

### **REPORT TO COUNCIL**

#### **SUBJECT**

Approve the Java Drive Road Diet Removal of One Mixed Flow Lane in Each Direction Between Mathilda and Crossman Avenues, Select Class II-B Buffered Bike Lanes (Option 1) for Final Design and Construction and Find that this Action is Categorically Exempt from the California Environmental Quality Act (CEQA Guidelines Section 15301(c))

#### **SUMMARY OF COMMISSION ACTION**

The Bicycle and Pedestrian Advisory Commission considered this item on October 21, 2021.

The Bicycle and Pedestrian Advisory Commission voted to approve Alternative 1: Recommend to City Council to approve the Java Drive Road Diet removal of one mixed flow lane in each direction between Mathilda and Crossman avenues and select option 1 (Class II-B buffered bike lanes) for final design and construction. The vote was 7-0, with all Commissioners present.

No public comment or letters were presented.

#### **COMMUNITY OUTREACH AND FEEDBACK**

The following community outreach activities were performed:

- June 17 - Bicycle and Pedestrian Advisory Commission project introduction
- July 12 - Java Working Group project introduction
- September 20 - Java Working Group project update
- October 12 - November 12 - Community Feedback Survey online
- October 13 - Community meeting
- October 14 - Moffett Park Business Group Transportation Subcommittee
- October 21 - Bicycle and Pedestrian Advisory Commission recommendation
- November 8 - Moffett Park Business Group Board

The majority of the feedback received was in support of the project. Some of the common feedback included:

- Interest in physical barriers between vehicle lanes and bike lanes or protected bike lanes
- Ability and process to convert Class II-B to Class IV separated bikeway in the future
- Managing conflict points between vehicles and bicycles, for example at intersection right turns and at driveways with routine vehicular back ups
- Avoiding use of bike lane for on-street parking and loading/unloading and vehicles using buffer as a lane
- Connection to future channel trails and regional bike network
- Concern about vehicular speeds and interest in reduction of speed limits

- Concern over large trucks and bicycles sharing the lane and drivers not expecting bicycles in roadway under existing conditions
- Concern about not adding confusion on the corridor, with existing light rail and driveways
- Interest in using bike to run errands and attend meetings during the day
- Interest in adding bicycle infrastructure to reduce climate change, collisions, congestion and to increase health and community
- Interest in prioritizing cycling, walking and transit

The survey had 54 total respondents. Of those respondents over 70% travel through this segment of Java Drive. The primary reason for traveling through this segment of Java Drive is evenly spread between work/commute, running errands, and recreational. More than 60% drive alone as their primary mode of transportation on Java Drive and over 30% bike or ebike.

Of the survey respondents who use Java Drive, nearly 70% stated that they would be more likely to bicycle in the Moffett Park area if the project is built, with approximately 12% saying maybe. The number of respondents who would drive alone as their primary mode on Java Drive if the project is built decreased to less than 40% and those who would use bike or ebike increased to over 50%.

The full survey results and comments are included as Attachment 6.

## **ENVIRONMENTAL REVIEW**

The action to approve the road diet and install Class II-B bicycle facilities is exempt from the California Environmental Quality Act (CEQA) pursuant to the Class 1 exemption (CEQA Guidelines Section 15301(c)) which includes alterations of existing streets, sidewalks, gutters, bicycle lanes and similar facilities, including addition of bicycle lanes, as long as the project does not create additional automobile lanes. The CEQA document will be filed at the County Recorder's Office prior to the start of construction activities.

## **PUBLIC CONTACT**

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

## **ALTERNATIVES**

1. Approve the Java Drive Road Diet removal of one mixed flow lane in each direction between Mathilda and Crossman avenues and Select option 1 (Class II-B buffered bike lanes) for final design and construction and Make a finding of Categorical Exemption from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301 (c).
2. Do not approve the Java Drive Road Diet and do not design and construct the project.

## **STAFF RECOMMENDATION**

Alternative 1: Approve the Java Drive Road Diet removal of one mixed flow lane in each direction between Mathilda and Crossman avenues and Select option 1 (Class II-B buffered bike lanes) for final design and construction and Make a finding of Categorical Exemption from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301(c).

Staff recommends approving Alternative 1, which will allow the installation of Class II-B buffered

bicycle lanes along this segment of Java Drive without the need for any right of way acquisition. The installation of Class IV separated bicycle pathways, as contained within in the 2020 Active Transportation Plan, may be included as part of the Moffett Park Specific Plan efforts, allowing the City to study the operation and maintenance needs of a separated bicycle facility and plan for any other future needs that may require right of way, such as transit only lanes. Installation of Class II-B buffered bicycle lanes now is expected to increase and accommodate bicycle commuting and recreational use to this area of Moffett Park in the near term. Additionally, most of the community feedback to date has been strongly in support of Alternative 1 with the goal to install Class IV bicycle pathway in the future.

Prepared by: Angela Obeso, Principal Transportation Engineer

Reviewed by: Dennis Ng, Transportation and Traffic Division Manager

Reviewed by: Chip Taylor, Director, Department of Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager

### **ATTACHMENTS**

1. Report to Bicycle and Pedestrian Advisory Commission [21-0918, October 21, 2021] (without attachments)
2. Location Map
3. Conceptual Typical Proposed Cross Section
4. Conceptual Typical Proposed Layout

### **Additional Attachments for Report to Council**

5. Excerpt of Draft Minutes of the Bicycle and Pedestrian Advisory Commission Meeting of October 21, 2021
6. Community Survey Results