



City of Sunnyvale

Agenda Item

17-0502

Agenda Date: 6/6/2017

REPORT TO CITY COUNCIL

SUBJECT

Approve the Design Development of Fair Oaks Bike Lanes and Streetscape Project

SUMMARY OF COMMISSION ACTION

The Bicycle and Pedestrian Advisory Commission (BPAC) considered this item on April 20, 2017. BPAC Commissioner Oey moved to accept Design Alternatives A for all three segments of Fair Oaks Avenue. The vote was 4-0, with Commissioner Okuzumi and Commissioner Welch absent (Attachment 15 - Excerpt of Draft BPAC meeting minutes).

Staff presented a report to the BPAC (17-0309) and provided information on the design alternatives listed below. The Commissioners held a discussion and determined that a Class II on-street striped bike lane would be beneficial along Segment 1 (Old San Francisco Road to Evelyn Avenue), and along a portion of Segment 2 (between California and Arques Avenues). Due to right of way constraints and traffic volumes, the Commission agreed with Staff's recommendation for Class III "sharrows" along a portion of Segment 2 (Kifer Road to California Avenue) and Segment 3 (Wolfe Road to Ahwanee Avenue).

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.

An additional email notifying the public regarding this Council meeting has been sent to the attendees of the previous public meetings as well as all other interested parties who have sent email inquiries to the City during the preliminary design phase of the project.

ALTERNATIVES

Segment 1: Between Old San Francisco Road and Evelyn Avenue

- Design Alternative A - Installation of Class II striped bike lanes in both directions by removing on-street parking
- Design Alternative B - Installation of Class III "sharrows" in both directions while maintaining the two-way center turn lane and on-street parking
- Design Alternative C - Part time Class II striped bike lanes in both directions (bike lanes are only allowable on weekdays from 7:00 am to 6:00 pm, and during all other times bike lanes are converted into parking spaces)
- Design Alternative D - No project

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Segment 2: Between Kifer Road and Arques Avenue

- Design Alternative A - Class III “sharrows” in both directions between Kifer Road and California Avenue, Class II bike lanes in both directions between California Avenue and Arques Avenue
- Design Alternative B - Installation of Class III “sharrows” in both directions between Kifer Road and Arques Avenue
- Design Alternative C - No project

Segment 3: Between Wolfe Road and Ahwanee Avenue

- Design Alternative A - Installation of Class III “sharrows” in both directions
- Design Alternative B - Direct staff to procure a consultant to prepare an EIR for the impact at four (4) intersections associated with the removal of one southbound vehicle lane, and re-stripe roadway to include Class II bike lanes in both directions
- Design Alternative C - No project

STAFF RECOMMENDATION

Approve Segments 1 and 2 - Design Alternative B, Installation of Class III “sharrows” in both directions; and Segment 3 - Design Alternative A, Installation of Class III “sharrows” in both directions.

BPAC’s recommendation is for a Class II on-street striped bike lane in each direction north of Old San Francisco Road to Evelyn Avenue via removal of on-street parking; this extends the existing Class II on-street striped bicycle lane currently in place from El Camino Real to Old San Francisco Road. BPAC also noted a Class II striped bike lane along Segment 2 between California Avenue and Arques Avenue would be beneficial and provide connectivity to the existing Class II bike lanes along Arques Avenue.

Staff recommends that the City Council approve the original staff recommendation of implementation of Class III “sharrows” throughout the project limits. The installation of the sharrows will provide a consistent and predictable avenue for bicyclists. This predictability of where the bicyclists will be sharing the roadway creates a safer travelling experience for both bicyclists and motorists. Overall, installation of Class II bike lanes on Fair Oaks is difficult as there are segments that would require lane removals, traffic impacts, parking removals, or road widening. Considering the constraints, the Fair Oaks corridor should be reviewed as part of the upcoming update to the bike masterplan to determine if it should continue to be priority North-South bicycle corridor. There could be other North-South opportunities that could be more suitable for riders of all skills and ages.

Installation of the staff recommendation does not preclude the City from a future project to install different bicycle facilities along this corridor, should the updated Sunnyvale Bicycle Plan indicate a need for Class II on-street bicycle lanes for this area.

Prepared by: Thanh Nguyen, Civil Engineer
Reviewed by Craig Mobeck, Assistant Director of Public Works
Reviewed by: Manuel Pineda, Director of Public Works
Reviewed by: Timothy J. Kirby, Acting Director of Finance
Reviewed by: Kent Steffens, Assistant City Manager
Approved by: Deanna J. Santana, City Manager

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ATTACHMENTS

1. Report to the Bicycle and Pedestrian Advisory Commission 17-0309, April 20, 2017
(without attachments)
2. Bicycle Network near Fair Oaks Avenue
3. Parking Study Report
4. Segment 1 Alternative A
5. Segment 1 Alternative B
6. Segment 2 Alternative A
7. Segment 2 Alternative B
8. Traffic Study Report
9. Segment 3 Alternative A
10. Segment 3 Alternative B
11. Dots Exercise for segment 1
12. Dots Exercise for segment 3
13. Community Meeting #1 Minutes
14. Community Meeting #2 Minutes

Additional Attachments for Report to Council

15. Excerpt of Draft BPAC Meeting Minutes of April 20, 2017