



Sunnyvale

Consider Converting All Part-Time Bike Lanes on Homestead Road Into Full-Time Bike Lanes

City Council
August 8, 2023

Agenda

1. Project Overview
2. Alternatives
3. Recommendation to City Council



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Project Overview

Project Overview

- Some segments of Homestead Road have Part-time Bike Lanes from Bernardo Avenue to Kaiser Entrance

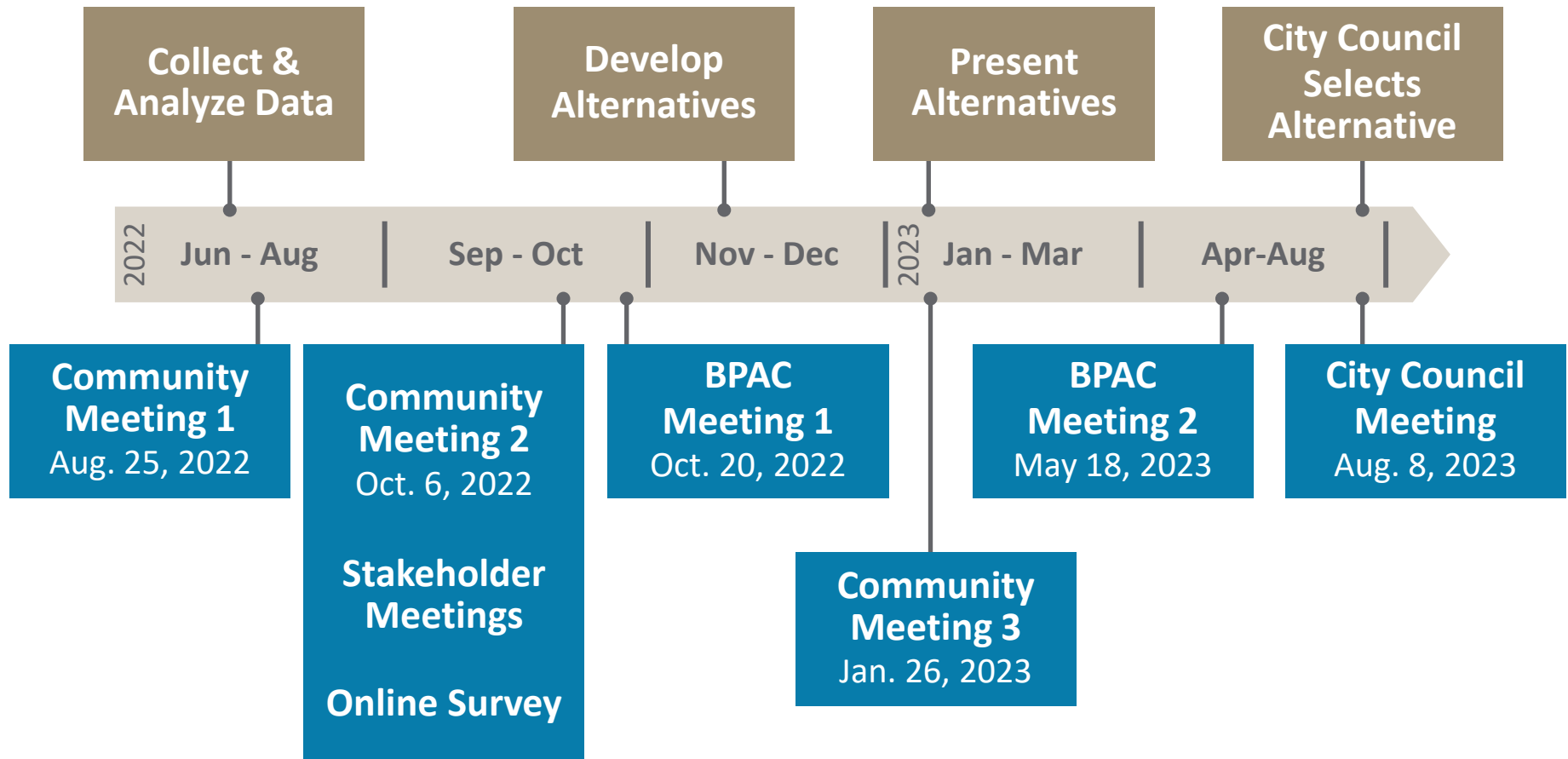
Part-time Bike Lane:

Parking is prohibited on weekdays from 7 a.m. to 6 p.m.
At all other times, parking is allowed.

Study Goal

- To evaluate the potential of converting the part-time bike lanes into full-time bike lanes

Progress to Date



Study

- **Collision Data Review (2017 to 2021)**

- ♦ Total 99 collisions
 - 14 involved a bicyclist
 - ♦ 2 occurred midblock, but are not related to cars parking in the bike lanes

- **Traffic Counts**

- ♦ Bicyclists observed in the part-time bike lanes when parking is allowed:
 - **Weekdays (Tuesday, Wednesday, Thursday)**
 - ♦ 6 a.m. to 7 a.m. (2 to 7 bicyclists)
 - ♦ 6 p.m. to 8 p.m. (8 to 54 bicyclists)
 - **Weekend (Saturdays)**
 - ♦ 11 a.m. to 2 p.m. and 4 p.m. to 7 p.m. (20 to 90 bicyclists)

Study

- **Parking Data**

- ◆ Low on-street parking utilization
 - 13% maximum utilization along the entire corridor
- ◆ Side streets have available on-street parking
 - Majority of side streets have less than 80% utilization
- ◆ Feedback from residents: guests use on-street parking after part-time hours

Study

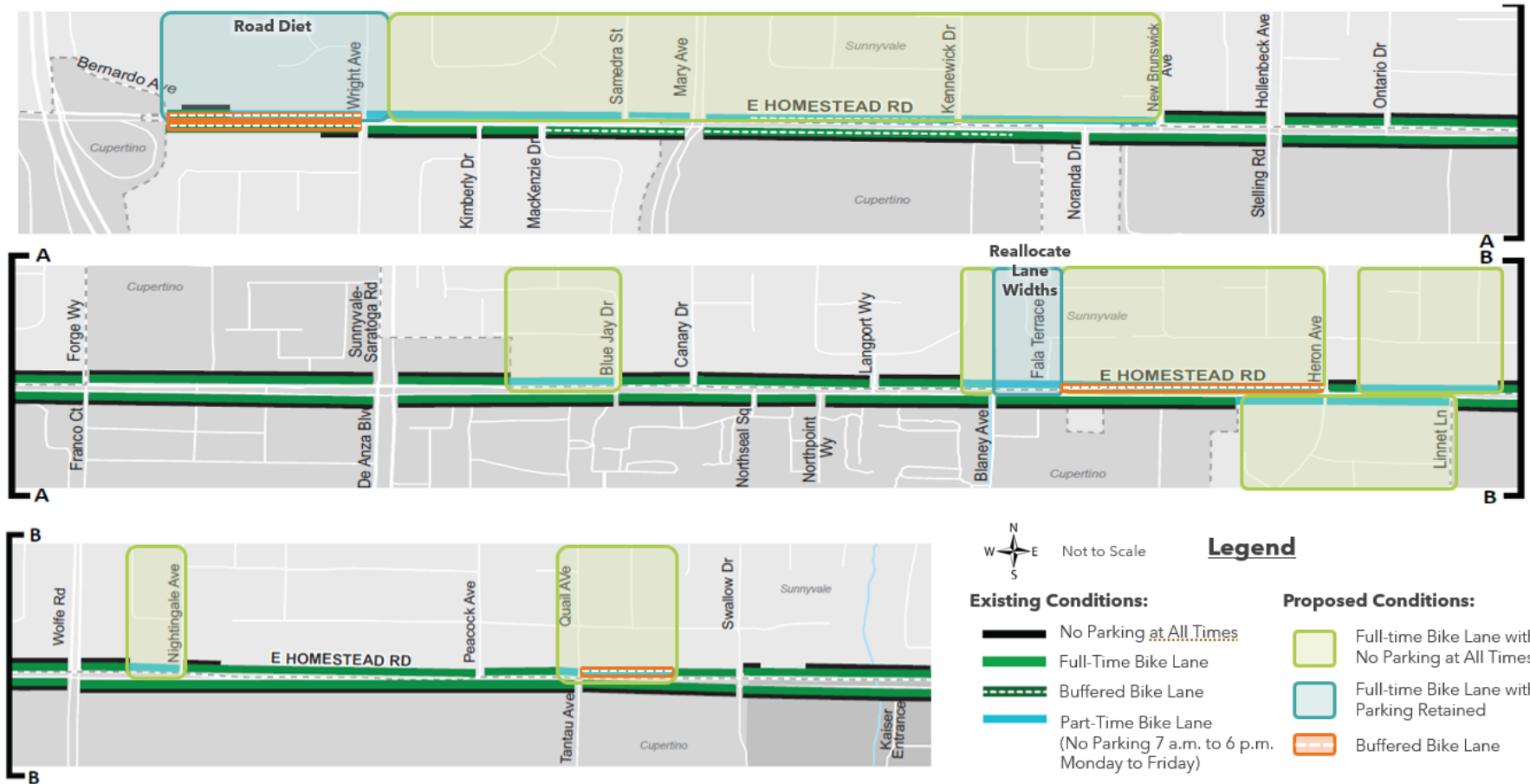
- Online Survey Results (256 responses):
 - ◆ **87%** of respondents who live on Homestead Road **do not support** changes to the part-time bike lanes
 - ◆ **78%** of respondents who do not live on Homestead Road **support** converting all the part-time bike lanes into full-time bike lanes
- Two segments have longer walk times (>5mins) to side streets:
 - Heron Avenue to Langport Way
 - Kennewick Drive to Mary Avenue



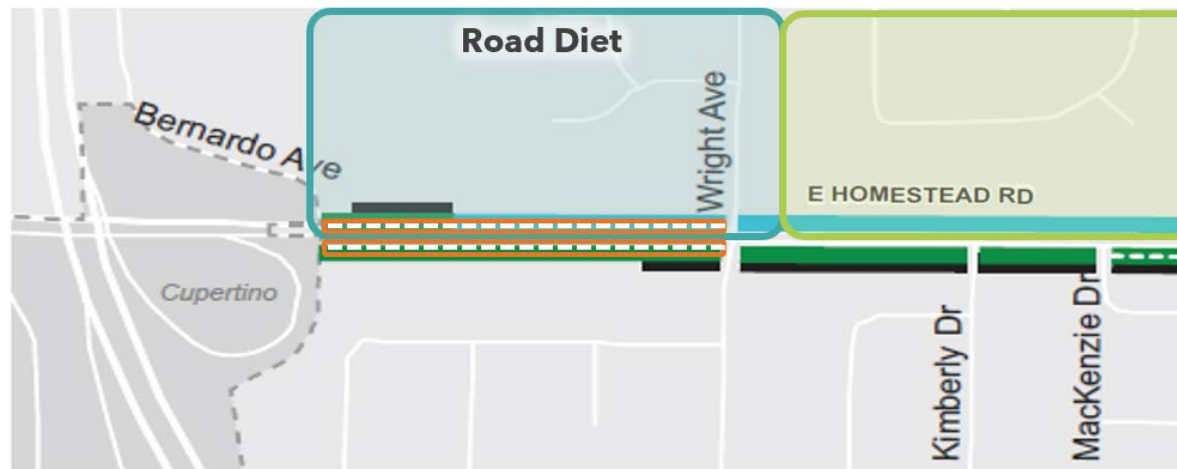
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Alternatives

Alternative 1: Convert all part-time bike lanes on Homestead Road into permanent full-time bike lanes by removing parking and preserve some parking through a road diet between Bernardo and Wright Avenues and reallocate lane widths from Blaney Avenue to approximately 500 feet east of Blaney Avenue.







Alternative 1






Not to Scale

Legend

Existing Conditions:

-  No Parking at All Times
-  Full-Time Bike Lane
-  Buffered Bike Lane
-  Part-Time Bike Lane
(No Parking 7 a.m. to 6 p.m.
Monday to Friday)

Proposed Conditions:

-  Full-time Bike Lane with
No Parking at All Times
-  Full-time Bike Lane with
Parking Retained
-  Buffered Bike Lane





Alternative 1






Not to Scale

Legend

Existing Conditions:

-  No Parking at All Times
-  Full-Time Bike Lane
-  Buffered Bike Lane
-  Part-Time Bike Lane
(No Parking 7 a.m. to 6 p.m.
Monday to Friday)

Proposed Conditions:

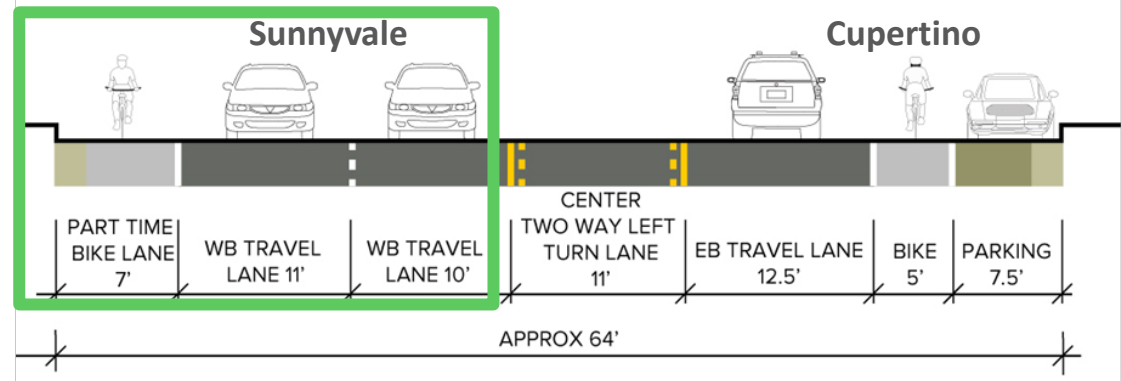
-  Full-time Bike Lane with
No Parking at All Times
-  Full-time Bike Lane with
Parking Retained
-  Buffered Bike Lane

Alternative 1

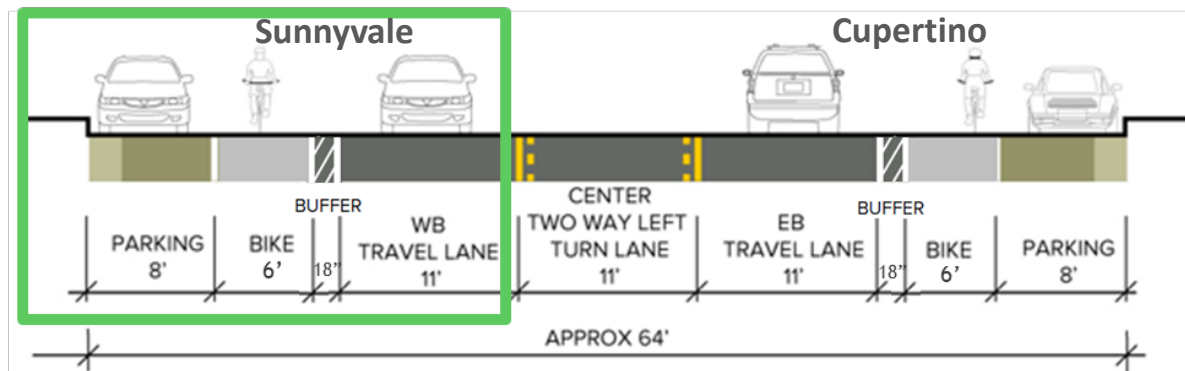
Road Diet

- Between Wright and Bernardo Avenues
- Remove a travel lane to provide enough space for a full-time bike lane and a parking lane

Existing Conditions – Two Westbound Travel Lanes



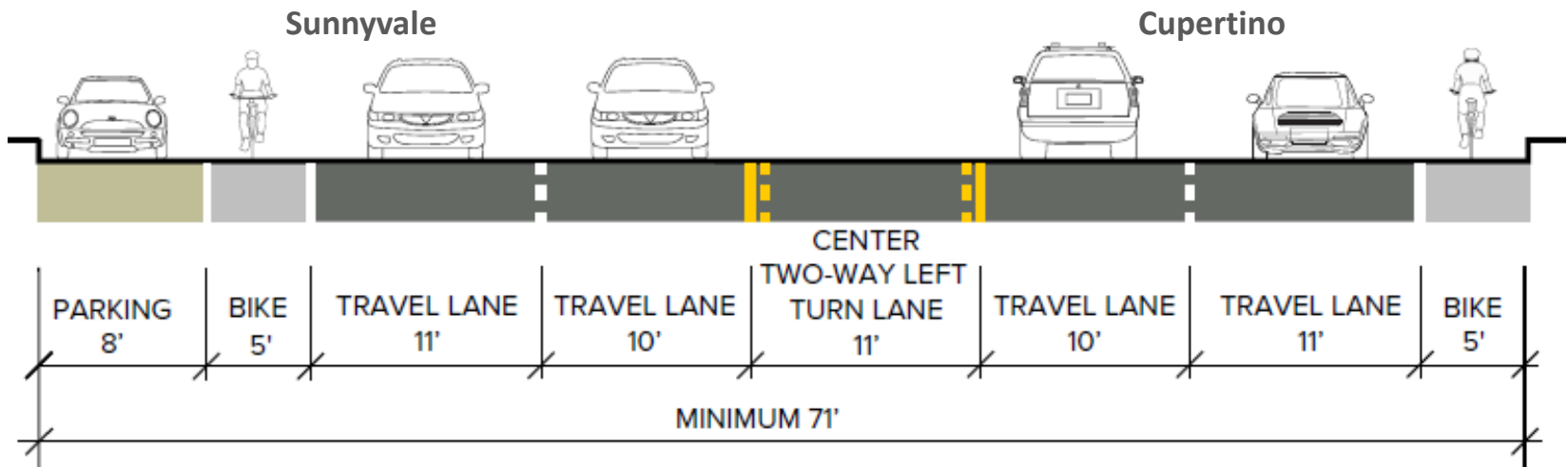
Alternative 1 – One Westbound Travel Lane



Alternative 1

Reallocating Lane Widths

- From Blaney Ave to approximately 500 ft east of Blaney Avenue
- Restriping the roadway and use minimum lane widths to provide enough space for a full-time bike lane and a parking lane



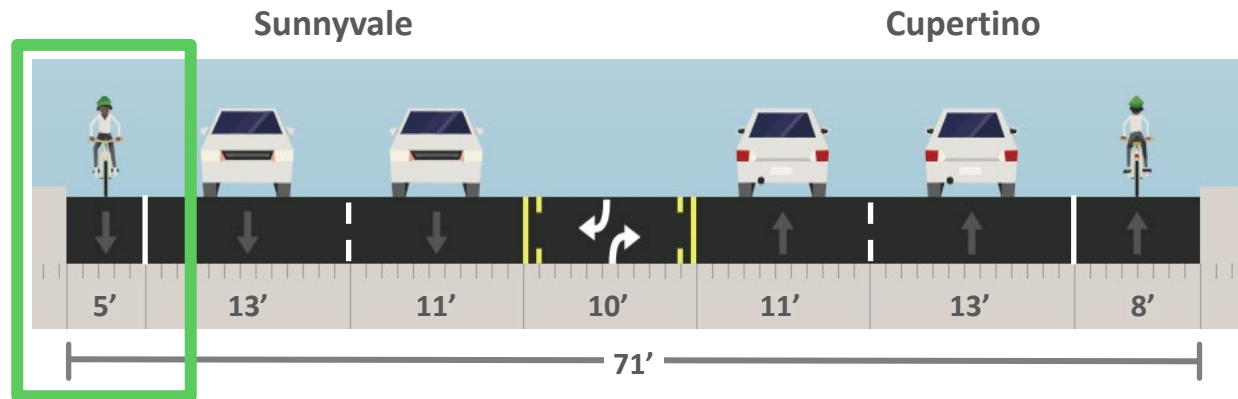
Proposed Lane Configuration East of Blaney Avenue

Alternative 1

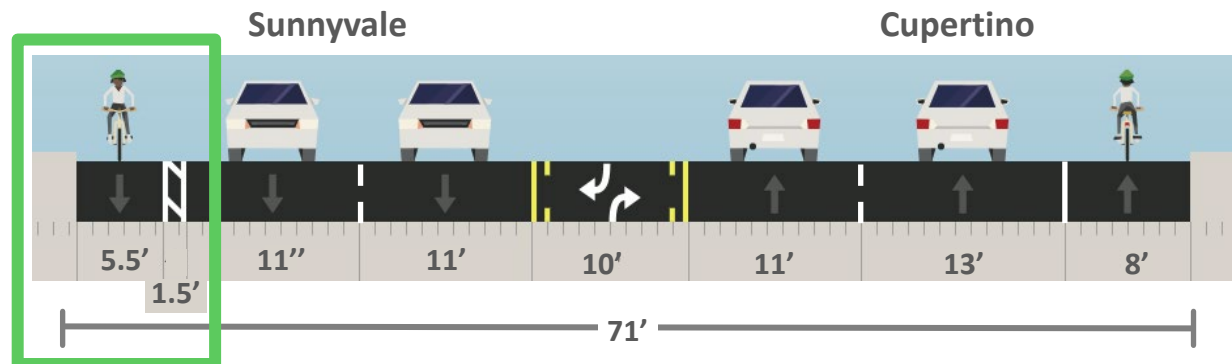
Buffered Bike Lanes

- Buffer space separates the bicycle lane from adjacent vehicle travel lanes

Existing Conditions – West of Heron Avenue



Alternative 1 – West of Heron Avenue

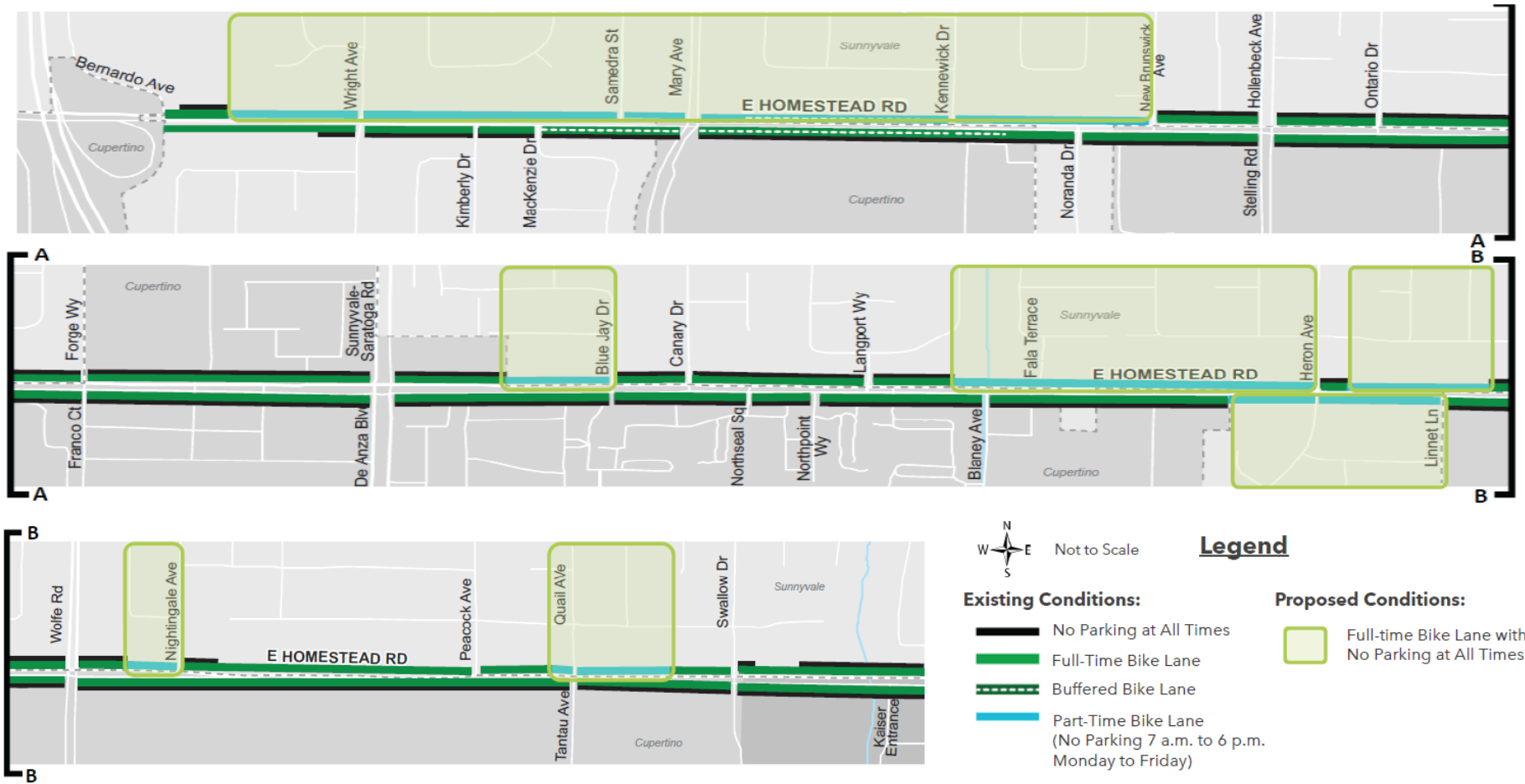


Alternative 1

Results

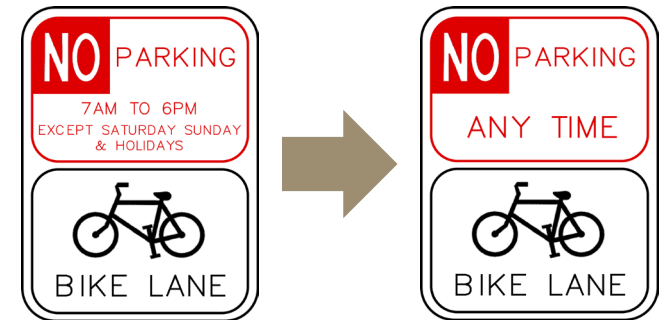
- **Continuous bicycle facility for entire corridor**
 - ◆ Improve safety of bicyclists
- **Retain parking in segments where off-street parking is highly used**
 - ◆ Approximately 36 of 200 on-street parking spaces
- **Eliminate the remaining 164 on-street parking spaces**
 - ◆ Where roadway width is not wide enough for both a bike lane and on-street parking
- **Cost Estimate: \$270,000**
 - ◆ Includes Design and Construction (Resurface and restripe roadway and install signs and poles)

Alternative 2: Convert all part-time bike lanes on Homestead Road into permanent full-time bike lanes by removing parking.

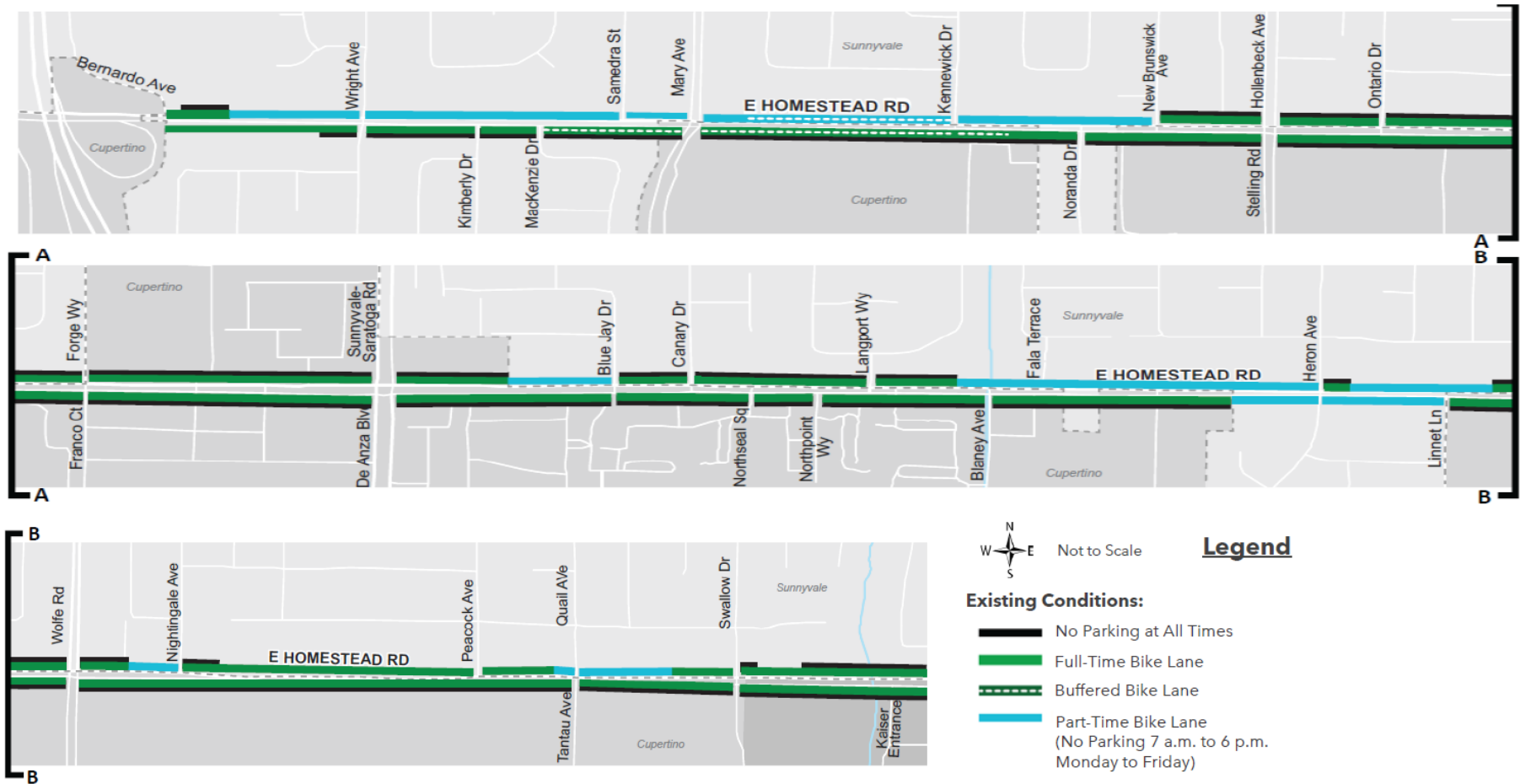


Results

- **Continuous bicycle facility for entire corridor**
 - ◆ Improve safety of bicyclists
- **Eliminate parking for 200 on-street parking spaces**
 - ◆ Where roadway width is not wide enough for both a bike lane and on-street parking
- **Cost Estimate: \$142,000**
 - ◆ Includes Design and Construction (Remove and install signs and poles, refresh bike lane markings)



Alternative 3: Continue to maintain the existing part-time bike lanes and parking as is on Homestead Road.



Results

Part-time Bike Lane:

Parking is prohibited on weekdays from 7 a.m. to 6 p.m.
At all other times, parking is allowed.

- Bicyclists would continue to share the lane with parked vehicles during parking hours

Recommendation to City Council

Bicycle and Pedestrian Advisory Commission (BPAC) Recommendation – May 18, 2023

BPAC Recommendation: [7-0] Vote

Alternative 2: Convert all part-time bike lanes on Homestead Road into permanent full-time bike lanes by removing parking – **with two modifications:**

- **First**, prioritize the implementation of full-time bike lanes.
- **Second**, perform a Road Diet from Wright Avenue to Bernardo Avenue and not restore parking for this segment.

Recommendation to City Council

Staff Recommendation

Alternative 1: Convert All Part-Time Bike Lanes on Homestead Road Into Permanent Full-Time Bike Lanes by Removing Parking and Preserve Some Parking Through a Road Diet Between Bernardo and Wright Avenues and Reallocate Lane Widths From Blaney Avenue to Approximately 500 Feet East of Blaney Avenue.

Recommendation to City Council

Justification

- Provides full-time bike lanes for the entire corridor and continued on-street parking for 22 homes fronting Homestead Road
- Road Diet produces a balanced roadway configuration
 - ◆ Potentially reduces speeding and improves safety
- Works well with regional Homestead Road Safe Routes to School project led by Valley Transportation Authority