

### REPORT TO COUNCIL

#### SUBJECT

Mary Avenue Bike Lanes Project (Information Only)

#### BACKGROUND

The installation of bicycle lanes on Mary Avenue from Fremont Avenue to Maude Avenue was identified in the City of Sunnyvale 2006 Bicycle Master Plan and went through a multi-year process prior to implementation. As part of the project several concepts were developed which identified different lane configurations and their effect on traffic and parking. These concepts were discussed and reviewed at several meetings including three community meetings (10/13/2010, 3/31/2011, and 2/27/2013) and four Bicycle and Pedestrian Advisory Commission meetings (10/21/2010, 3/17/2011, 4/28/2011, and 7/18/2013). Based on input received from these meetings, final design alternatives were developed and approved by the City Council on October 8, 2013 (RTC No. 13-239 - Attachment 1). The design alternatives approved by Council in 2013 were as follows:

- From Fremont to El Camino Real: Bike lane with one travel lane in both directions, adding a two way center left turn lane, and retaining parking on both sides of the road.
- From El Camino Real to Evelyn Avenue: Retaining travel lanes and eliminating parking on the west side.
- From Evelyn Avenue to Central Expressway: Converting the southbound right-turn lane, narrowing lanes, and narrowing the median.
- From Central Expressway to Maude: Elimination of one travel lane in each direction and, and providing buffered bike lanes.

The staff report also included a link to the conceptual designs for the alternatives and other concepts that were considered.

Over the last few years staff has worked diligently to implement the Mary Avenue project. As Council is aware there had been concerns from the community and Council regarding the schedule of the project, and staff has taken a number of steps to communicate status and find ways to implement the project. Over the last 12-18 months, staff has separated the project into two phases (Phase 1 - Fremont to Evelyn and Phase 2 Evelyn to Central), pursued grants and identified funding for both phases, held additional meetings to provide status on schedule, provided updates through the City Manager Bi-Weekly Report, held a bicycle Study Session with Council including a focus on Mary Avenue, and the City Council awarded a design contract for Phase 1 on May 5, 2015, , a construction contract for Phase 1 of the project on May 17, 2016, and a contract amendment to complete the design for Phase 2 on June 21, 2016.

#### DISCUSSION

The project is currently under construction for Phase 1 which was designed per the approved concept plans (Attachment 2 provides the plans included as a link for RTC No. 13-239 and Attachment 3 provides the current Construction Drawings). Staff has received a number of CRM's with concerns about the project, specifically the loss of parking. Concerns during construction are typical for any Road Allocation or Road Diet project, and staff expects more concerns will be received after the project is implemented (specifically from commuters who travel but don't live on Mary Avenue.) This is typically attributed to three key items:

- Although the staff that managed the multi-year Mary Avenue process is no longer with the City, current staff has reviewed the available record on the project, and as expected, there was not unanimous support from the community.
- This has been a multi-year process. Staff would expect there are a number of residents that were not able to participate or did not live in the area at that time.
- Residents who commute but do not live on a roadway where lanes are being reduced typically do not engage as part of the community process.

In addition, staff reviewed the 2013 staff report and council presentation. The recommendations discuss maintaining parking on both sides of the road from Fremont to El Camino and eliminating parking on the west side between El Camino and Evelyn. Accommodating transitions on the roadway from two lanes to one lane and allowing turn pockets at key intersections requires parking removal, which affects approximately 39 additional properties. These are shown as part of the approved concept designs included in the 2013 RTC, but our review of the Council meeting shows that this matter was not discussed separately as part of the RTC or presentation. This does not mean that it was not considered by the Council or that there was a lack of transparency; the video only suggest that it was not taken up for further discussion but was included as part of the information that informed the Council's action. Unfortunately, as part of the construction outreach for the project, a letter was inadvertently sent with the project description, as approved by Council, and did not include the additional locations where parking will be removed per the approved concept plans. A new letter has been sent with updated information.

Staff continues to move forward with implementing the project per the approved Council direction. The current schedule (weather permitting) is for the slurry seal pavement treatment to be applied October 19-25, 2016, and final project completion is scheduled for late November.

### **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 website.

Prepared by: Manuel Pineda, Director, Public Works  
Approved by: Deanna J. Santana, City Manager

### **ATTACHMENTS**

1. RTC No. 13-239
2. 2013 Concept Plan
3. 2016 Final Design