



FAIR OAKS AVENUE BIKEWAY AND STREETSCAPE PROJECT





AGENDA



- Project Background
- Project Goals
- Study Area
- Project Segments
 - Existing Conditions
 - Alternatives
- Recommendations

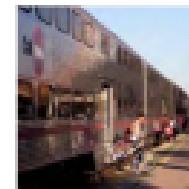
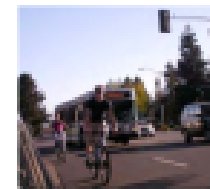
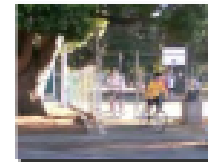
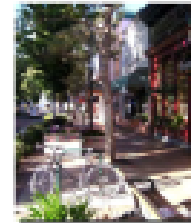


PROJECT HISTORY



- Bicycle Opportunities Study and Bicycle Capital Improvement Program
- 2006 Sunnyvale Bicycle Plan
- 2013 Resolution for OBAG Grant
- 2014 Appropriated OBAG funds
- City hired CSG to complete a study

City of Sunnyvale 2006 Bicycle Plan



Prepared by  Korve Engineering



PROJECT OBJECTIVES



- Provide bicycle and pedestrian improvements
- Support safe and efficient bicycle, pedestrian, and transit facilities
- Minimize effects on congestion
- No roadway widening



COLLISION HISTORY



Over a recent three-year period (2014-2016):

- 27,000 motor vehicles per day
- 126 total incidents along the project limits
 - 51 injuries
 - 1 fatality
- Overall Collision Rate (CR) is 1.72
- State wide CR for similar roads is 1.52
- Maintain middle turn lane



CLASS III "SHARROWS"



IT'S MY LANE TOO!





EXISTING BIKE NETWORK



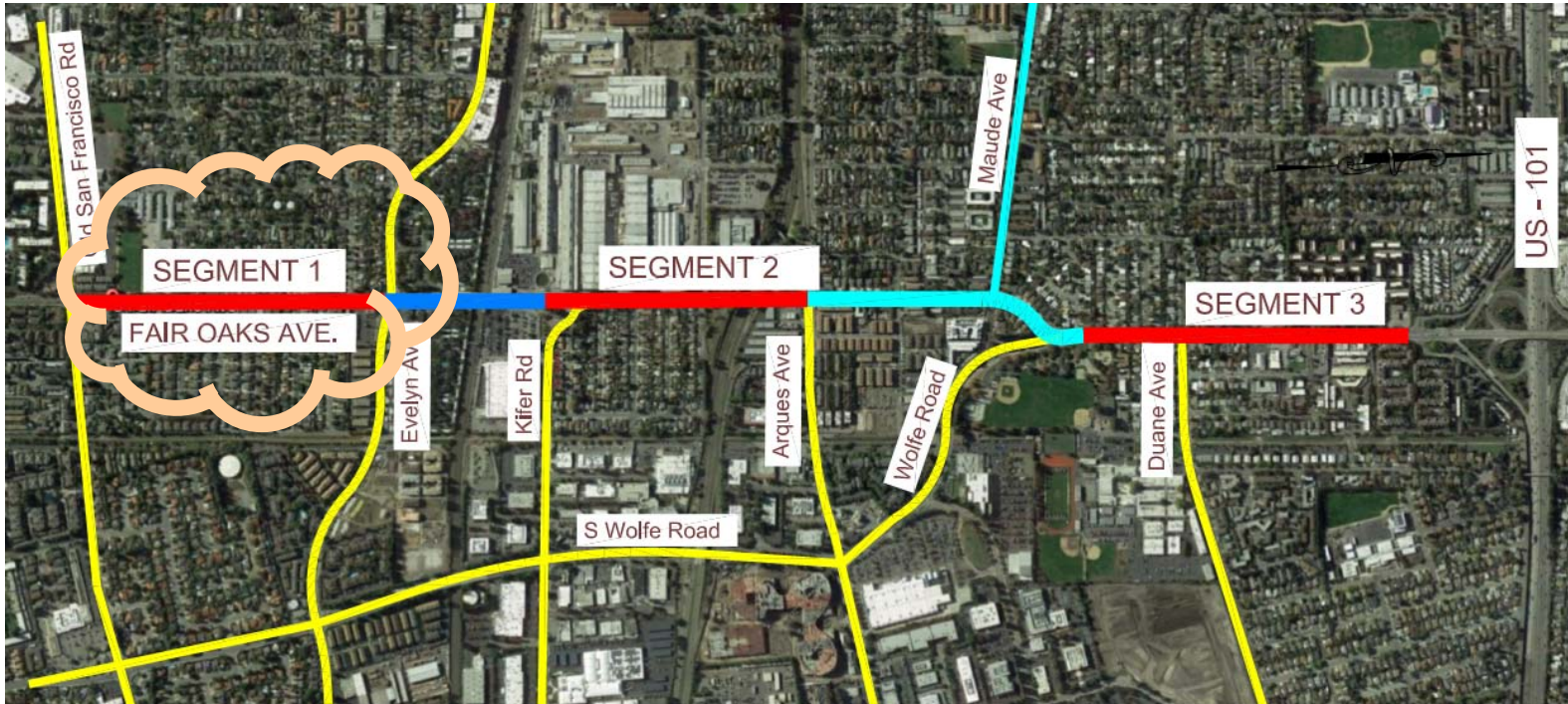
LEGEND

-  Fair Oaks Avenue Project
-  Existing Bike Lane on Fair Oaks

-  Future Bike Facility
-  Existing Bike Network



SEGMENT 1: Old San Francisco Road to Evelyn Avenue



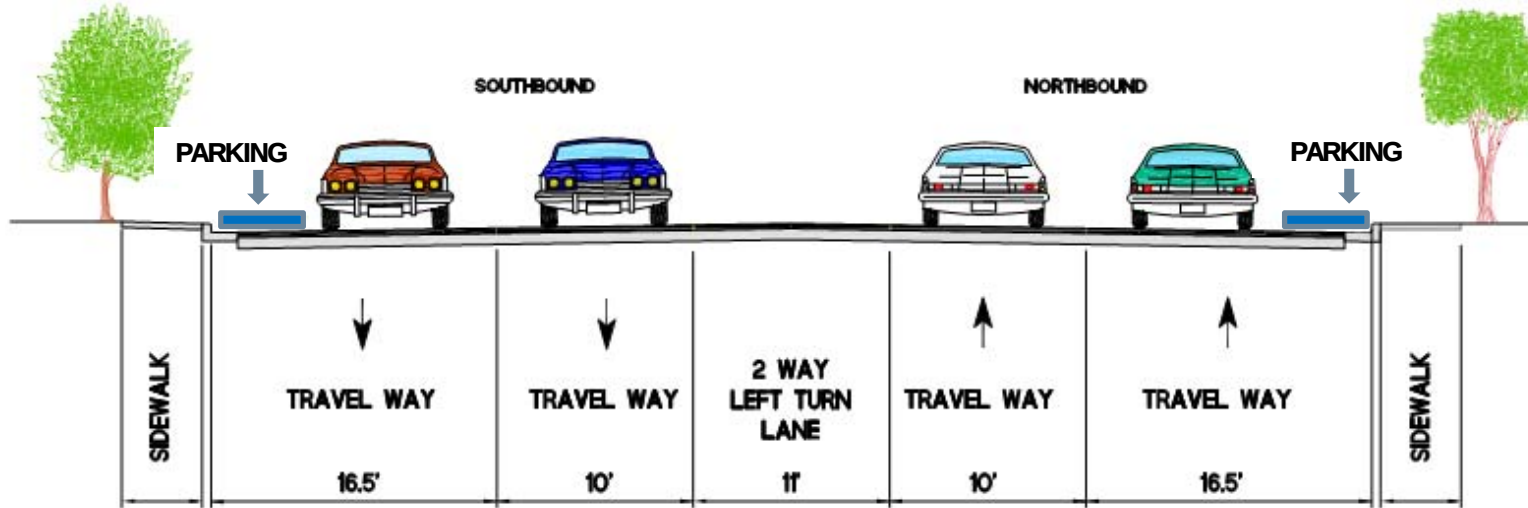
LEGEND

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SEGMENT 1 - EXISTING STREET SECTION (FACING NORTH)



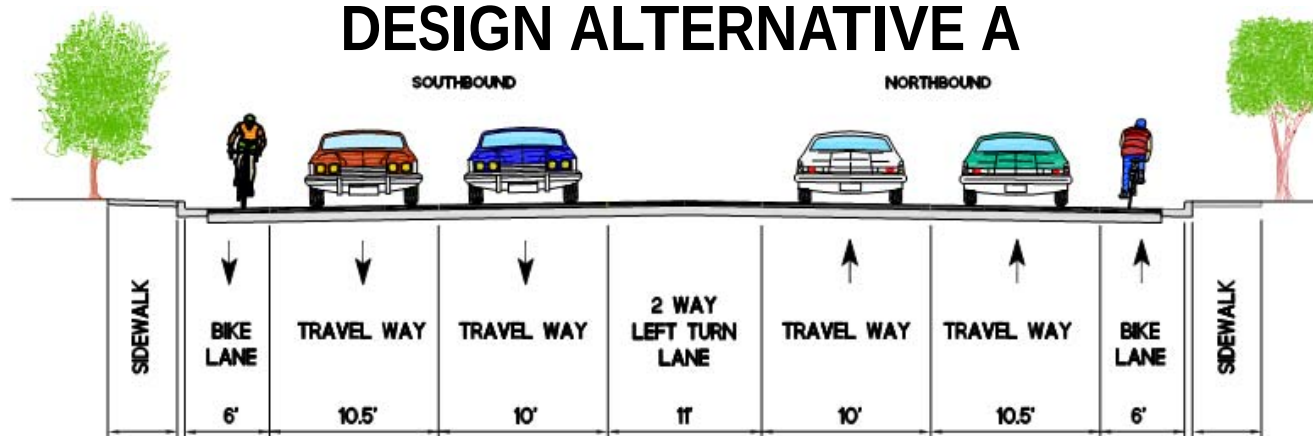
OLD SAN FRANCISCO RD TO EVELYN AVE.



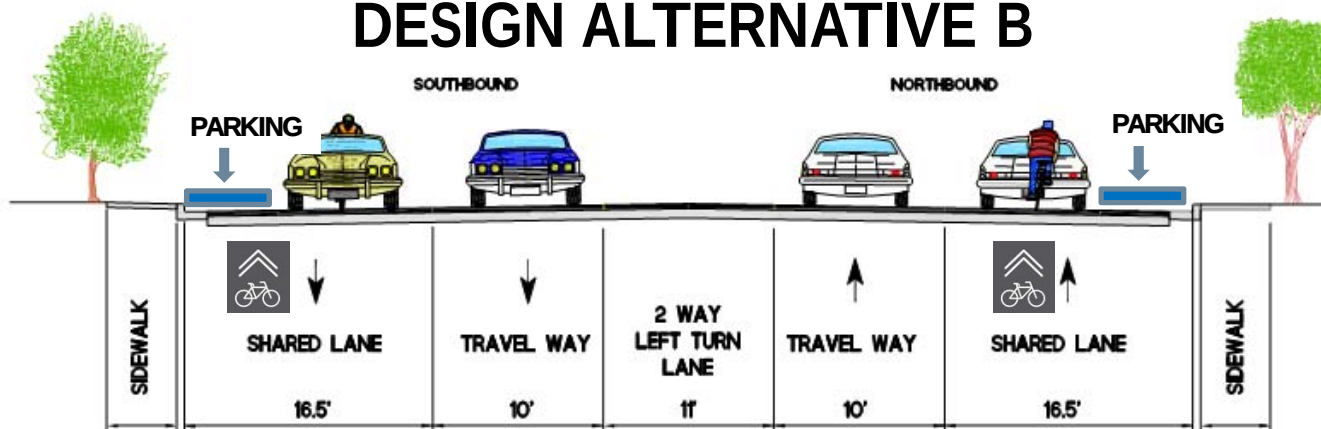
DESIGN ALTERNATIVES (Segment 1)



DESIGN ALTERNATIVE A



DESIGN ALTERNATIVE B





ON-STREET PARKING UTILIZATION

Along Segment 1 Only



LEGEND	
■ ■ ■	Study Segments
xx	Total Parking Spaces
(xx)	Occupied during off-peak hour (after 1 a.m.)
[xx]	Occupied during school drop-off time (peak between 7:30-8:30 a.m.)

	Available Parking Spaces	% Occupied (OFF-PEAK)	% Occupied [PEAK]
Evelyn Ave to Bryan Ave	0	n/a	n/a
Bryan Ave to McKinley Ave	17	0%	0%
McKinley Ave to Olive Ave	22	45%	36%
Olive Ave to Old San Francisco Rd	15	93%	73%





OFF-STREET PARKING UTILIZATION

Along Segment 1 only



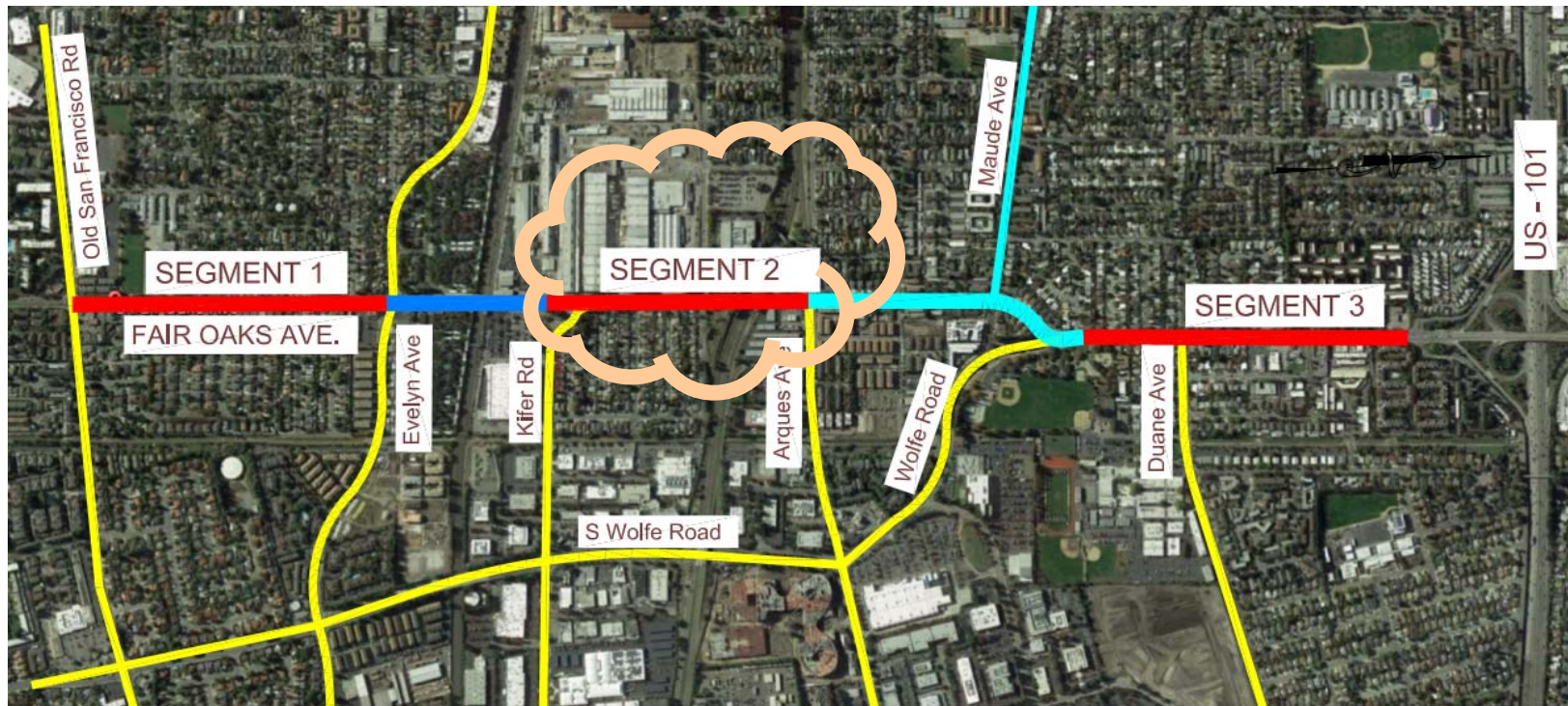
LEGEND	
■ ■ ■	Study Segments
xx	Total Parking Spaces
(xx)	Occupied during off-peak hour (after 1 a.m.)
[xx]	Occupied during school drop-off time (peak between 7:30-8:30 a.m.)

	Available Driveway Parking Spaces	% Occupied (OFF-PEAK)	% Occupied [PEAK]
Evelyn Ave to Bryan Ave	1	100%	0%
Bryan Ave to McKinley Ave	3	0%	0%
McKinley Ave to Olive Ave	47	66%	49%
Olive Ave to Old San Francisco Rd	0	n/a	n/a





SEGMENT 2: Kifer Road to Arques Avenue



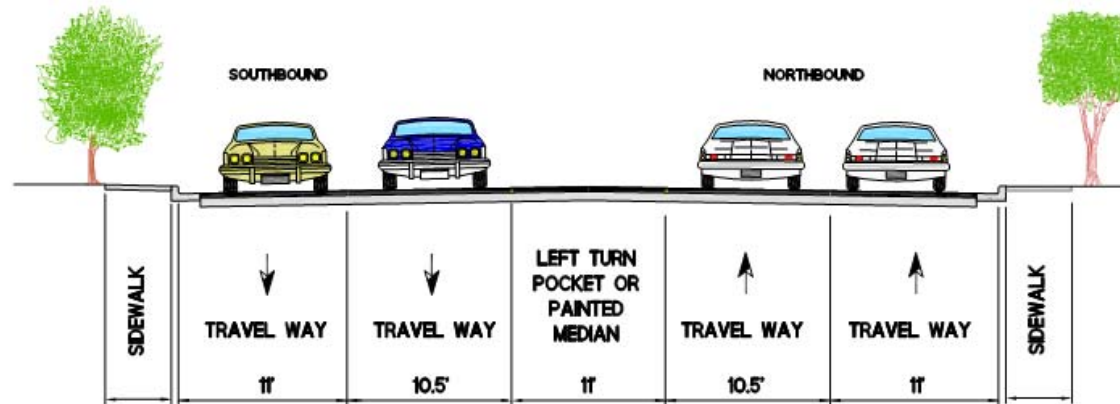
LEGEND

-  Fair Oaks Avenue Project
-  Existing Bike Lane on Fair Oaks

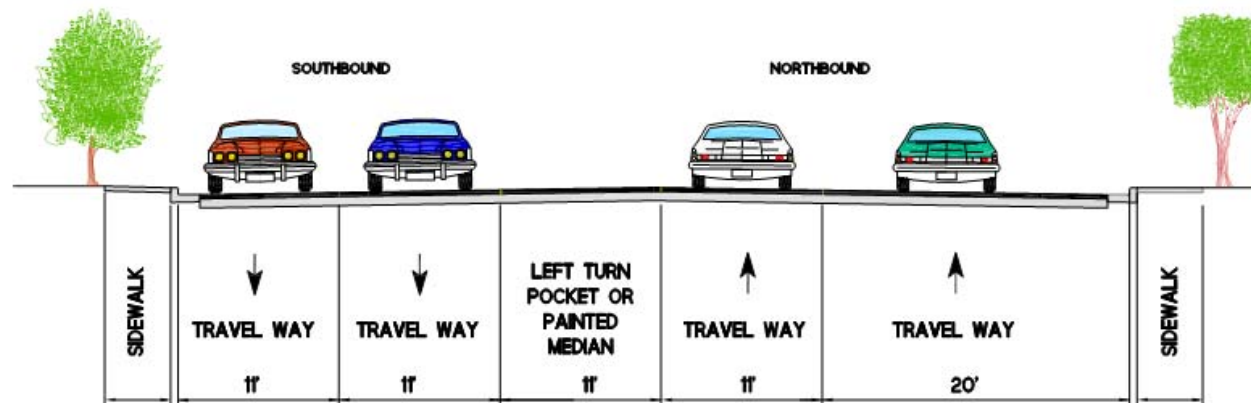
-  Future Bike Facility
-  Existing Bike Network



SEGMENT 2: EXISTING STREET SECTIONS (FACING NORTH)



KIFER RD TO CALIFORNIA AVE



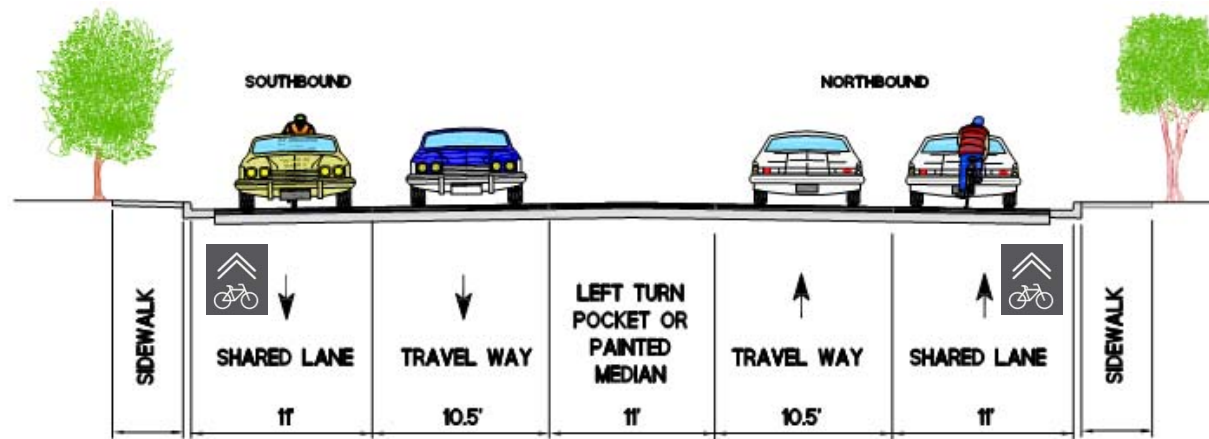
CALIFORNIA AVE TO ARQUES AVE



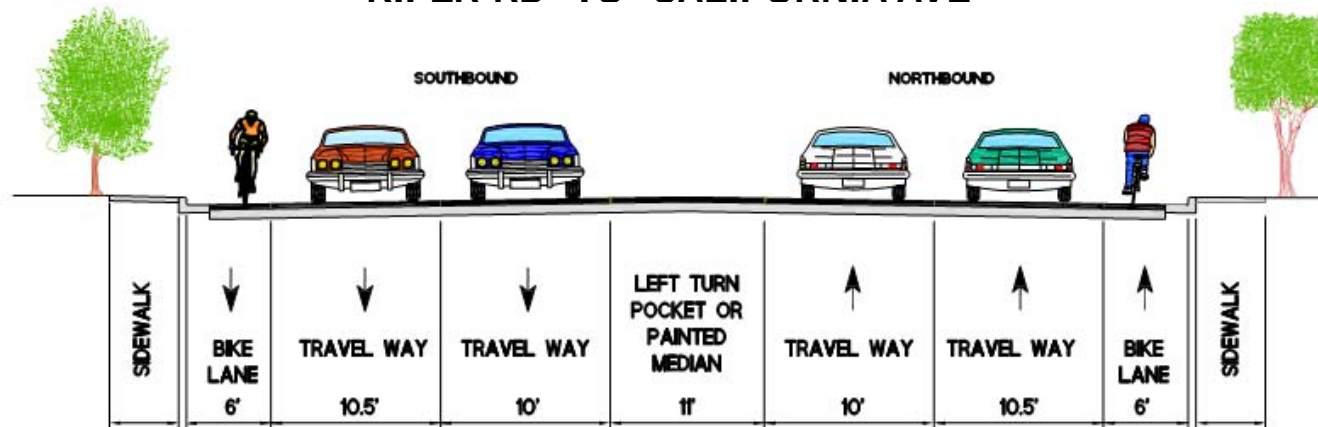
DESIGN ALTERNATIVES (Segment 2)



DESIGN ALTERNATIVE A



KIFER RD TO CALIFORNIA AVE



CALIFORNIA AVE TO ARQUES AVE



DESIGN ALTERNATIVES (Segment 2)

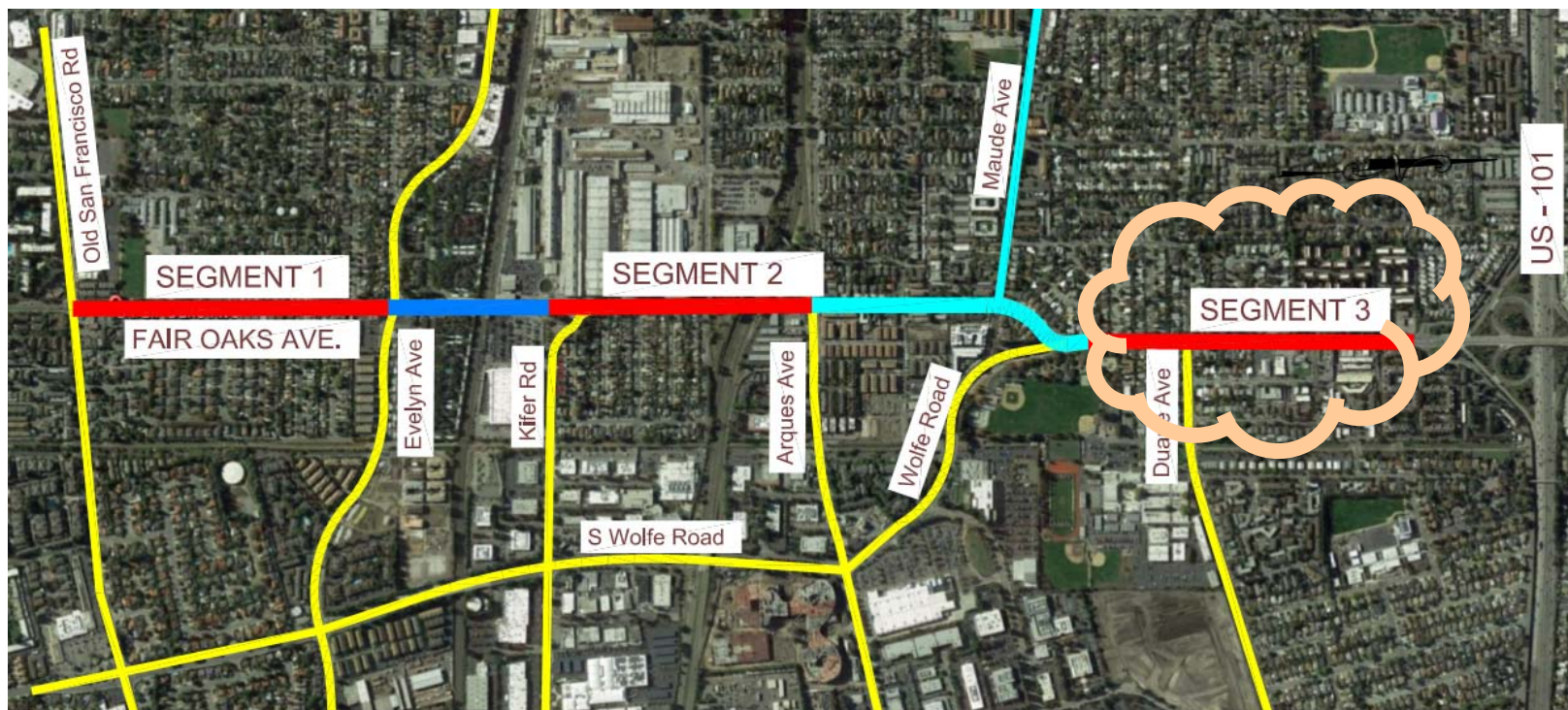


DESIGN ALTERNATIVE B





SEGMENT 3: Wolfe Road to Ahwanee Avenue



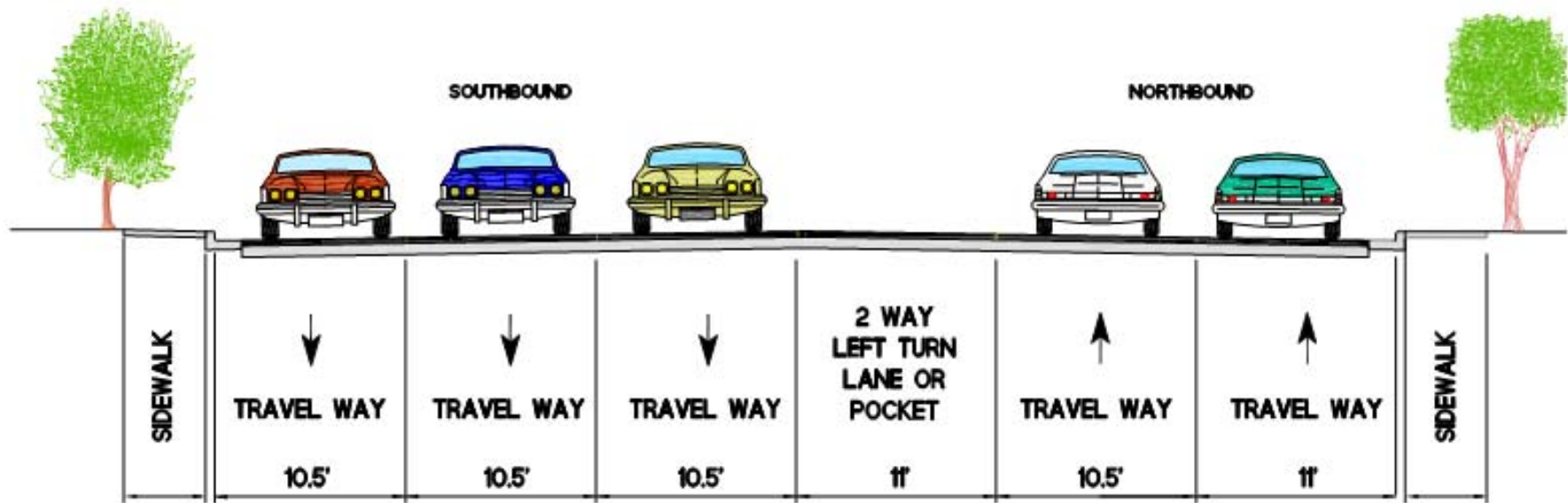
LEGEND

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SEGMENT 3: EXISTING STREET SECTION (FACING NORTH)



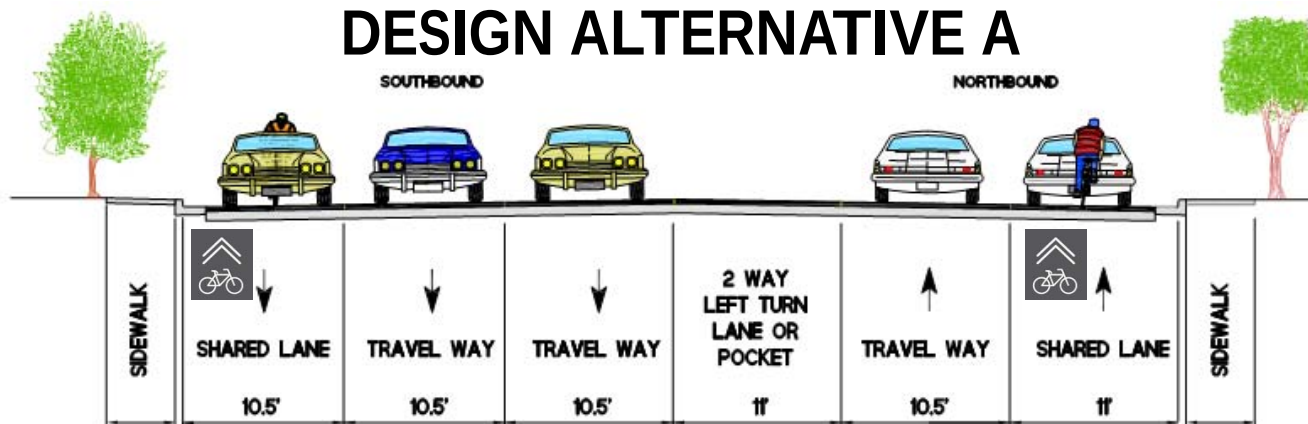
WOLFE RD TO AHWANEE AVE.



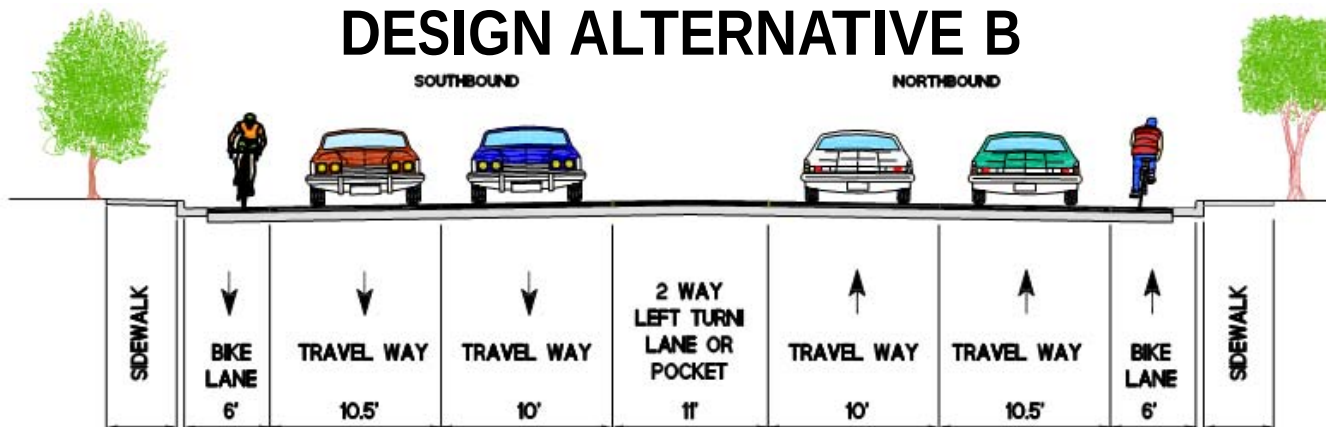
DESIGN ALTERNATIVES (Segment 3)



DESIGN ALTERNATIVE A



DESIGN ALTERNATIVE B





COMMUNITY MEETINGS



**1st Meeting (11/09/2016) - 12
people attended**
**2nd Meeting (01/18/2017) - 22
people attended**

**Voting Results indicate the majority of the attendees is
in favor of the option of having NO PROJECT**

FAIR OAKS AVENUE: BIKEWAY STREETSCAPE
PLACE A DOT STICKER ON YOUR PREFERRED BIKEWAY OPTION FOR
SEGMENT ① - OLD SAN FRANCISCO ROAD TO EVELYN AVENUE

OPTION A - REMOVE ON-STREET PARKING ➡ INSTALL BIKE LANE *D - NO*

OPTION B - KEEP ON-STREET PARKING ➡ INSTALL SHARROWS

OPTION C - PART TIME BIKE LANE (NIGHTTIME PARKING/DAYTIME BIKE LANE)

FAIR OAKS AVENUE: BIKEWAY STREETSCAPE
PLACE A DOT STICKER ON YOUR PREFERRED BIKEWAY OPTION FOR
SEGMENT ③ - WOLFE ROAD TO AHWANEE AVENUE

OPTION A - KEEP 3RD LANE ➡ INSTALL SHARROWS *C - NO*

OPTION B - REMOVE 3RD LANE ➡ INSTALL BIKE LANES



RECOMMENDATION



- Complex projects with changing sections
- Segment 1 requires parking removal
- Segment 3 requires a lane removal
- Segment 2
 - One section could include bike lanes
- Staff is proposing sharrows and signal improvements for all segments
- BPAC recommendation
 - Remove parking on segment 1
 - Install bike lanes on a section on segment 2



RECOMMENDATION



Key Reasons for staff recommendation

- Right-of-Way, collision history, congestion, safety
- Continuity of design for safety
- Community outreach
- Fair Oaks Bridge will be under construction in 2018 for 18-24 months – no bike lanes during construction
- Review options for North-South corridors as part of Bike Masterplan
 - Explore other North-South corridors
 - Make decisions on lane and parking removals