



COMMUNITY MEETING MINUTES
Fair Oaks Bikeway Streetscape Project
City of Sunnyvale

SUBJECT: COMMUNITY MEETING

MEETING DATE: November 9, 2016 6:30PM – 8:00PM

LOCATION: Fair Oaks Community Park Building
540 N. Fair Oaks Ave., Sunnyvale, CA 94085

ATTENDEES:

<u>Name</u>	<u>Company</u>	<u>Phone Number</u>
Thanh Nguyen	City of Sunnyvale	408-730-7512
Humza Javed	City of Sunnyvale	408-730-7554
Shahid Abbas	City of Sunnyvale	408-730-7330
Michael Fisher	CSG	650-522-2516
Cesar Caronongan	CSG	650-522-2572
Steve Fitzsimons	W-Trans	650-314-8313

ISSUES	NEXT ACTION
THE FOLLOWING ISSUES WERE DISCUSSED AND ACTIONS NOTED:	
I. INTRODUCTION, PROJECT BACKGROUND AND LIMITS Thanh (City's Project Manager) introduced the project, including the project history and the three project segments. The three (3) project segments on Fair Oaks Avenue include: Segment 1 – Old San Francisco Road to Evelyn Avenue, Segment 2 – Kifer Road to Arques Avenue, and Segment 3 – N. Wolfe Road to Ahwanee Avenue. She provided the project's background starting with the City Council's approval of the City of Sunnyvale 2006 Bicycle Plan and the eventual approval of funding from One Bay Area Grant (OBAG) and City local funds. She also went through the project's schedule explaining that currently, the project is under preliminary design and that the final design will be completed in 2017 and construction will start at the beginning of 2018. She then turned the PowerPoint presentation over to Michael Fisher (Consultant Project Manager).	

ISSUES	NEXT ACTION
II. POWERPOINT PRESENTATION Michael discussed the project's main objective: <i>Create a continuous bike network, where feasible, in the three segments along the Fair Oaks Avenue corridor.</i> One slide showed the existing bike lanes at nearby streets connected to Fair Oaks Avenue. The only existing bike lanes within the proposed project limit on Fair Oaks Avenue can be found on the road segment between Evelyn Avenue and Kifer Road. Michael discussed the existing condition at the Fair Oaks Ave corridor. In general, Fair Oaks has 2 lanes in both direction with a turning lane in the middle, except in Segment 3 (Wolfe to Ahwanee) where southbound has 3 lanes and northbound remains at 2 lanes. In general, the width of the road is sixty-four (64) feet from face of curb to face of curb. Currently, the corridor has 12 ft thru lanes and 12 ft turning lanes with enough space for parking on both sides. Michael then discussed the proposed technical design aspect of the project. The project's goal is to restripe the lanes in order to accommodate 5-foot-wide, class 2 bike lanes in both directions as much as possible. This can be accomplished by removing the public parking on both sides of the corridor and having 11' thru lanes and 10 ft turning lanes. At areas where a striped bike lane can't be accommodated, "sharrow" pavement markings will be installed to indicate shared bike lane, meaning bicyclists will have to share the road with motor vehicles. This condition only occurs partially at Segment 2, from Kifer Rd to E. California Ave where the road width is generally 54' total. Of the three project segments, only Segment 1 has public parking on both sides of the road amounting to 54 stalls. The other two segments have no parking allowed. The next PowerPoint slide showed the three (3) options the consultant came up with for the proposed bike network. Option 3 is a "No Project" option which means no bike lane striping will be installed and the current lane conditions are left as is for the 3 segments. For the other two options, the difference focuses on whether to restripe Segment 1 with Class 2 bike lanes (Option 1) or leave the current lane striping within Segment 1 and install shared lane (sharrow) markings instead (Option 2). As there is no public parking for Segments 2 and 3 the project simply proposes to restripe the lanes to accommodate 5' bike lanes (except for the partial area in Segment 2 where "sharrows" will be installed) for both Option 1 and Option 2 due to road width constraints. Michael went through the rest of the PowerPoint slides which showed the existing and proposed road lane sections and the current parking study report performed by W-trans (traffic consultant).	

ISSUES	NEXT ACTION
III. QUESTIONS AND ANSWERS The following are excerpts from the Q&A session after the presentation. 1. A resident was concerned about the public parking removal at Segment 1. He mentioned that a lot of the original residents living around the area between Olive Ave and Bryan Ave are elderly and the public parking is useful for caregivers. He is also concerned about the possible effect in house value due to this parking removal. Another one of his concerns is the hardship these elderly experience when getting out of their driveway during peak times (5 to 6 pm). Without the public parking, it's not as easy to back out of the driveway. He mentioned that he prefers to get rid of the middle turn lane instead to make space for bike lanes and keep the public parking. Michael told him that he appreciates his comments and that he will look into the design and consider his comments. 2. A resident who lives close to Segment 3 is concerned about the speed of vehicles coming up and down the SR101 interchange. She commented that she appreciates the proposed bike lanes but was still concerned if it's enough to provide traffic calming and safety for pedestrians and bikers living around the area. She believes that now is a good time to install traffic calming measures like signage and flashing lights to help with bicycle safety. Michael replied that the project is not a Traffic Calming project although the proposed reduction in lane width will have a small reduction effect on the speed of traffic. He added that her comment is appreciated and that if traffic calming is really important to her, she can certainly send the comment to the City for possible consideration. Humza Javed (City) asked Michael to go back to the slide where the existing and proposed road condition is shown and reiterated for the resident that although the project is not a Traffic Calming project, the lane reduction brought about by bike lane striping somewhat achieves the same effect. 3. A resident wanted to understand if the project is just a proposal or if it is definite that the project will be constructed no matter what. Michael and Humza explained that the project is part of 2006 Bike Plan which the City Council approved. Now that funding is available, part of the process for the project to move on is to hold a public meeting where feedbacks from the residents and users of the Fair Oaks corridor will be gathered and a preferred option chosen and presented to the City Council where they will decide whether to proceed or not to proceed with the project.	

ISSUES	NEXT ACTION
4. Another resident commented on whether the 11 ft. thru lanes can be reduced to add half a foot to the bike lanes. Shahid Abbas (City) indicated that the shown design widths for thru lanes (11 ft) and bike lanes (5 ft) are per City standard. He indicated that the real travel lane will actually be less than 11' since the width of the lane striping will occupy part of the lane. 5. A resident wanted to clarify the width of the proposed shared lane in Segment 2 and if parking will still be possible. She said she's seen people park at the area. Michael explained that due to the width of the road (mostly 54 ft) the shared lane can only accommodate 11' lanes and no parking will be allowed. Currently, parking is restricted at this area. 6. Another resident who lives close to the freeway north of Segment 3 was concerned about the dropping of one lane southbound of Fair Oaks Ave. He asked a question of whether a study was conducted to evaluate potential increase in traffic jam due to this lane dropping. Michael said his team is looking into that. Another resident who lives by the area chimed in that he's in favor of dropping the lane but was wondering if anyone has looked into the transition that needs to start from the freeway exit north of Ahwanee. He feels that aside from lane striping and signage, traffic lights may need to be employed to streamline access to the merge. Michael mentioned that his team is looking into the transition but as far as warning signs and traffic lights, those will be for Caltrans to take care of on another project. 7. A question was raised if the existing striping on the bridge that connects Segment 1 and Segment 2 will be redone as part of this project. Michael said that the bridge restriping may be part of another City project and turned over the question to Humza. Humza mentioned that the entire bridge will be replaced starting next summer. It may be a year and a half project. The new bridge will be restriped with Class 2 bike lanes. 8. A resident asked if traffic signal modifications are a part of this project. Answer: Yes - but only to accommodate bicycle actuation.	

ISSUES

NEXT ACTION

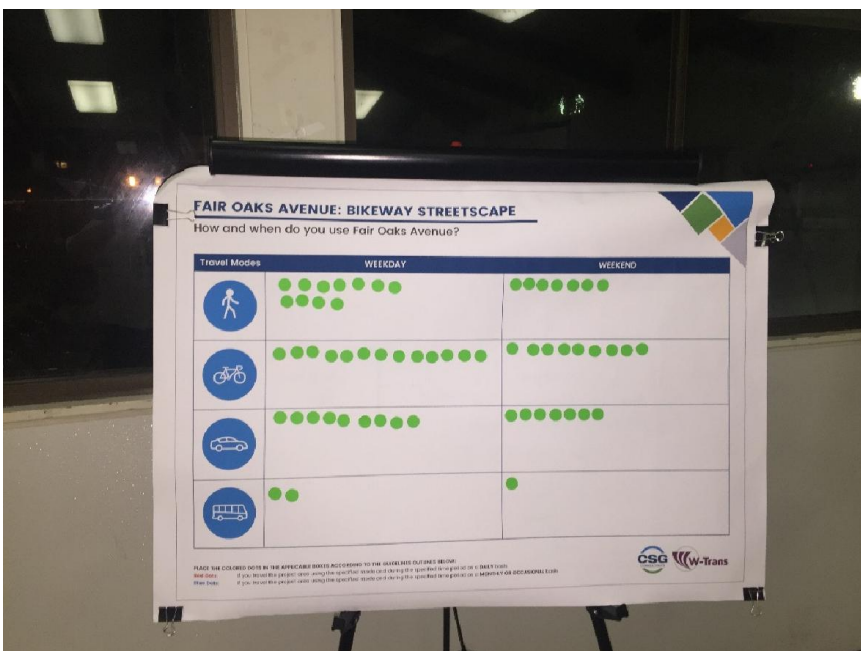
IV. ACTIVITY

After the presentation, the public was asked to make their way over to the three (3) prepared exhibit boards where the residents can indicate the following;

- Where they live in proximity to the Fair Oaks Avenue corridor

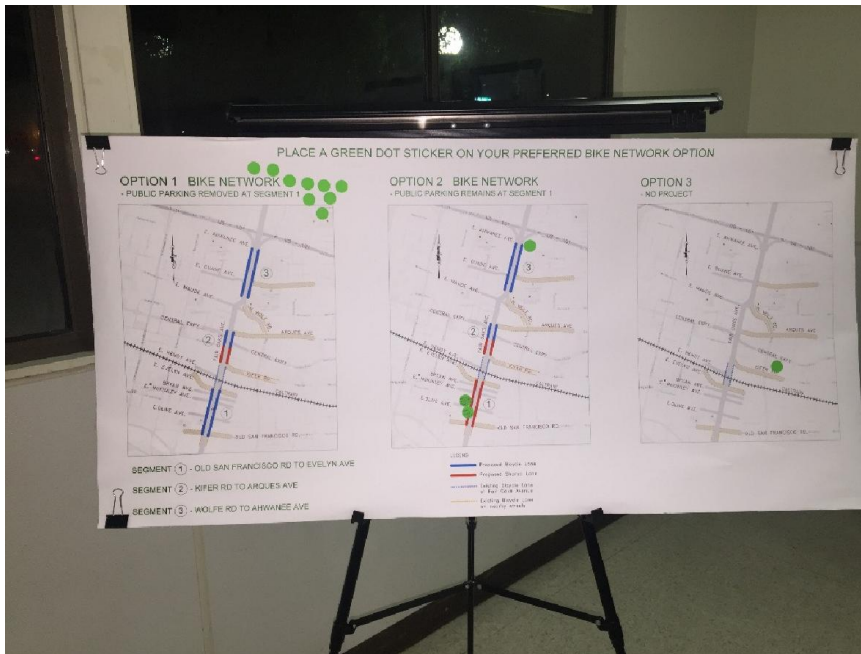


- How and when do they use the Fair Oaks corridor (by walking, bike, car or bus)



ISSUES

- Their preferred Bike Network option.



In addition, a preliminary schematic design was prepared and placed on the board to show the layout of proposed bike network.



V. SUMMARY

Basing on the result shown by the activity above, majority of the residents seem to favor Option 1.

ISSUES	NEXT ACTION
VI. UPCOMING DELIVERABLES/MEETINGS • Preliminary Findings Technical Memorandum and Cost Estimates, with recommended pavement treatments - TBD • Next PDT Meeting – TBD • Public Meeting #2 – 01-20-16 (To Be confirmed)	