

RESPONSE TO COUNCIL QUESTIONS RE: 11/17/15 AGENDA

CONSENT CALENDAR:

Item 1.E.

WTC was non-responsive because they did not respond to the addendum. Does our process allow for a re-submission or does the rejection of the initial bid preclude another that may include the addendum?

Staff Response: Once bids are publicly opened they cannot be modified or resubmitted by a particular bidder, in fairness to the other bidders whose pricing has been revealed.

Item 1.H.

It looks like OBAG grant funds are out, and the North end of the East and West Channel trails will be built in the next year. Do we have a tentative schedule for the East Channel from the John Christian Green Belt to Britton/Fair Oaks Park, assuming we can find grants and other funding?

Staff Response: There are no tentative time frames for additional trail projects at this time.

PUBLIC HEARING/GENERAL BUSINESS:

Item #3

Are there places along Homestead where there is room for parking and bike lanes without a road diet? Just curious and could not tell from the maps.

Staff Response: There are no additional places where parking and bike lanes could be accommodated without a road diet.

It appears from Google Earth that present lane width on Homestead Road is roughly 10'. Is that correct? Under the relevant standards for lane width, if all lane widths were restriped to a minimum width, how many feet of right of way could be freed up on the north side of Homestead Road?

Staff Response: The California Highway Design Manual requires a minimum lane width of 11 feet for arterials such as Homestead Road. Staff does make exceptions to the lane width when the conditions warrant it.

The cross-section of Homestead Road varies throughout the corridor. There are two travel lanes in each direction (the lanes vary between 10 to 11 feet), and a center two-way left turn lane which is 10 feet. (Center two-way left turns are typically 11 feet minimum). If we narrow the travel lanes to 10 feet you would gain between 0-4 feet depending on location, and it would not accommodate a continuous bike lane.

Are traffic volumes on Homestead Road sufficiently low that a road diet could be considered?

Staff Response: The existing traffic volume on Homestead Road is approximately 24,000 vehicles per day. This volume is expected to increase in the future with additional growth in Sunnyvale and adjacent cities, including the Apple Campus. With the current traffic volume, staff does not think Homestead Road would be viable for a road diet without causing traffic diversion and traffic impacts. However, a full traffic study that would analyze the volumes, signals, traffic diversion, and other items is required to determine possible design options and issues. If there are traffic impacts that can't be mitigated, and the City would like to consider a road diet, an EIR would be necessary.

There are portions of E. Homestead and W. Homestead where long blocks are present, giving rise to a challenge for residents, their visitors and hired help to find parking. To park, some will need to park south of Homestead and they may find themselves trying to cross Homestead with no crosswalk, giving rise to an issue of pedestrian safety. Could staff comment on the potential for feasibility of making ADA compliant the foot path connecting Homestead to Londonderry Drive?

Staff Response: There is a dirt path approximately 14 feet wide connecting Homestead Road to Londonderry Drive between Heron Avenue and N. Blaney Avenue. To make it ADA accessible, this alley or at least a portion of it, needs to be paved. Staff has not seen a demand for it at this time, nor received requests or concerns regarding access.

Signalized (in pavement or other signal) crosswalks at Linnet, Heron, Wright, Kimberley?

Staff Response: The City receives hundreds of requests each year for traffic control devices including "In Road Warning Lights" and "Traffic Signals". To maintain safety and consistency, staff follows the requirements of the California Manual of Uniform Traffic Control Devices (MUTCD). Given the current pedestrian demand, staff would preliminarily conclude that both Linnet and Kimberley will not meet the requirements for installation of these devices. Both Heron and Wright Avenues already have signal controlled pedestrian crossings and would not require additional treatments.

What are the prospects for implementing the following intersection concept at locations on Homestead? <http://www.protectedintersection.com/>

Staff Response: Staff is aware of these concepts related to bike improvements, especially at the intersections. The biggest challenge with most of these concepts is availability of the right-of-way and intersection capacity due to additional green timings needed. These concepts are at initial stages of development and don't currently conform to MUTCD and require further evaluation before they could be implemented.