



Sunnyvale

Java Drive Road Diet & Bicycle Lanes

City Council
November 30, 2021

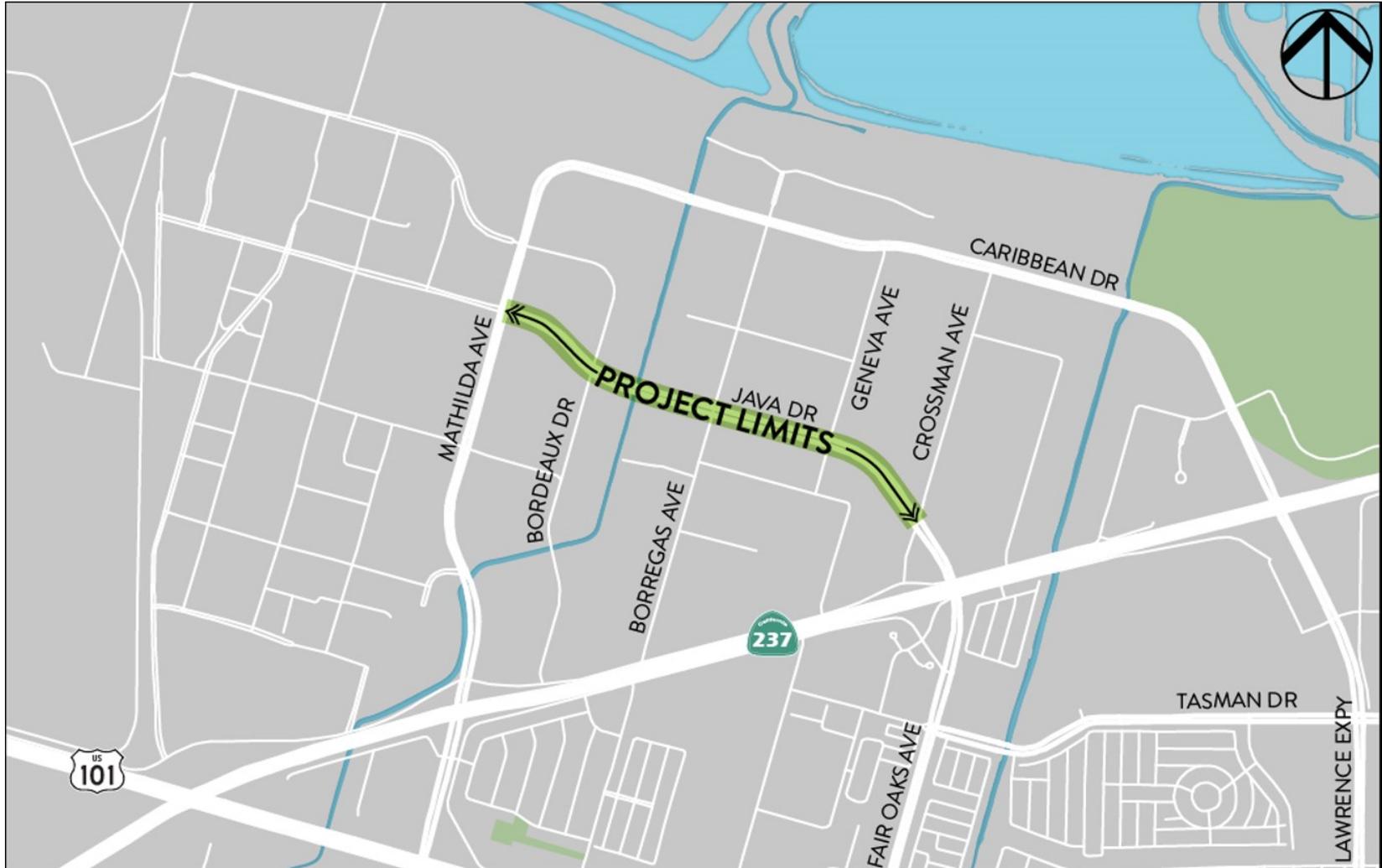




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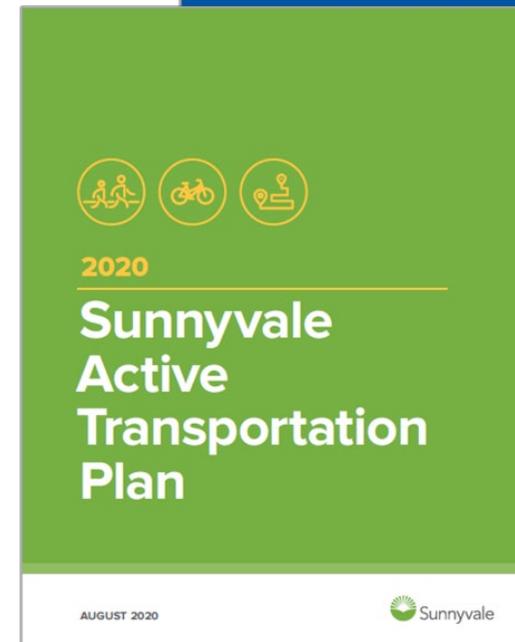
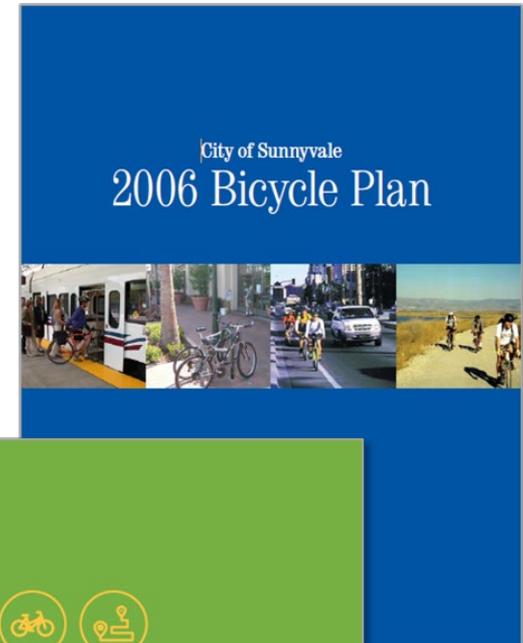
Project Background

Project Location

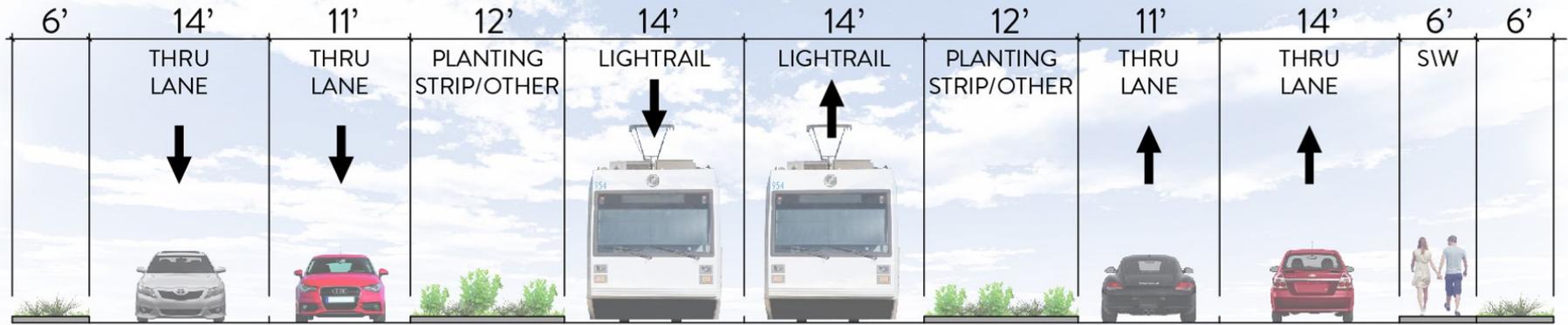


Background

- Current land uses
 - ◆ Commercial/Office
 - ◆ Recreational
- Moffett Park Specific Plan updates
- One Bay Area Grant, \$500,000
 - ◆ 21% local match (\$132,911)
 - ◆ Council accepted July 2017
- Goal
 - ◆ Increase bicycle connectivity
 - ◆ Provide equitable travel choices



Existing Conditions Typical Cross Section



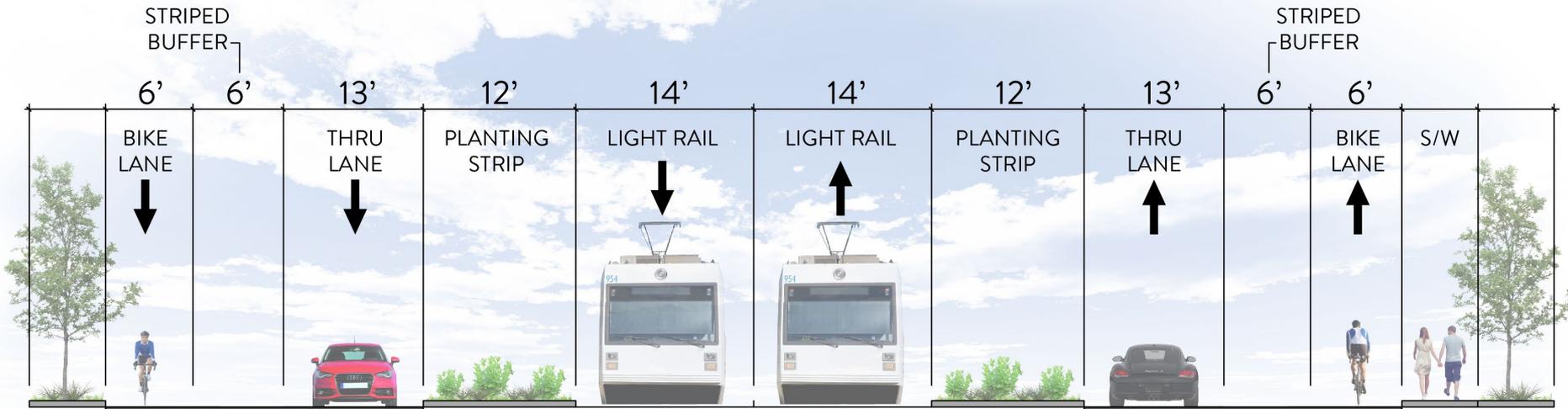
EXISTING



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Proposed Project

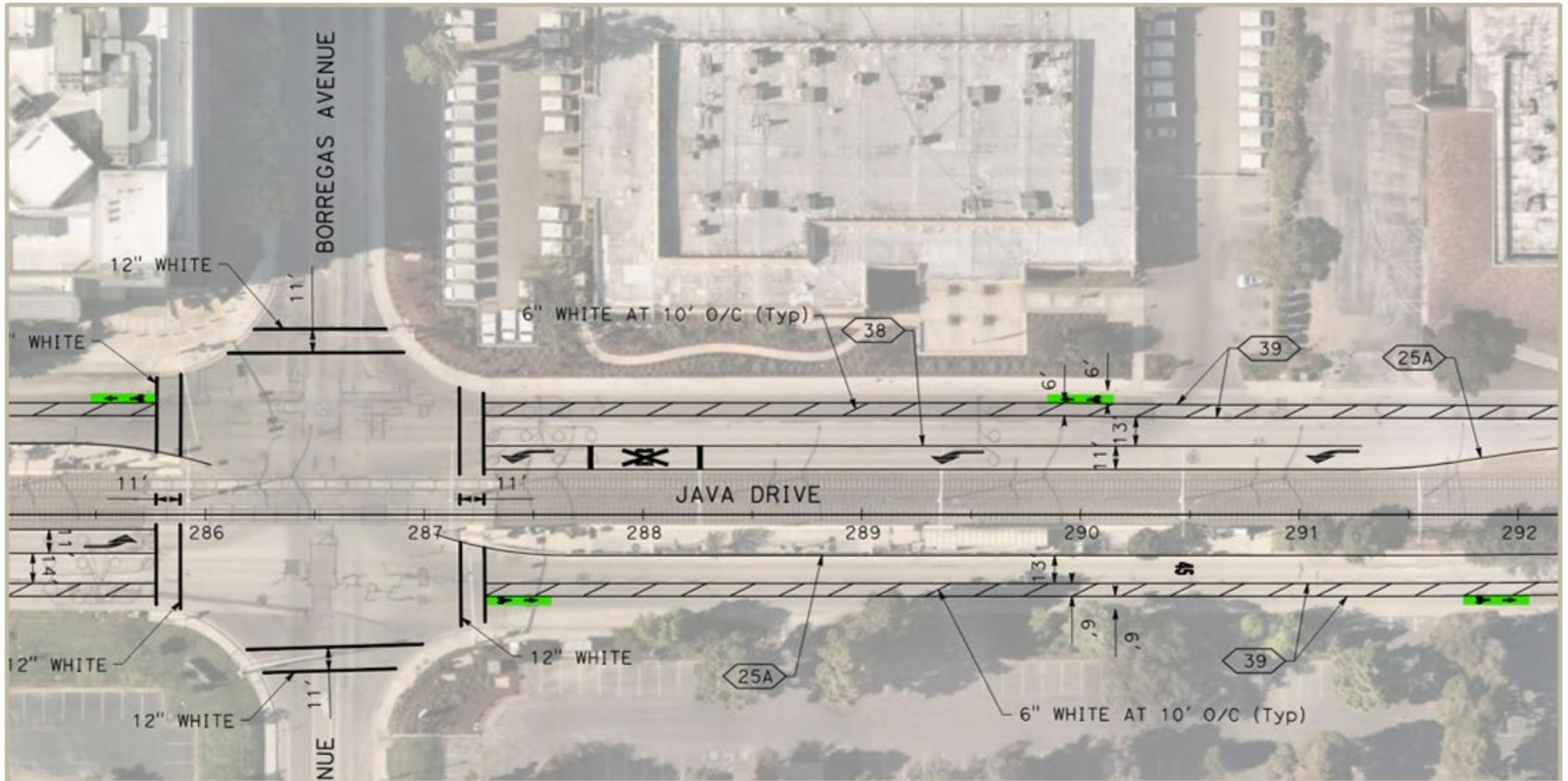
Proposed Conditions Typical Cross Section



PROPOSED

Proposed Project

Typical Conceptual Plan View



Class II-B: Buffered Bike Lane Examples





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Traffic Analysis

Traffic Analysis Summary

- Results:
 - ◆ Existing conditions, existing volumes - acceptable
 - ◆ With project, existing volumes - acceptable
 - ◆ With project, 2035 projected volumes – increased vehicle delays
- Mode shift to bikes likely to reduce vehicles
- Moffett Park Specific Plan update multi-modal focus
- Aligns with Active Transportation Plan goals



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Public Outreach

Public Outreach Activities

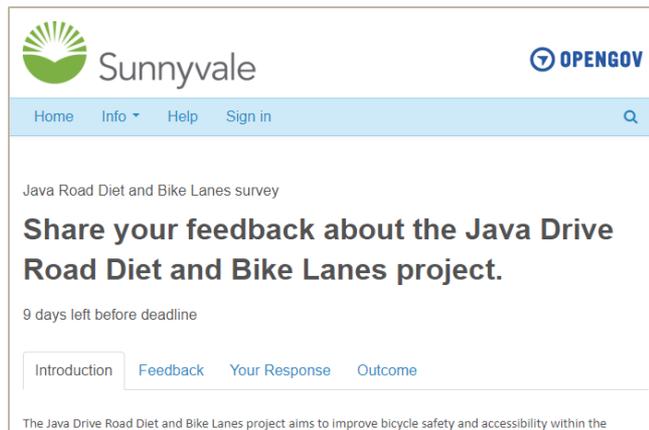
- June 17 – Bicycle and Pedestrian Advisory Commission (BPAC) project introduction
- July 12 – Java Working Group project introduction
- September 20 – Java Working Group project update
- October 13 – Community meeting
- October 14 – Moffett Park Business Group Transportation Subcommittee
- October 21 – Bicycle and Pedestrian Advisory Commission (BPAC) recommendation
- November 8 – Moffett Park Business Group Board
- November 12 – Survey closed (opened October 11)
- November 30 – City Council action

Feedback Received

- Majority is supportive of adding bicycle infrastructure on Java Drive
- Most Common Feedback:
 - ◆ Interest in physical barriers and separated bikeway
 - ◆ Avoiding vehicular use of bike lane and buffer
 - ◆ Connecting to regional bike network
 - ◆ Concerns with existing conditions
 - ◆ Interest in biking for daytime errands and meetings
 - ◆ Benefits of prioritizing biking, walking, transit

Survey Results

- Advertised:
 - ◆ Email blasts
 - ◆ Public outreach meetings
 - ◆ Social media
 - ◆ Webpage
- 54 total respondents
- ~70% use Java
- Work/commute, errands, recreation – even split
- >60% drive alone
- ~30% use bike or ebike
- ~70% would bike if project built
- ~12% might bike if project built
- With project:
 - ◆ ~40% would drive alone
 - ◆ >50% would bike or ebike

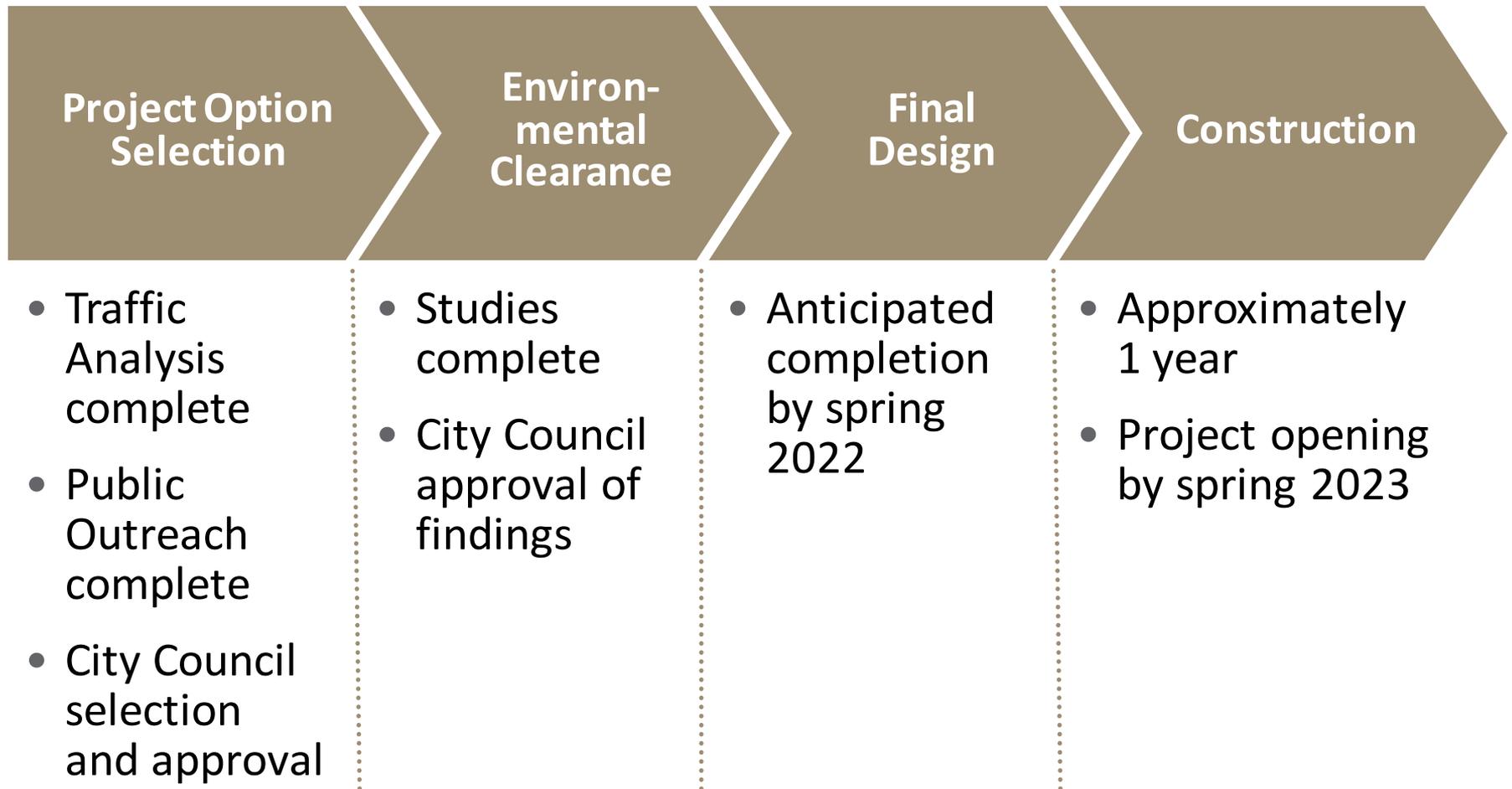




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Next Steps

Tentative Schedule



Staff Recommendation

Alternative 1: 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 California Environmental Quality Act (CEQA).