

**Council Meeting: April 9, 2013****SUBJECT: Discussion and Possible Action Regarding Consideration of Wildwood Avenue Space Allocation Study****BACKGROUND**

Wildwood Avenue is included in the City's Bicycle Capital Improvement Program as a candidate for the installation of bike lanes. The City has received a grant from the Bay Area Air Quality Management District to construct bike lanes. Bike lane construction in this area would connect bicycle shoulders on Lawrence Expressway to planned bike lanes in Santa Clara on the Mission College Boulevard extension of Wildwood Avenue. This section of Wildwood Avenue currently features one travel lane in each direction, and parking and sidewalks on one side of the street for the predominance of the length of the roadway. Adjacent land uses are commercial, apartments, and six side yards of single family residential homes. 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 is presenting this information to Council for consideration on whether to change the existing roadway configuration.

DISCUSSION

In 2009, the City of Sunnyvale adopted a Policy on the Allocation of Street Space. The Policy for Allocation of Street Space was initiated by the City's Bicycle and Pedestrian Advisory Commission (BPAC) and approved by the City Council on April 28, 2009 (RTC 09-085). The goal 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, on-street parking, or other roadway reconfigurations, or because of right-of-way constraints. Consideration of bike lanes was a particular intent of the street space allocation policy.

Wildwood Avenue currently does not feature facilities for bicycles. A location map is provided as Attachment A. Staff has identified and studied three options for providing bicycle facilities. Providing bike lanes on Wildwood Avenue within the existing curb-to-curb width (see Attachment B) would require elimination of on-street parking. Widening the road for bike lanes was considered as an alternative. This would involve right-of-way acquisition, utility relocation, and significant capital cost. The cost would exceed the currently available level of funding. Installation of shared lane arrows was also considered as an alternative. Shared lane arrow (sharrow) installation is not eligible for the

currently available grant funding, and provides less protection to cyclists than bike lanes.

Staff evaluated roadway geometry, motor vehicle speeds, collision history, motor vehicle volumes, and roadway capacity. A summary of findings is included as Attachment B.

Speed surveys show that 85 percentile travel speeds are 41 miles per hour, which is significantly above the posted 35 mile per hour speed. Installation of bike lanes would narrow automobile travel lanes increasing drivers' perception of side friction, which can have a positive effect on reducing travel speeds. A review of the collision history for the roadway shows that two bicycle-involved collisions have occurred in the last five years. Bike lane installation will create marked space for bicycles on the roadway, which increases the comfort level of bicyclists from a safety standpoint and increases drivers' awareness of bicycles using the roadway. These should have a positive effect on safety.

On-street parking supply and demand were also examined. Parking demand is very low on the roadway. Weekday and weekend surveys taken in morning, afternoon, and evening time periods found no vehicles parked on the street. Excess off street supply was noted for all land uses in the proposed study area.

The Sunnyvale Bicycle and Pedestrian Advisory Commission considered this item at its February 21, 2013 meeting and voted 7-0 to recommend that the City Council support the staff recommendation, and that staff consider providing directional signage at the Wildwood Avenue/Bridgewood Avenue intersection as part of the project. Commissioners noted that bike lanes would provide an important new connection to Santa Clara, and that bike lanes improve motorist awareness and acceptance of bicycles on the roadway.

EXISTING POLICY

Land Use and Transportation LT 5.5d. Maximize the provision of bicycle and pedestrian facilities.

Land Use and Transportation 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.

Land Use and Transportation LT 5.10. All modes of transportation shall have safe access to City streets.

Land Use and Transportation 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.

Land Use and Transportation 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.

FISCAL IMPACT

There are sufficient funds from a Bay Area Air Quality Management District grant to install striping, signs and legends to re-stripe the road for bike lanes within the existing right of way. Widening the roadway to provide bike lanes while retaining on-street parking would constitute a major capital improvement project requiring utility relocation, acquisition of right-of-way, and construction of roadway pavement, curb, gutter, sidewalk, and drainage facilities. A widening project is roughly estimated to cost approximately \$ 4 million. No funds are currently available to widen the roadway. Installation of sharrows would cost under \$1,000. This expenditure could be covered under existing operating budgets.

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.

A neighborhood survey was direct mailed to 422 residents and property owners in the project area. Staff received 41 responses, or 9.7% of the targeted audience. Twenty seven respondents or 65% of responses favored re-striping the roadway to provide bike lanes, eight respondents (20% of responses) favored shared lane arrows, and six respondents (15% of responses) favored no changes.

A community survey was also performed using Survey Monkey and advertising on the City's web site, various social media, and email notification to community groups. Fifty-nine responses were received. Of those responses, 55 respondents or 93% of responses favored re-striping the roadway to provide bike lanes, and two respondents each favored sharrows or no changes.

The Bicycle and Pedestrian Advisory Commission held a public hearing on a draft Report to Council at its February 21, 2013 meeting. Notification of the Council hearing was mailed to residents and property owners with Wildwood Avenue frontage or addresses, and other interested parties two weeks prior to the Council hearing.

ALTERNATIVES

1. Direct staff to allocate street space on Wildwood Avenue in order to provide one bike lane in each direction with no on-street parking, and consider the installation of directional signage at the Wildwood Avenue/Bridgewood Avenue intersection.

2. Direct staff to allocate street space on Wildwood Avenue in an alternative configuration as determined by Council.
3. Direct staff to make no changes from the existing configuration.

RECOMMENDATION

Staff and the Bicycle and Pedestrian Advisory Commission recommend Alternative No. 1: Direct staff to allocate street space on Wildwood Avenue in order to provide one bike lane in each direction with no on-street parking, and consider the installation of directional signage at the Wildwood Avenue/Bridgewood Avenue intersection.

Alternative 1 provides bike lanes and sufficient roadway capacity to meet motor vehicle travel demand. Exercising this alternative will result in a roadway cross section that accommodates all modes of travel. This alternative results in elimination of designated on-street parking, but demand surveys show very limited use of existing on-street parking. This action may also have a calming effect on travel speeds on the roadway, of which 85% of vehicles are currently in excess of the posted speed.

Neighborhood and community surveys showed strong support for the recommended alternative, with 65% of resident/property owner respondents and 93% of respondents to the community survey favoring Alternative 1.

Reviewed by:

Kent Steffens, Director, Public Works

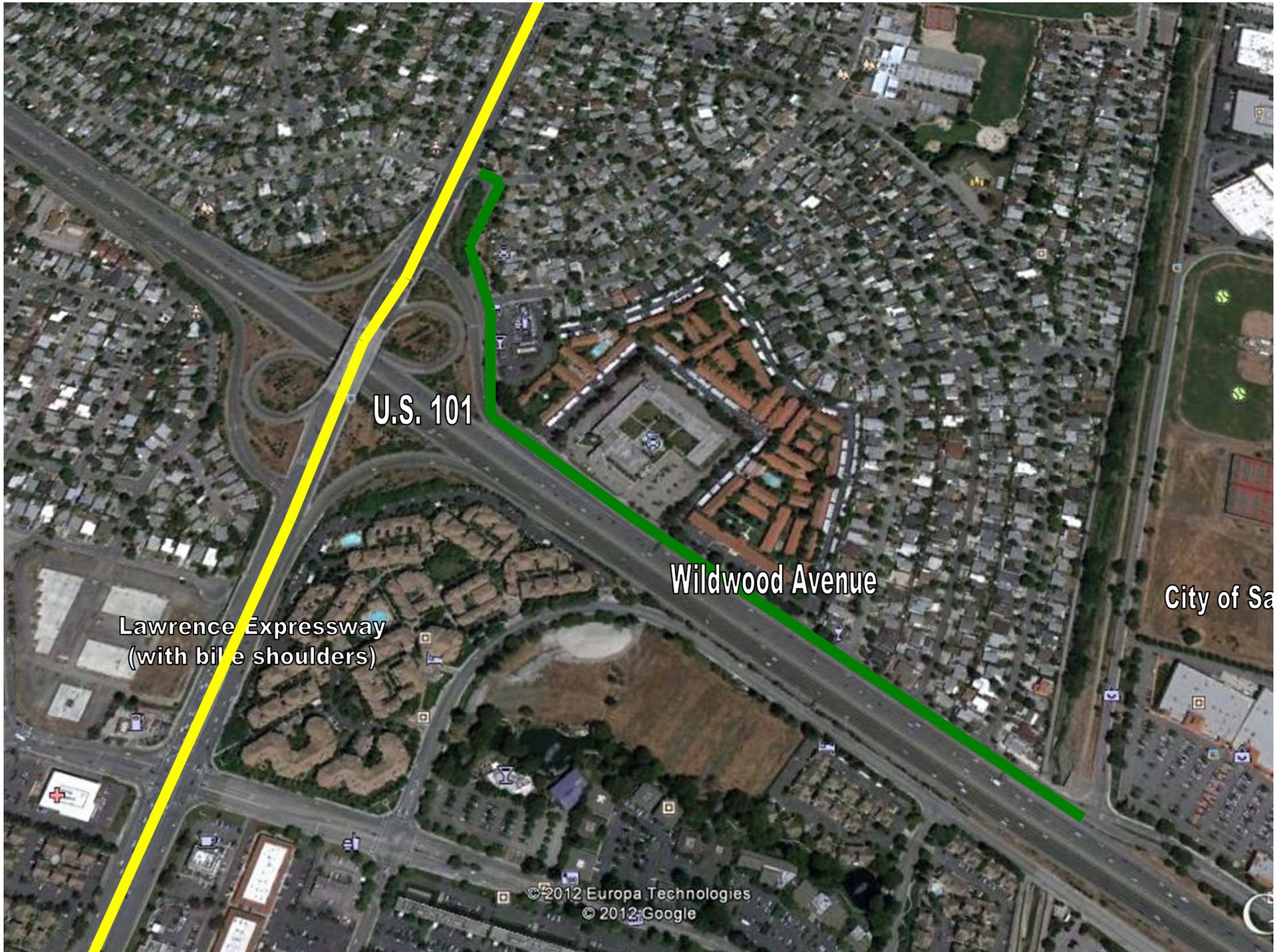
Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:

Gary M. Luebbers
City Manager

Attachments

- A. Project Location Map
- B. Street Space Allocation Study Summary
- C. Draft Bicycle and Pedestrian Advisory Commission Meeting Minutes of February 21, 2013



Lawrence Expressway
(with bike shoulders)

U.S. 101

Wildwood Avenue

City of Sa

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STREET SPACE ALLOCATION STUDY SUMMARY

Operational Feature	Minimum Standard or Criterion	Existing	Alternative 1 Wildwood On-Street Parking Removal	Alternative 2 – Sharrows
Vehicle travel lane width (typical)	10' travel	12', 24' total	11', 22' total	12'
Parking lane width	8' parking	8' parking one side	0'	8'
Bike lane width	3' asphalt, 4' total	0'	5', 10' total	0'
AM Peak Hour Intersection level of service	LOS "D" or above	n/a	n/a	n/a
PM peak hour Intersection level of service	LOS "D" or above	n/a	n/a	n/a
Roadway capacity	10,000 vpd/per lane	3,000 vpd/lane	same	same
Sidewalks		Yes, north side	Yes, north side	Yes, north side
Crash reduction potential	High = incidence of bike collisions, pedestrian collisions	2 bike involved collisions in 5 years	Moderate	Low
Crosswalk installation potential	Low travel speeds, volumes	n/a, no land uses or sidewalk on the south side of the street	n/a	n/a
Speed compatibility and speed reduction potential		35 MPH posted speed, 41 MPH 85% speed	Increased side friction from narrowing of travel lanes likely to reduce speeds	Not likely to reduce speeds.

DRAFT

**SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION
Meeting Minutes – February 21, 2013**

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:30 p.m. on February 21, 2013 with Commission Chair James Manidakos presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present: James Manidakos
Angela Rausch
Kevin Jackson
Richard Kolber
David Jones
Cathy Switzer
Kyle Welch

Members Absent: None

**Council Liaison
Present:** None.

Staff Present: Jack Witthaus, Transportation and Traffic Division Manager, Department of Public Works

Visitors: David Simons
Jenn Huston
Justin Ward

SPECIAL PRESENTATION

None.

PUBLIC ANNOUNCEMENTS

(Speakers are limited to 3 minutes for announcements of related board/commission events, programs, resignations, recognitions, acknowledgments)

Chair Manidakos announced a Silicon Valley Bicycle Summit would take place on February 26, 2013 at Stanford University.

Commissioner Jackson noted recent meetings on the Stevens Creek Trail, and an upcoming public meeting the on February 25. He also announced that Bike to Work Day would be held May 9, 2013. In response to a question from Commissioner Jones, it was noted that participation by BPAC members is voluntary.

CONSENT CALENDAR

- 1.A) Approval of the Draft Minutes of December 17, 2012 Meeting
- 1.A) Approval of the Draft Minutes of December 20, 2012 Meeting
- 1.B) 2013 BPAC Calendar

The consent calendar was approved by consensus.

PUBLIC COMMENTS

This category is limited to 15 minutes, with a maximum of three minutes per speaker. If you wish to address the board or commission, please complete a speaker card and give it to the Recording Secretary or you may orally make a request to speak. If your subject is not on the agenda, you will be recognized at this time; but the Brown Act (Open Meeting Law) does not allow action by board or commission members. If you wish to speak to a subject listed on the agenda, you will be recognized at the time the item is being considered by the board or commission.

None.

PUBLIC HEARINGS/GENERAL BUSINESS

1. ACTION: Wildwood Avenue Street Space Allocation Study

Chair Manidakos indicated his support for the staff recommendation, stating that bike lanes on Wildwood Avenue would provide an important new connection to Santa Clara and to a future connection with the Calabazas Creek Trail. He suggested directional signing at the intersection of Wildwood Avenue and Bridgewood Avenue.

Commissioner Jackson made editorial comments.

Commissioner Kolber noted that he had observed no vehicles being parked on Wildwood Avenue.

Motion by Manidakos, second Kolber to recommend that the City Council approved the staff recommendation and that staff consider directional signage at Wildwood Avenue and Bridgewood Avenue and make editorial corrections to the Report to Council. Motion approved, 7-0.

In response to a question from Commissioner Welch, staff and Commissioner Switzer indicated that the survey response level was typical for community surveys and direct mail surveys.

The Commission took a verbal report from the City's Valley Transportation Authority (VTA) Bicycle and Pedestrian Committee representative David Simons out of order. Mr. Simons reported that the VTA BPAC would be reviewing candidate projects for the Valley Transportation Plan 2040 Bicycle Expenditure Program. He announced that the VTA BPAC had elected new officers. He encouraged Sunnyvale BPAC representatives to communicate to him about big new projects in the City.

2. ACTION: Mathilda Avenue Street Space Allocation Study

Commissioners clarified roadway widths and commented on a high speed right turn lane at Maude Avenue and Mathilda Avenue. Commissioners encouraged consideration of enhanced roadway striping and signing to improve awareness of bicycles on the roadway.

Motion by Jackson, second Kolber, to recommend that the City Council approve the staff recommendation. Questions were asked about conditions of approval related to bicycles and pedestrians for the LinkedIn project at Mathilda and Maude Avenues. Motion approved, 7-0.

3. DISCUSSION: Bike Boulevard Pilot Project Candidate Streets

Chair Manidakos suggested including criteria for ranking bike boulevard candidate streets of removal of barriers to cross city travel, and length of the bike boulevard. The Commission discussed the definition of a bike boulevard. Commissioner Jackson made editorial comments, and indicated his preference for east /west Route 7, a combination of Routes 8 and 9, and north /south Route 6. Commissioner Rausch suggested a criterion for service to high schools. The Commission discussed routes to schools.

The public hearing was opened. Jenn Huston suggested a bus shuttle service to high schools.

NON-AGENDA ITEMS AND COMMENTS

- COMMISSIONERS ORAL COMMENTS

Chair Manidakos noted that one study issue suggested by the BPAC had been supported by the City Council.

Commissioner Jackson supported consideration of bicycle access as part of the Mathilda/237 project. He related an incident he had with the bicycle lockers at the Sunnyvale Library, and summarized correspondence from the Library Director indicating that she was considering removing the lockers due to safety concerns. The Commission discussed policy and procedures for the removal of bicycle or vehicle parking at City facilities.

Upon an inquiry from Commissioner Jackson, staff related that construction at the intersection of Wright Avenue and The Dalles was a lighted crosswalk system.

Chair Manidakos noted that there is no bicycle parking at the post office on Moffett Park.

- STAFF ORAL COMMENTS

None.

INFORMATION ONLY ITEMS

1. Annual Review of the Code of Ethics and Conduct for Elected and Appointed Officials
2. Mary Avenue Street Space Study Community Meeting (Information Item)
3. Stevens Creek Trail Community Meeting (Information Item)

4. Council Ranking of Study Issues (Information item)
5. BPAC E-mail messages and/or letters since circulation of the agenda packet of the December 20, 2012 meeting.
6. BPAC Active Items List

The Commission discussed the Active Items List.

ADJOURNMENT

Meeting adjourned at 7:52 p.m.

Respectfully submitted by:

Jack Witthaus
Transportation and Traffic Manager