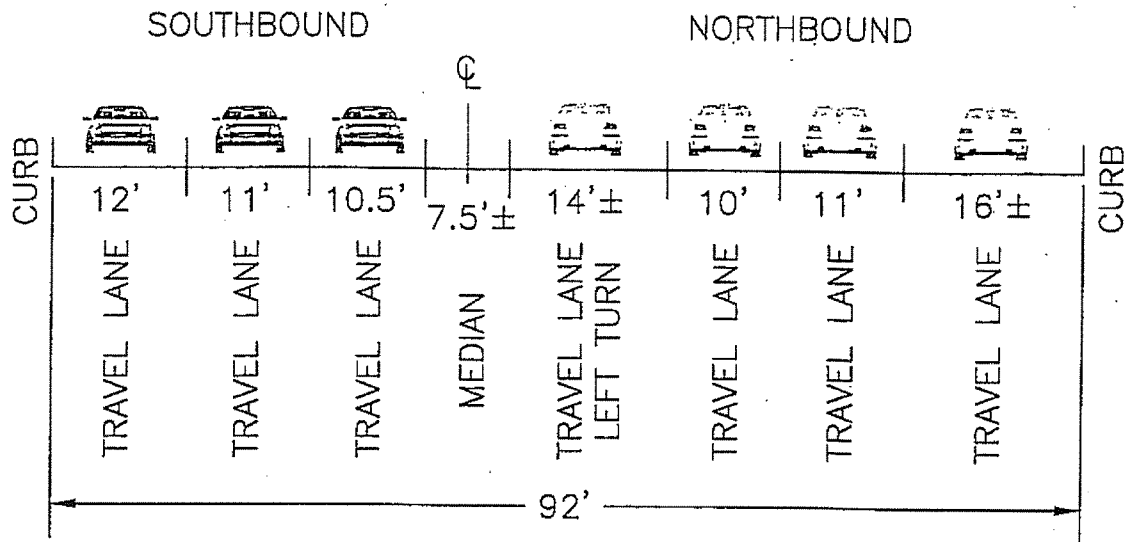


# Concept 1

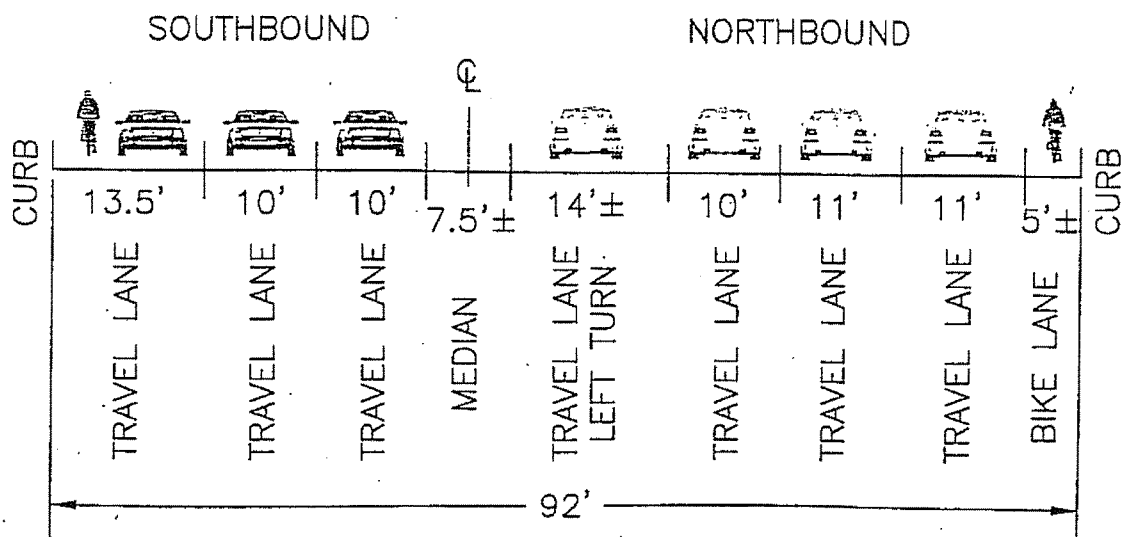
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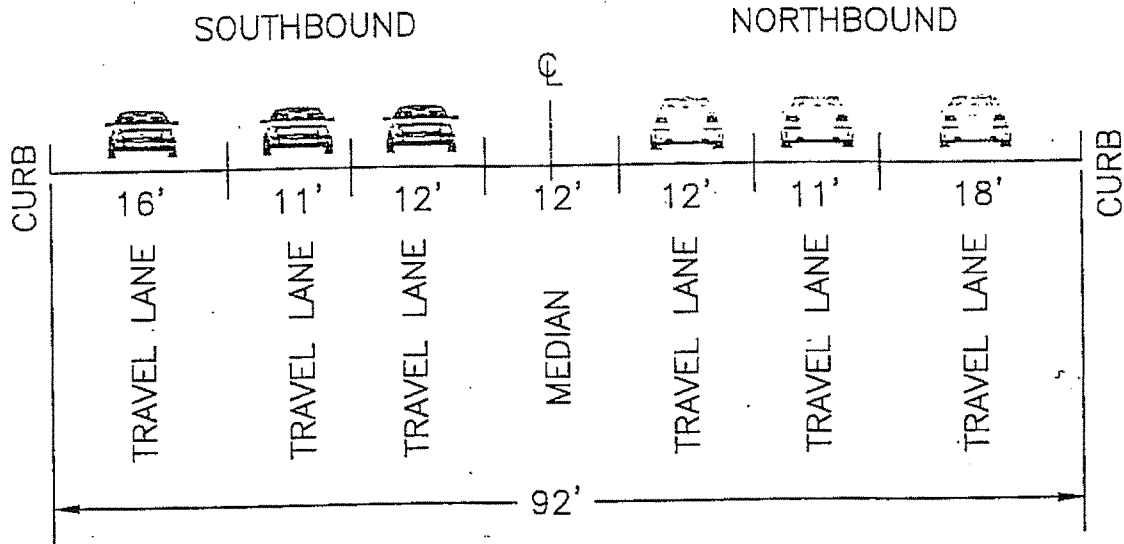


# Concept 1

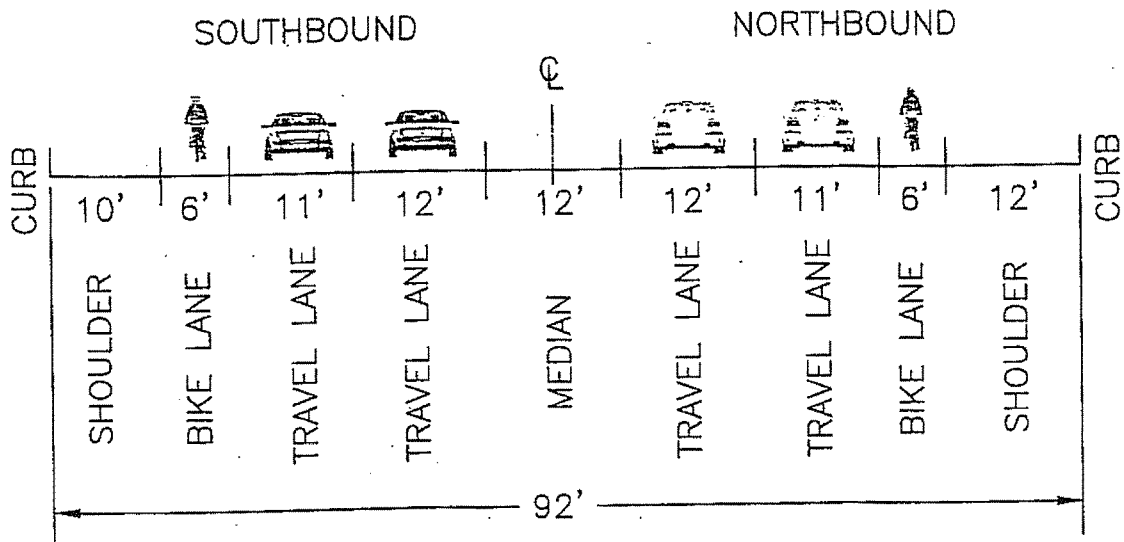
## Central Expressway to Maude Avenue

NOT TO SCALE

EXISTING:



PROPOSED:



## Concept 2

Fremont Avenue to Evelyn Avenue

Evelyn Avenue to Central Expressway

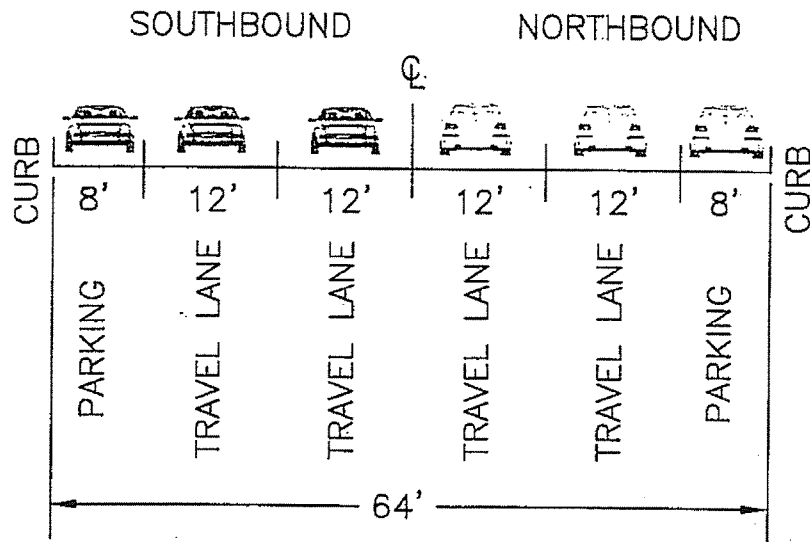
Central Expressway to Maude Avenue

## Concept 2

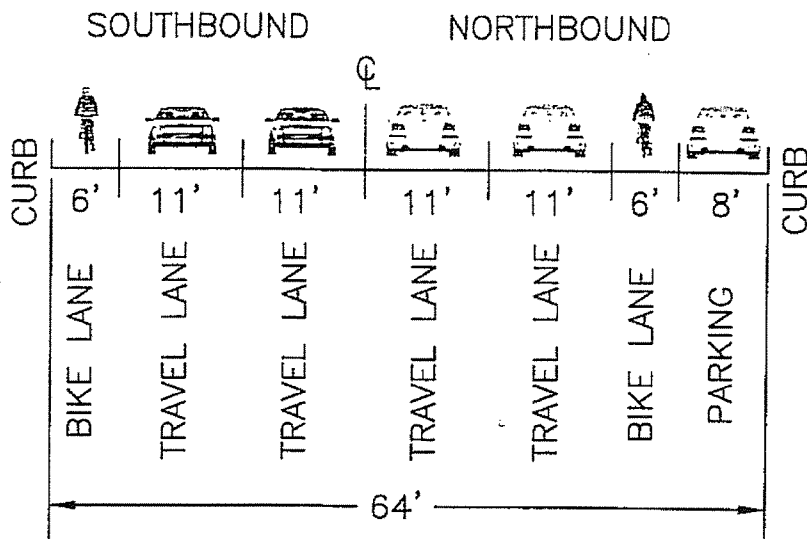
### Fremont Avenue to Evelyn Avenue

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PROPOSED:

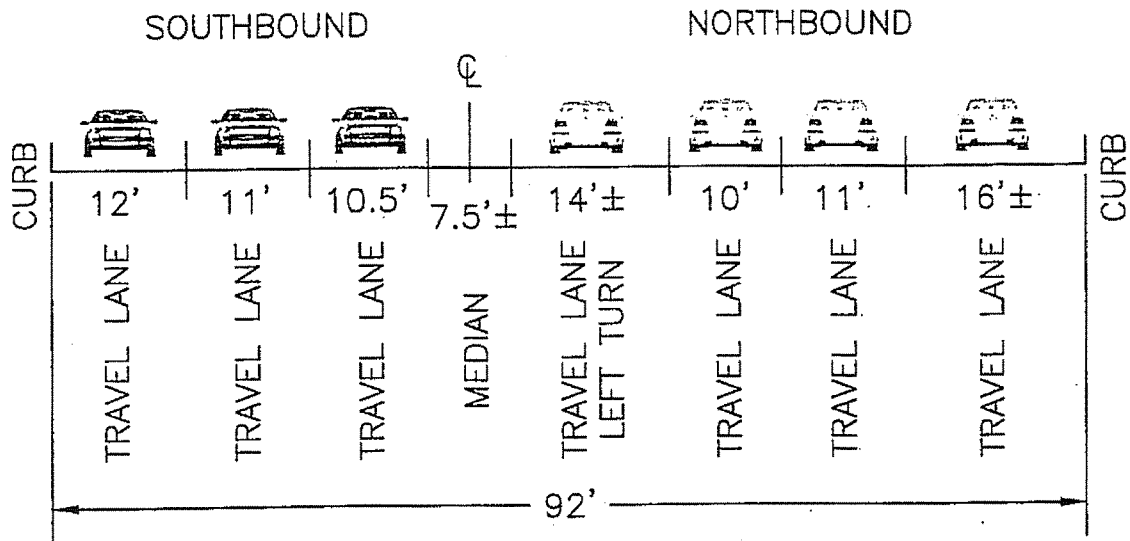


## Concept 2

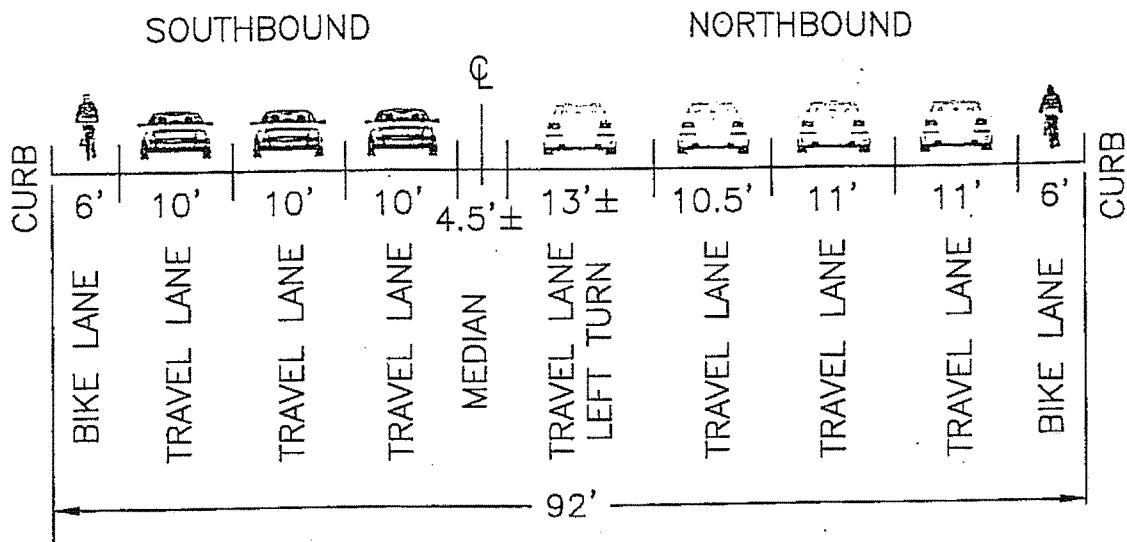
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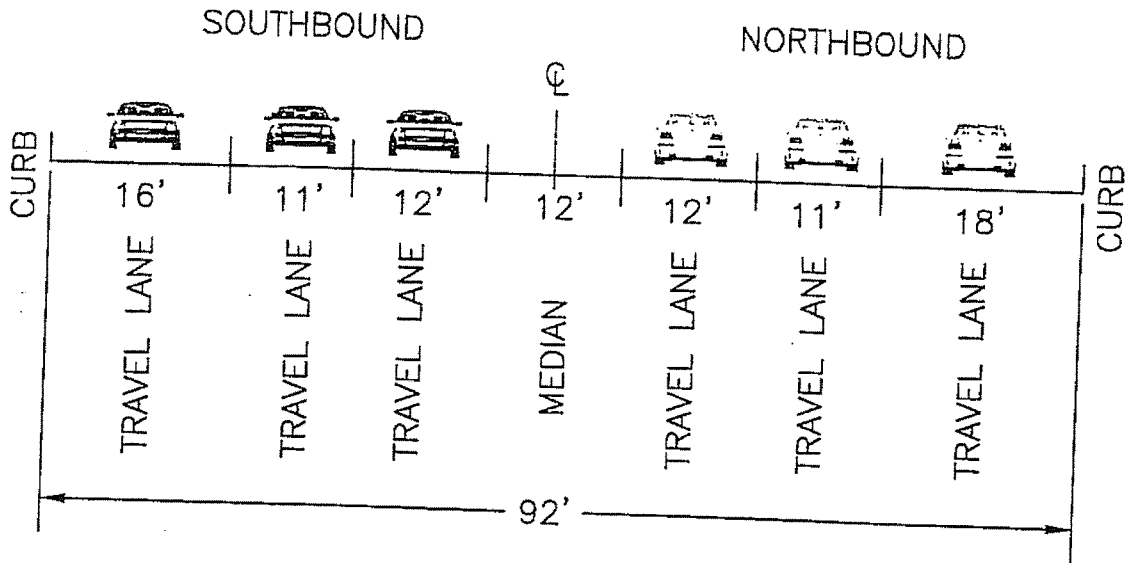


## Concept 2

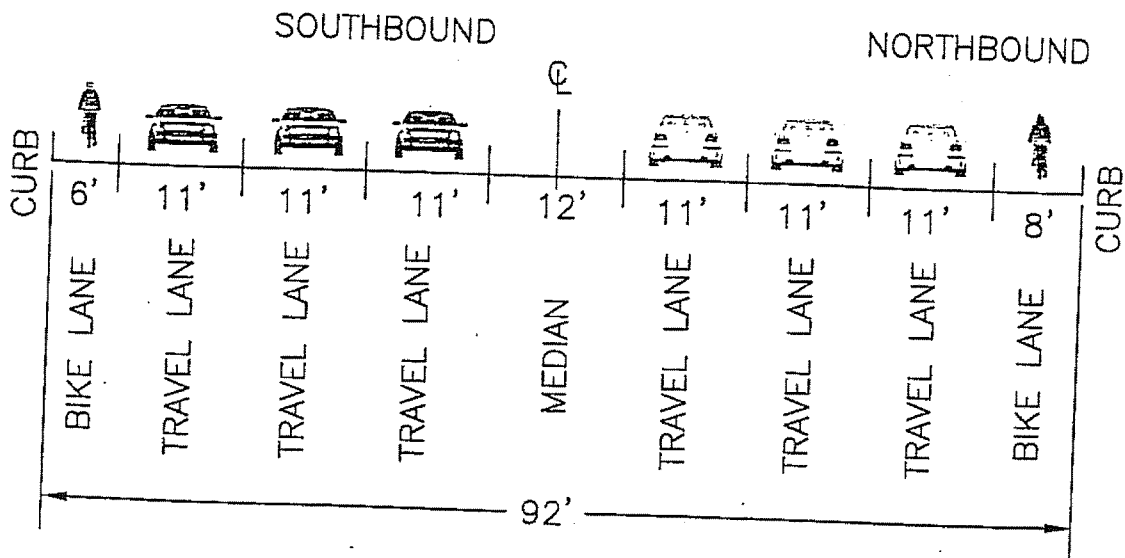
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NOT TO SCALE

EXISTING:



PROPOSED:



## Concept 3

Fremont Avenue to Evelyn Avenue

Evelyn Avenue to Central Expressway

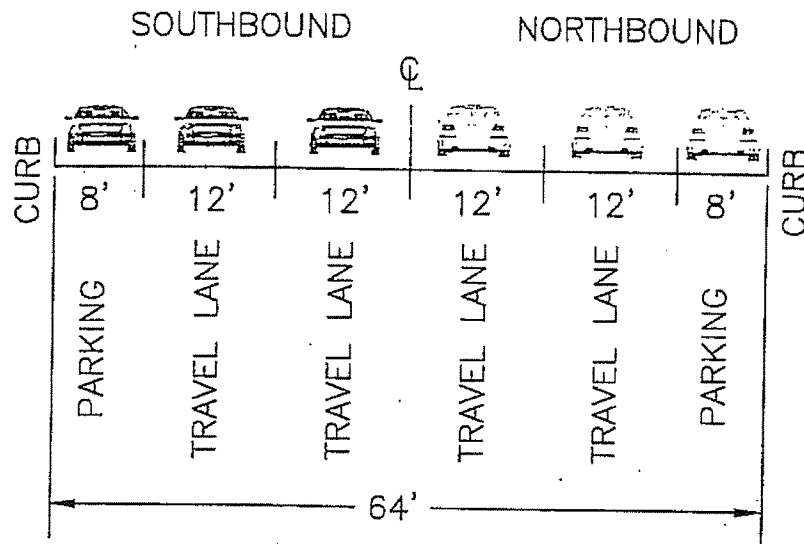
Central Expressway to Maude Avenue

# Concept 3

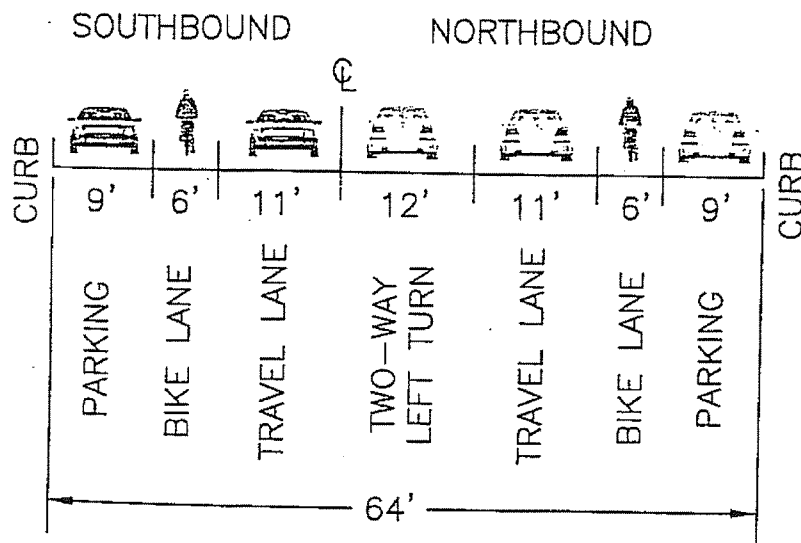
## Fremont Avenue to Evelyn Avenue

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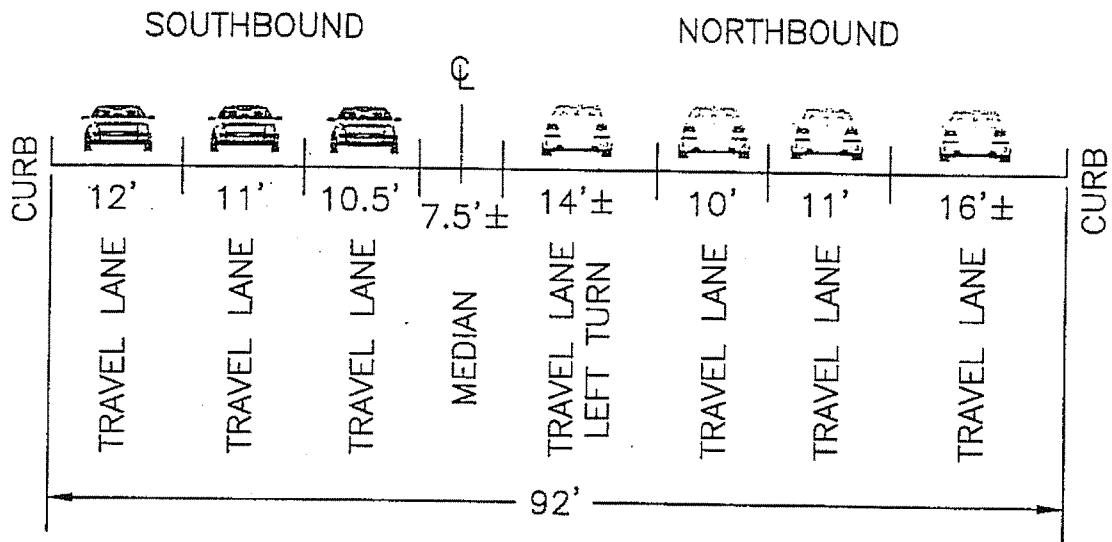


# Concept 3

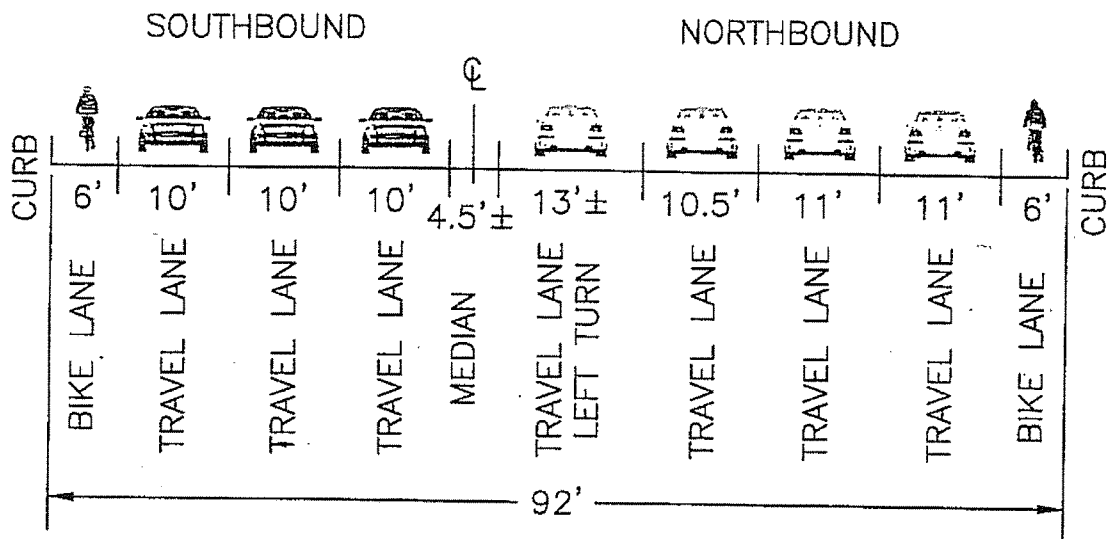
## Evelyn Avenue to Central Expressway

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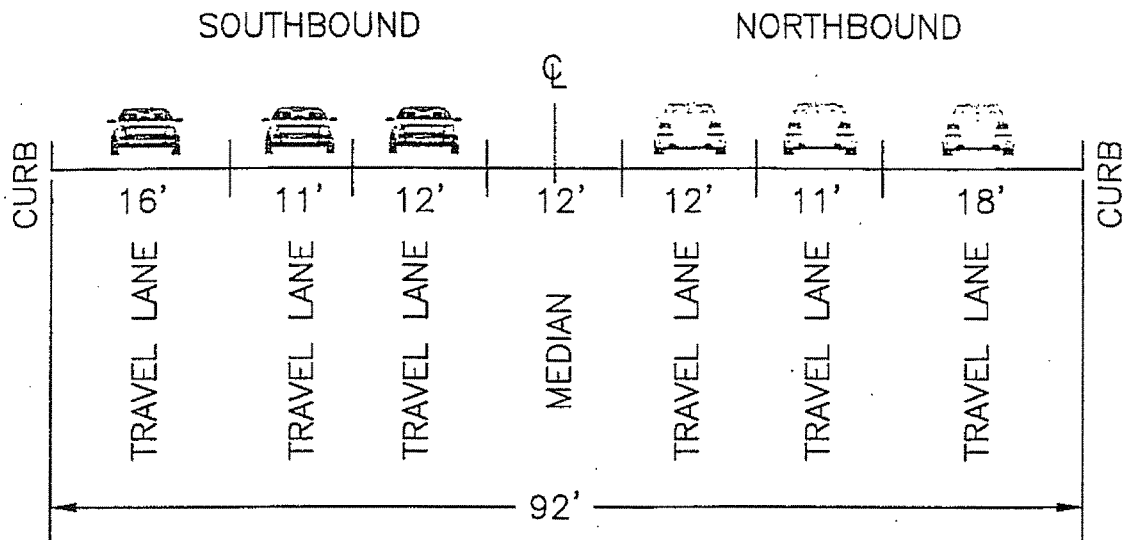


### Concept 3

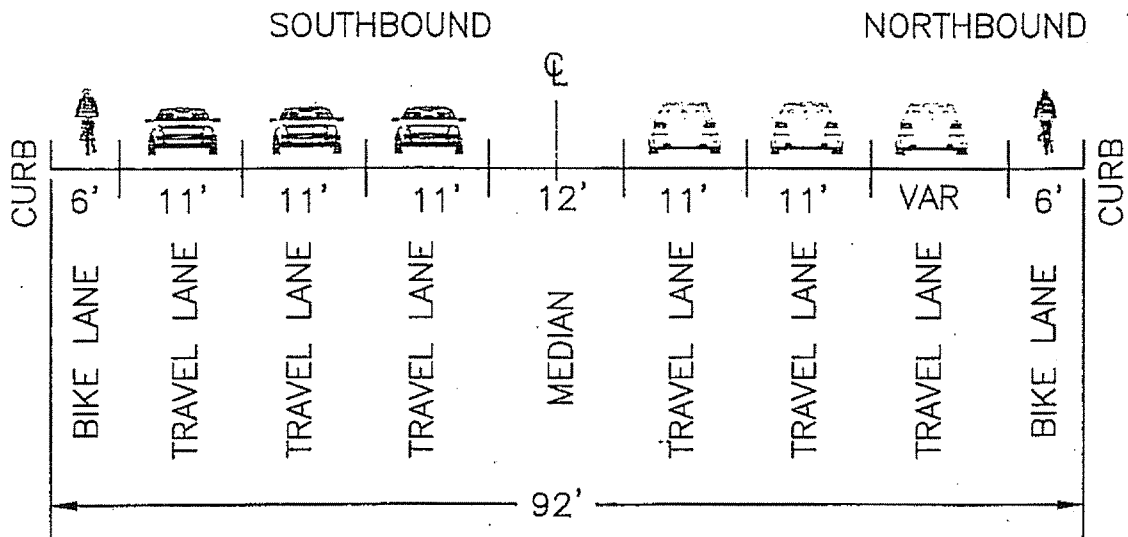
## Central Expressway to Maude Avenue

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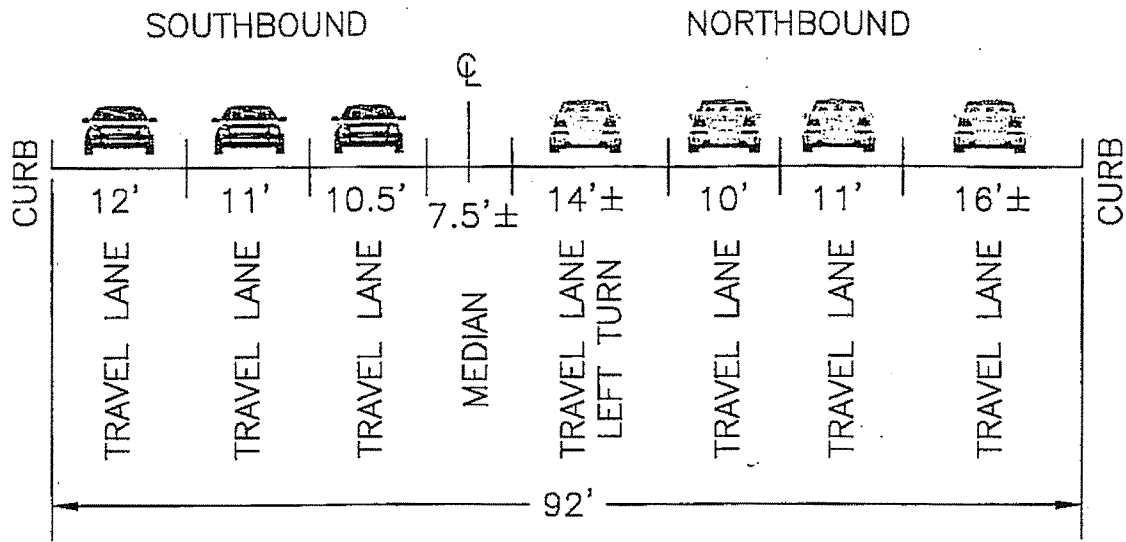


## Concept 4

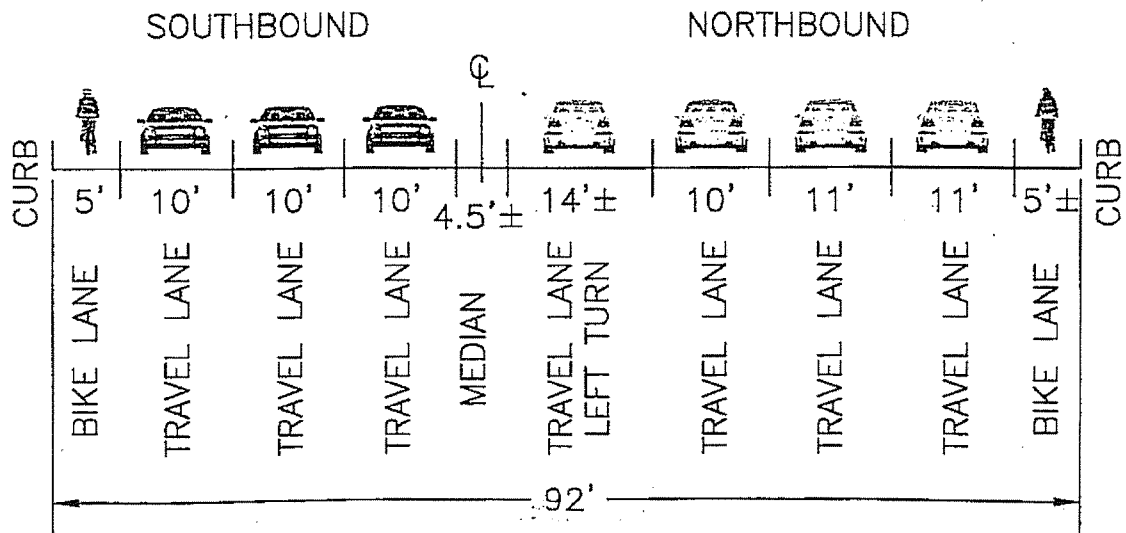
# Evelyn Avenue to Central Expressway

NOT TO SCALE

EXISTING:



PROPOSED:



## Concept 4

Fremont Avenue to Evelyn Avenue

Evelyn Avenue to Central Expressway

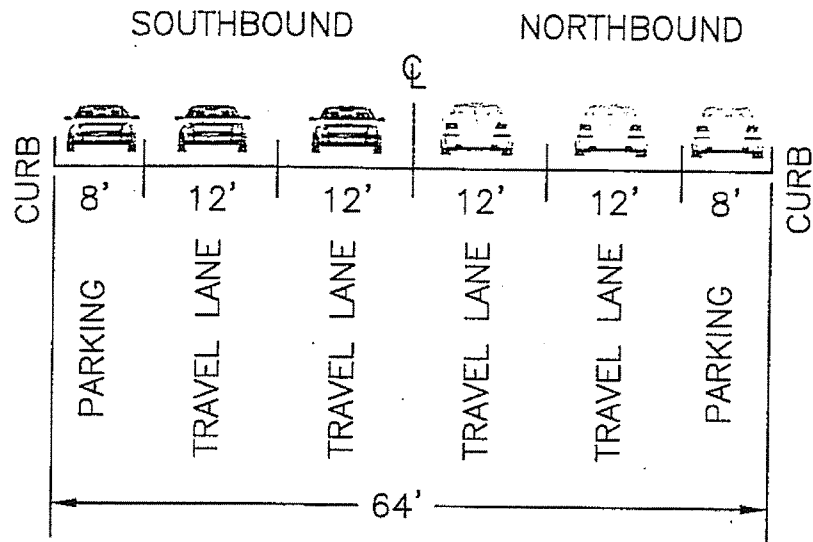
Central Expressway to Maude Avenue

## Concept 4

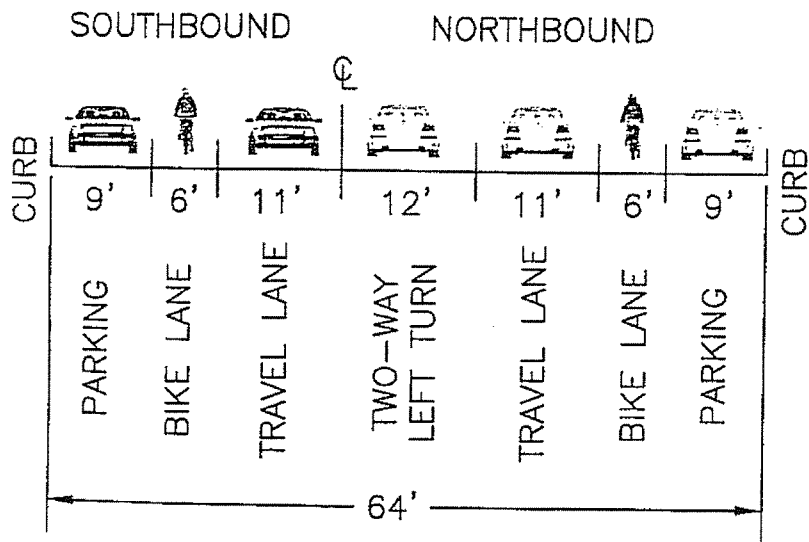
### Fremont Avenue to Evelyn Avenue

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EXISTING:



PROPOSED:

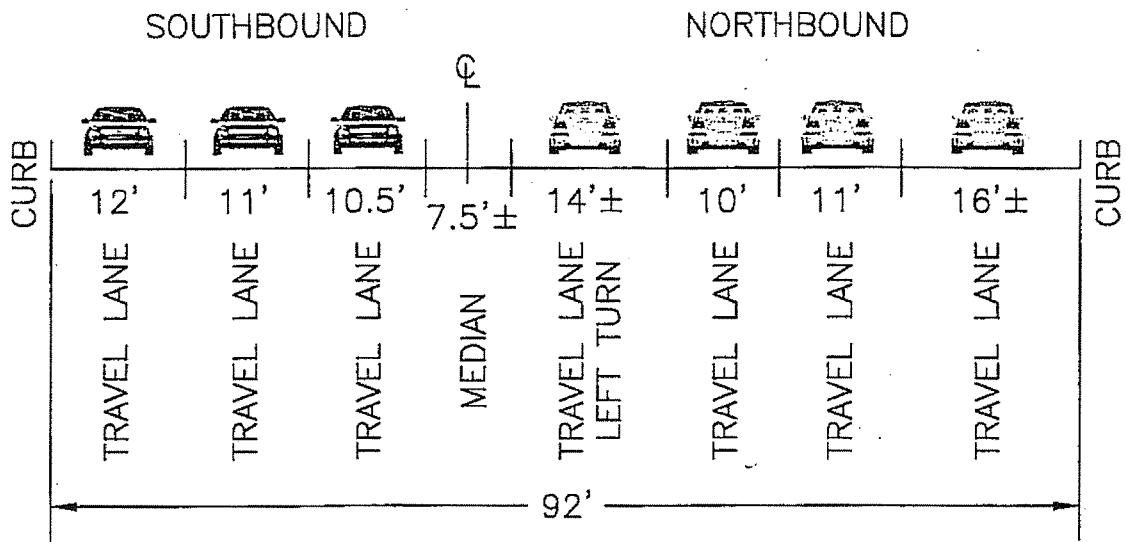


## Concept 4

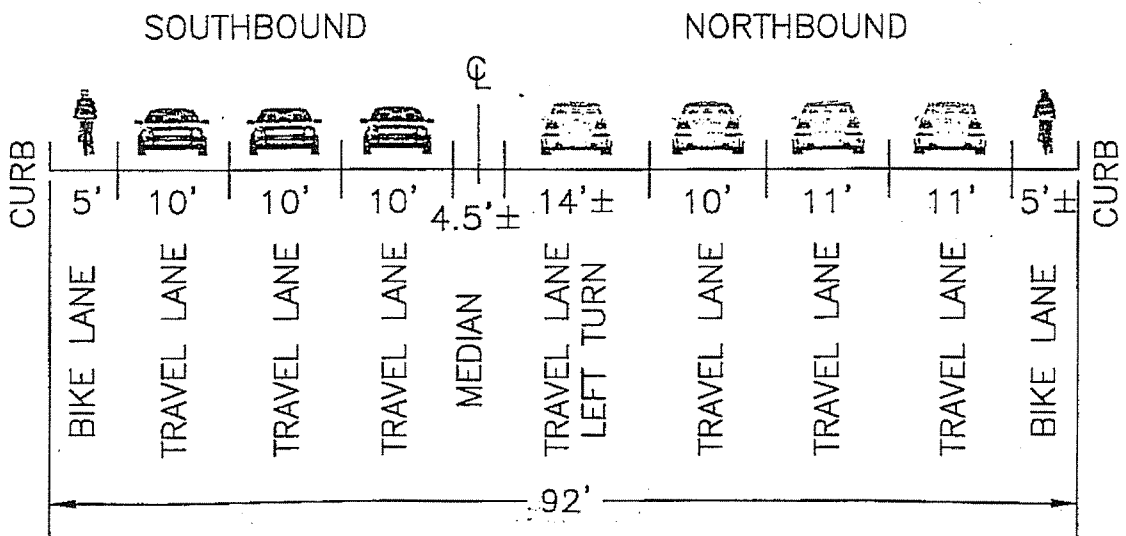
# Evelyn Avenue to Central Expressway

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EXISTING:



PROPOSED:

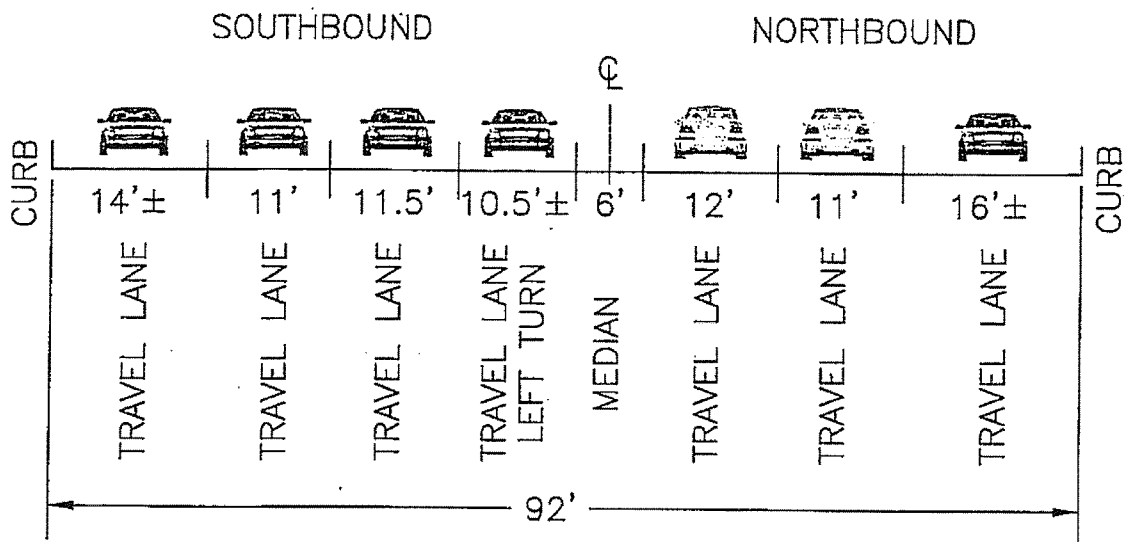


## Concept 4

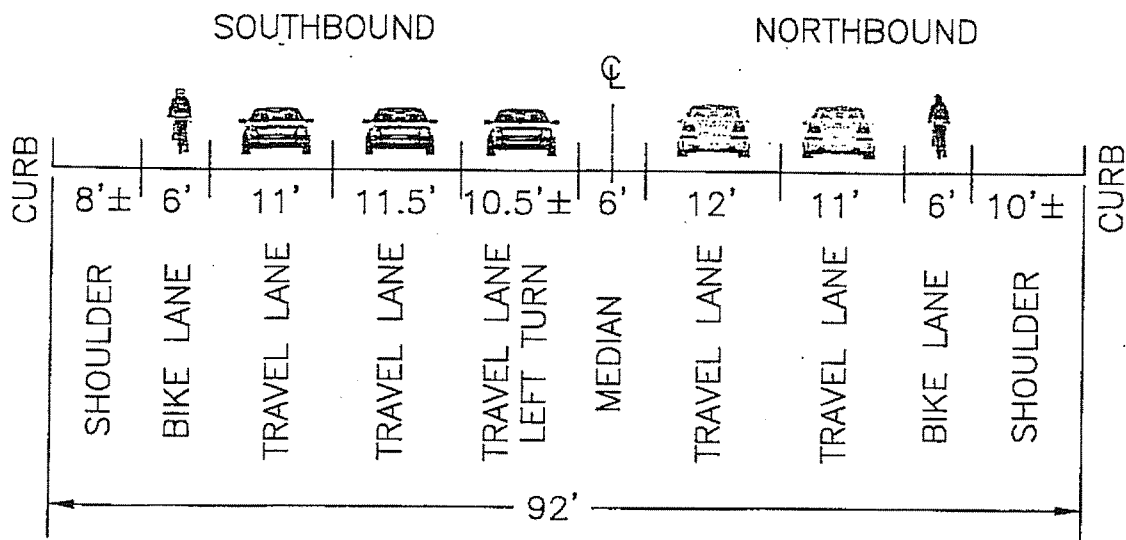
# Central Expressway to Maude Avenue

NOT TO SCALE

EXISTING:



PROPOSED:



**Mary Avenue Street Space Allocation Study**  
**Excerpts from Various Bicycle and Pedestrian Advisory**  
**Commission Meeting Minutes**

indicated that the bike and walk to school week seemed to be very successful, and suggested that BPAC members approach schools to communicate with TSCN and show interest in participating in future years. In addition, indicated that the City of Los Angeles had a Cyclovia event on 10/10/2010 which had 100,000 participants. Recommended having a similar event in Sunnyvale, and commented that our serious disadvantage is that we have this entrenched automobile culture that they do not seem to have in Los Angeles. Also noted that he observed a sign posted at the end of the Stevens Creek Trail at Sleeper Avenue announcing that the bike/pedestrian bridge over-crossing SR 85 is fully funded with expected completion in the fall.

### **CONSENT CALENDAR**

- 1.A) Approval of Draft Minutes of the September 16, 2010 Meeting
- 1.B) Approval of Agenda of the October 21, 2010 Meeting
- 1.C) Approval of the 2010 BPAC Calendar Update

Consent Calendar Item 1 was moved to follow Public Hearing Item 2. **Commissioner Durham moved a motion seconded by Commissioner Manitakos to approve Consent Calendar items 1.A), 1.B) and 1.C). Motion was passed 7-0.**

### **STAFF RESPONSE TO PRIOR PUBLIC COMMENTS**

No response was needed.

### **PUBLIC COMMENTS**

None.

### **PUBLIC HEARINGS/GENERAL BUSINESS**

- 2. DISCUSSION: Mary Avenue Street Space Allocation Study

Andrew Kluter – Provided a Powerpoint presentation describing two evaluated alternatives for each of three roadway segments. In general, the first alternative proposes a road diet by reducing the number of auto travel lanes and providing bike lanes. This alternative maintains the existing auto travel lanes at critical intersections such as Mary Avenue/Fremont Avenue and Mary Avenue/El Camino Real for safe operational purposes. The second alternative proposes retaining the existing number of auto travel lanes and prohibiting parking on one side of the street to accommodate the provision of bike lanes. It should be noted that both alternatives maintain the

existing number of auto travel lanes between Evelyn Avenue and Central Avenue, with the second alternative including median reduction to accommodate continuous Class II bicycle lanes. The three road segments from south to north are: Mary Avenue from Fremont Avenue to Evelyn Avenue (primarily running through a residential area), from Evelyn Avenue to Central Expressway, and from Central Expressway to Maude Avenue. The consultant also described a set of draft criteria, listed below, for evaluating the two alternatives. In addition, Mr. Kluter requested feedback of the BPAC members for consideration in future steps of the feasibility study and noted the possibility of mixing and matching between the two alternatives along the road segments. Also noted that a refined alternative is expected to be presented to the public in a community meeting to be held in January 2011. Cost estimate will also be prepared prior to the January community meeting. Provided a web site address where up-to-date information on the project is being posted.

The Draft Evaluation Criteria are as follows:

- 1- City Policy Considerations including:
  - Appropriate accommodations for vehicles and bikes,
  - Enhanced safety and efficiency for all road users;
  - Call for developing engineering & planning criteria based on roadway geometry, collision history, travel speed, traffic volume, and other factors;
- 2- Maintain current/acceptable vehicle peak hour Level of Service (LOS) at key intersections;
- 3- Lane widths for motorized vehicles and bicycles;
- 4- Ability to provide continuous Class II bicycle lanes;
- 5- Traffic calming and pedestrian safety features;
- 6- Potential for speed reduction and collision reduction;
- 7- Cost consideration – modification of roadway elements including curbs, medians, pavement, and landscaping; and,
- 8- Parking supply impacts.

Commissioner Switzer – Noted the need for establishing bike lanes that are as wide as possible. Also noted that she considers criteria #4 a high priority. Indicated that outreach of the community meeting was very good, and requested just as a good of an outreach process to be carried out for the January community meeting.

Commissioner Rausch – Noted that the community meeting outreach within the residential part of Mary Avenue was limited, and suggested posting future meeting announcements in the Sunnyvale newspaper.

Commissioner Durham – Noted that most homes along the southerly segment of Mary Avenue have at least three to four on-site parking stalls per house (in garages and on driveways) excluding the stalls currently provided on the street. Considers Criteria #8 a low priority when it sacrifices safety conditions. Also noted that criteria #2 through #5 are the most important ones in his view.

Commissioner Stawitcke - Considers criteria items #3, #4, #5 and #6 as equally important and highest priority followed by criteria #2, #7 and #8.

Chair Walz – Noted that he agrees that criteria #2 through #5 are the highest priority. Added that should the cost become an issue, then possibly the project could be implemented in phases depending on the grants and/or other funding sources that may be attained. Suggested that the safest and best segment be implemented first in case of phasing the project to make it more affordable.

There was a general consensus among the BPAC members that the most important evaluation criteria are number 3, 4, 5 and 6.

Arthur Schwartz – Inquired if the bike lane width includes the gutter. Also suggested paving over the gutter to better accommodate cyclists whenever it is only possible to provide a four-foot bike lane.

Andrew Kluter – Clarified that width of the bike lanes include the gutter and that the bike lane is generally provided at a minimum of 3 feet plus 2 feet gutter. Where possible, the bike lane is proposed 4 feet plus 2 feet gutter.

Kevin Jackson – Recommended providing six-foot bike lanes as much as possible because pavement and concrete do not age the same, and the line of separation become unsafe for cyclists. Noted his belief that the high traffic volumes and speeds along the street warrant providing the six-foot bike lanes. In addition, noted that parking is dangerous for cyclists especially in the peak traffic hours, and that parked cars also restrict visibility for cars turning in and out of driveways.

Comments noted on Segment 1 (Most southerly segment): The proposed six-foot bike lanes are adequate. In the case of having parking shifting from side to side, recommended the establishment of distinguished marked crosswalks including in the vicinity of the soccer field. Also recommended having swerves in lane edge lines at intersections and not at mid-block locations because motorists have a tendency to drive straight and over-crossing marked lines which create pinch points for cyclists. The BPAC members recommended Alternative 1 for Segment 1.

Comments noted on Segment 2 (The middle segment): Recommended maintaining consistent width for the vehicular travel lanes. Alternative 2 is considered better because it does not propose sharrows (lanes shared between automobile and bicycle traffic).

Comments noted on Segment 3 (Most northerly segment): The BPAC members raised concerns regarding the four-foot bike lanes and suggested instead considering narrowing the vehicular turn lanes to nine feet. Noted that this is a 40 mph zone and that bike lanes need to be at least six feet wide. Requested avoiding

the sharrows by narrowing down the vehicular travel lanes and separating/markings bike lanes.

Commissioner Manidakos - Noted with regard to Segment 3 that the plan under review for both options have a separate right-turn lane at Mary Avenue/Maude Avenue that is located to the right of the bike lane. This forces cyclists to mix with the traffic or wait behind turning cars to get back to the bike lane. He considers this design practice to be confusing and hazardous. Noted his opposition to such design and his preference to maintain the bike lane abutting to the curb.

A public member: Requested modifying width of all bike lanes to at least five feet, and requested retaining turn lanes to avoid delays and collisions. Inquired if the consultant is a cyclist and whether he prefers a certain alternative and why. Also inquired if more than two alternatives have been reviewed.

Andrew Kluter – Clarified that he has no preferred alternative at this point, and is currently formulating the evaluation criteria and reviewing elements of the two alternatives. Added that he bicycles, and welcomed suggestions for additional or hybrid alternatives.

Kevin Jackson – Noted that this project is being motivated as a bicycle retrofit project which should not be compromised especially in light of the street space allocation policy with the capacity concerns and street parking as subordinate goals. Indicated that the facility should be designed to accommodate safe use by average and not elite cyclists which should be the project's measure of success. Added that the Class II bicycle facility along Mary Avenue will be a good connection between the bridge over I-280 and the Borregas Avenue pedestrian/bicycle bridges.

### 3. DISCUSSION: Draft Climate Action Plan (CAP) policies

Heba El-Guendy – Circulated an updated list of draft CAP policies, growth scenarios per the current General Plan along with potential changes, and an updated project schedule for developing the first Sunnyvale CAP and updating the Land Use and Transportation Element (LUTE). Noted that the draft CAP policies have been developed based on input from the Horizon 2035 Committee, the public, and staff. Described the Study Session process that will be attended by Council members, the Planning Commission and BPAC. Requested reviewing the circulated materials before the study session to provide input. Added that soon after the study session, BPAC members can still provide comments using the link on the project's web page or via e-mail to Gerri Caruso and Tricia Lord of the Community Development Department.

Chair Walz – Noted his hope for the Council not to water down the CAP policies that are currently under review. Also noted that one of the links on the main project web page is inaccurate with "Sunnyvale.com".

## **PUBLIC COMMENTS**

Jim Stallman commented on development of the Valley Transportation Plan 2040 and Highway 85 projects.

Kevin Jackson commented on the Horizon 2035 Land Use and Transportation Element update and environmental impact report.

Chair Walz commented on a Lawrence Station Area Plan public meeting.

Garth Williams commented on Sunnyvale's involvement in Stevens Creek Trail planning.

## **PUBLIC HEARINGS/GENERAL BUSINESS**

### **2. ACTION: Transportation Development Act (TDA) Article 3 Funding Recommendation**

After questions from Commissioners, the public hearing was opened. Patrick Grant suggested pursuing Trust for Public Lands grants. George Emma inquired about the geometry of Wildwood Avenue. Kevin Jackson inquired about potential Bicycle Expenditure Program projects, and indicated support for funding of a Stevens Creek Trail feasibility study. Art Schwartz inquired about Remington Drive bike lanes funding.

The Commission took a straw vote on TDA funding priorities.

**Commissioner Durham moved and Commissioner Stawitcke seconded a motion to recommend TDA funding for the East Channel Trail, in order to swap funds for a Stevens Creek Trail feasibility study.**

**Motion passed: 5-0-1, Commissioner Manidakos abstained.**

### **3. ACTION: Mary Avenue Bike Lanes Project Alternative Design Concept Evaluation**

**Commissioner Stawitcke moved and Commissioner Manidakos seconded deferring Item 4, Pastoria Avenue Bike Lanes, to the April, 2011 meeting.**

**Motion passed: 5-0, Commissioner Durham absent.**

After the staff report, the BPAC adjourned for five minutes to allow the public an opportunity to review plans that were presented.

Commissioners provided comments on the plans that were presented.

The public hearing was opened. Dan Hafeman expressed concern about right of way acquisition and requested that through bike traffic at Maude Avenue be accommodated. Art Schwartz commented on bike lanes and tricycles, and requested reconsideration of gutter design standards. Kevin Jackson commented on bike lanes at right turn pockets, and buffer zones next to bike lanes. Patrick Grant noted the presence of a large drain grate near California Avenue.

### **4. DISCUSSION: Pastoria Avenue Bike Lanes Project – Deferred to April, 2011 meeting.**

## **NON-AGENDA ITEMS AND COMMENTS**

**Commissioner Durham moved and Commissioner Stawitcke seconded the motion to approve Consent Calendar items 1.A) and 1.B).**

**Motion passed: 6-0.**

Commissioner Rausch arrived at 6:55 PM due to the change in meeting location.

### **PUBLIC COMMENTS**

Kevin Jackson noted with regard to one of the e-mail messages contained in the agenda packet that the travel lanes along Tasman Drive are substandard and that cyclists have the right to use full width of the lanes.

### **PUBLIC HEARINGS/GENERAL BUSINESS**

#### **4. DISCUSSION: VTA BEP Funding Awards**

David Simons (member of the VTA BPAC) noted that the Transportation Funds for Clean Air (TFCA) program was undersubscribed. Bike/pedestrian projects applying for TFCA must meet the cost effectiveness criteria and be ready for implementation. Concerned that the list of projects applying for Bicycle Expenditure Program (BEP) funds were initially shared with the VTA BPAC as a discussion, and not action item.

#### **2. DISCUSSION: Mary Avenue Bike Lanes – Central Expressway to Maude Avenue**

BPAC members reiterated their preference for a road diet along this roadway segment due to:

- Mary Avenue is expected to be the main north-south cycling route through the City, and is a cost effective route in terms of implementation;
- Allow the provision of wider six-foot bike lanes all along the length of the road segment. This wider bike lane width would also exclude the side gutter, relative to the other alternative that generally offers the standard five-foot bike lane including the typical two-foot gutter which narrows the effective width of the bike lane;
- Enhance good safety conditions and encourage cycling through the provision of wider bike lanes. The wider bike lanes will also better accommodate tricycles and baby trailers;
- The provision of wider 12-foot vehicular travel lanes is not expected to significantly increase speeds, and will allow some room for drivers' error;
- Allow for break down and maintenance space on the sides of the road; and,
- Somewhat reduce construction cost relative to other alternatives.

#### **3. DISCUSSION: Grand Boulevard Concept Planning**

Chair Walz noted that VTA may form a citizen advisory committee for the Bus Rapid Transit (BRT) project on El Camino Real and encouraged having a cycling activist from the individual cities along the corridor to be a member of such committee. Clarified the need for providing continued bike lanes along El Camino Real as the corridor travels through the different municipalities.

Motion by Chair Manidakos, second by Commissioner Switzer to support staff recommendation.

Commissioner Jackson friendly amendment to put parking restrictions at intersections, accepted. Motion carries, 5-0.

### 3. Review and Make a Recommendation on a Mary Avenue Street Space Allocation Study

Staff summarized the recommendation.

Chair Manidakos inquired about 6 ft. lanes. Staff stated this was likely not possible between Evelyn Avenue and Central Expressway.

Chair Manidakos stated that at El Camino Real and Evelyn Avenue parking removal is justified, and that at Evelyn Avenue and Central Expressway there is a pinch point. He noted that northbound right turns at Central are difficult for bikes. He also stated that southbound at Evelyn Avenue right turns are heavy and bikes cannot see the programmed visibility signal. Chair Manidakos suggested a light targeted at bikes. He also stated that the RTC is a little confusing and needs to present all four segments only. He stated that street cross sections should be presented by street segment.

Commissioner Jackson noted that on page 32, the web site terminology differs from references in RTC, and that on page 34 he disagrees with the statement that street space policies conflict. He believes near El Camino Real bike lanes are 5 feet northbound and southbound, and recommends narrower travel lanes. Commissioner Jackson also expressed the need for clear demarcation of beginning of parking lanes. He stated that near Bidwell bike lanes are 5 feet on one side and 9 feet on the other, and on southbound Mary bike lanes are 4.5 feet. Commissioner Jackson stated that he would like to see 20 foot parking buffers implemented at intersections, suggested constructing 1 foot gutters in areas where 6 foot bike lanes cannot be provided, and also suggested radar speed feedback signs.

Commissioner Switzer suggested considering crosswalks and other pedestrian safety improvements.

The public hearing was opened. Art Schwartz stated that cars are cutting corners at intersections and believes cars at signalized intersections will trip through green when turning right. Mr. Schwartz stated that he thinks lane dividers should be provided.

Commissioner Jackson stated that it is difficult for bicycles to see delineators.

Mr. Durham stated that he supports El Camino Real to Fremont Avenue lanes, and thinks variable width lanes north of El Camino will be a good improvement. He also suggested squaring off lanes at parking transitions, and recommended colored bike lanes at right turn transitions. Mr. Durham also suggested at the train tracks consider a bike box southbound on the south side of railroad tracks.

Commissioner Switzer stated that she supports green lanes, and supports considering them at right turn lanes.

Motion by Chair Manidakos to support the staff recommendation with the added provision to provide a design that maximizes 6 foot bike lanes and provide colored bike lanes at intersection turn lanes.

Commissioner Jackson second. Friendly amendment by Jackson, to provide a 1 foot gutter if 6 foot bike lanes cannot be achieved. Commissioner Jackson also stated that when bike lanes 6 feet adjacent to on-street parking the should be 6 feet wide, the project should implement 20 feet parking restriction at intersections, speed feedback signs, Begin right turn lane, Yield to Bikes signs, and clearly delineate the beginning of parking lanes.

Chair Manidakos stated that he does not accept gutter narrowing or speed feedback signs.

Commissioner Kolber discussed the effectiveness of speed feedback signs.

Motion approved, 5-0 as amended.

#### 4. Election of Officers

For Chair, Commissioner Rausch nominated Commissioner Switzer. Commissioner Switzer declined.

Commissioners Jackson and Switzer nominated Chair Manidakos. Chair Manidakos accepted. Nomination approved unanimously, 5-0.

For Vice Chair, Commissioner Kolber requested that the Vice Chair be someone who will not be termed out within the next year. Chair Manidakos nominated Commissioner Jackson. Commissioner Rausch leaves at 8:04 PM. Nomination approved, 4-0.

#### **NON-AGENDA ITEMS AND COMMENTS**

Chair Manidakos and Commissioner Switzer announced that they are out of town in August.

Commissioner Switzer stated that the City of Fremont cracked down on autos passing on the right using bike lanes.

Staff responded to an inquiry regarding trucks.

#### **INFORMATION ONLY ITEMS**

1. BPAC E-mail messages and/or letters since circulation of the agenda packet of the June 20, 2013 meeting.

2. BPAC Active Items List.

Accepted as submitted.

#### **ADJOURNMENT**

Meeting adjourned at 8:10 p.m.

Respectfully submitted by:

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Jack Witthaus, Transportation and Traffic Manager