



REPORT TO MAYOR AND COUNCIL

NO: 05-132

May 3, 2005

SUBJECT: Wolfe Road Bicycle Facility Project, Approval of Conceptual Design**REPORT IN BRIEF**

The Wolfe Road Bicycle Facility Project is a grant funded capital project to provide an enhanced bicycle facility on Wolfe Road from Homestead Road to El Camino Real. Two community outreach meetings were conducted for this project. Based on the results of the community input process, three alternatives have been developed that would meet the goals of the project. These alternatives are outlined below.

Alternative	Type of Facility	Description
1	Bicycle Route (Class 3)	Includes the installation of "shared use" pavement markings and high visibility "shared use" signs in order to create a bicycle route at all times. It would be consistent with the treatment of Wolfe Road between El Camino Real and Old San Francisco Road.
2	Bicycle Lane-limited hours (Class 2)	Provides a bicycle lane between the hours of 7am and 6pm Monday through Friday. Parking would be restricted during those times. This is consistent with the bike lane treatment on some sections of Homestead Road.
3	Bicycle Lane (Class 2)	Provides a bicycle lane at all times. A limited amount of on-street parking would be removed per block in order to accommodate the bicycle lane.

The project is partly funded through the Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA), and partly through the Santa Clara Valley Transportation Authority (VTA) Transportation Enhancements Program. Councilwoman Julia Miller serves on the BAAQMD Board of Directors. Mayor Dean Chu serves on the VTA Board of Directors. Wolfe Road has been designated a regionally significant corridor for bicyclists as part of the VTA Santa Clara Countywide Bicycle Plan and has been identified in the Sunnyvale Bicycle Capital Improvement Program Study as a priority section of the Sunnyvale Bicycle Network.

Issued by the City Manager

Staff asks that council consider the alternatives and recommend a conceptual design for the Wolfe Road Bicycle Facility Project.

BACKGROUND

On April 6, 2004 City Council authorized budget modification #33 to accept the TFCA grant funding for the Wolfe Road Bicycle Facility project (RTC 04-129). With this action, a project was created in the 10-Year Resource Allocation Plan and \$41,900 from the BAAQMD TFCA grant program was appropriated.

Bicycle Capital Improvement Program (CIP) Study

The project, to provide an enhanced bicycle facility on Wolfe Road from Homestead Road to El Camino Real, was identified in the Sunnyvale Bicycle Capital Improvement Program Study. The Bicycle CIP Study, adopted in December 2000 (RTC 00-422) is a programming guideline for incorporating bike projects and allocating resources in the 10-Year Resource Allocation Plan. The purpose of the study was to establish a comprehensive bikeway network in the City of Sunnyvale. It did so by assessing the physical configuration of all major roadways in the City and identifying the actions needed to develop bike lanes on a street-segment basis. Based on this information and the City's existing Pavement Management Plan, cost estimates for each proposed bicycle improvement were developed. The Study also evaluated and ranked each bicycle improvement based on criteria developed by staff and the Bicycle and Pedestrian Advisory Committee. These criteria include collision history, rider stress, average daily traffic volumes, gap closure, cost/funding, connectivity and complexity.

Santa Clara Countywide Bicycle Plan, Bicycle Element of VTP 2020

The Countywide Bicycle Plan, developed by the VTA, is a 20-year plan to integrate bicycle transportation in the total transportation system. The plan has a regional emphasis and identified a cross-county bicycle corridor network including gaps and needed projects. In Sunnyvale, Wolfe Road has been identified a high priority Cross County Bicycle Corridor. The corridor runs from the City of Saratoga in the south, to Wolfe Road in the north. This is a major commute corridor for people who are employed in the north Sunnyvale or Moffett Park area.

EXISTING POLICY

Air quality Sub-Element – Goal A: Improve Sunnyvale's Air Quality and reduce the exposure of its citizens to air pollutants.

Land Use and Transportation Element C3.5.4 - Maximize the provision of bicycle and pedestrian facilities.

DISCUSSION

The Wolfe Road Bicycle Facility Project is a grant funded capital project to provide an enhanced bicycle facility on Wolfe Road from Homestead Road to El Camino Real. See Attachment 1 for a map of the project location. A total of three alternatives have been developed that meet the goals of the project. Staff asks that Council review these alternatives and the analysis provided in this report, and designate a preferred conceptual design.

Project Goal

The project goal is to provide an enhanced bicycle facility on Wolfe Road, from Homestead Road to El Camino Real. The project aims to close a gap that currently exists between bike facilities on Homestead Road, Fremont Avenue and Wolfe Road north of El Camino Real. This will create continuity for bicyclists traveling within Sunnyvale. It will also work towards the completion of the Sunnyvale Bicycle Network as recommended in the 2000 Bicycle CIP Study.

The bicycle facility treatment could range from a bike lane facility (class 2), to a bike route facility (class 3). A bike lane is defined as a lane that is exclusively for the use of bicyclists which is located within the street. A bike route is a designation that is used along streets which have capacity or demand to carry bicyclists in the street right-of-way alongside motor vehicles but which do not have formally striped bike lanes. Either a bike route or a bike lane could satisfy the goals of this project. Positive and negative aspects of each designation in relation to this specific project location will be discussed in the Alternatives Analysis section of the report.

Existing Conditions

Wolfe Road currently functions as a major north-south arterial street. It carries commute traffic to and from the employment center in Moffett Park and north Sunnyvale. This section of roadway also carries VTA Bus Route 26. This route runs from the San Jose Eastridge Shopping Center to the Sunnyvale Lockheed Martin Transit Center, through Campbell and Cupertino on approximately 20 minute weekday peak hour headways and 30 minute weekend headways. The surrounding land use adjacent to this project is low density residential (single family homes) with some medium density residential (apartment buildings and four-plexes). Roadway geometry consists of four total travel lanes with left turn pockets at most intersections. On street parking is currently permitted though most of the project site, although there are some limitations due to visibility issues and the location of transit stops. Bike lanes currently exist along Homestead Road, Fremont Avenue and Wolfe Road north of Old San Francisco Road. Wolfe Road between El Camino and Old San Francisco Road has been designated as a class 3 bike route with the use of high visibility signs and a shared-use pavement marking or "sharrow".

Data Collection

In order to develop and assess project alternatives, a comprehensive data collection phase was completed. This included the collection of data pertaining to roadway geometry, volumes for bicycles, pedestrians and motor vehicles, and parking. The following is a summary of the results.

Roadway Geometry: Through field measurements and aerial photographs it was determined that there was 63 feet of width from curb to curb along Wolfe Road from Homestead Road to Eleanor Way. The roadway widens just south of the Fremont Avenue intersection to 75 feet wide in order to accommodate turn lanes for northbound Wolfe Road and room for merging traffic for southbound Wolfe Road. There is currently on street parking on both sides of the street though the majority of the project limits. There are two travel lanes in the northbound direction and two travel lanes in the southbound direction. Left turn pockets are provided at all intersections. Sidewalks are present on both sides of the street. They are 5 feet wide. There is a landscape strip with street trees between the sidewalk and the curb through much of the study area.

It has been determined that 63 feet is not adequate width to accommodate the current roadway configuration, as described above, with the addition of on-street bike lanes in each direction.

Vehicle Volume: Traffic volume data was collected in March 2004 for the Wolfe Road roadway segment between Fremont Avenue and Homestead Road. Results show that the average weekday traffic volume (AWDT) is 30,100 vehicles, and the average weekend traffic volume (AWEDT) is 27,141 vehicles. Directional analysis of peak hour volumes shows that while a majority of vehicles are traveling northbound in the morning and southbound in the evening, there are also high volumes traveling in the opposite directions as well (see table below.)

Peak Hour Volumes		
	Northbound	Southbound
AM Peak	1366	961
PM Peak	1144	1551

This volume of vehicle traffic is consistent with an arterial street of this nature. Two travel lanes in each direction are necessary to carry this volume of traffic without violating the City's level of service policy.

Vehicle Speed: The vehicle speed study was conducted in March 2000 between Homestead Road and Marion Way. The current speed limit is 35 miles per hour. The speed which 85 percent of the vehicles drive is 41.8 miles per hour. This speed is considered high based on the surrounding land uses and the roadway geometry.

Bicycle Volume: The volume of existing bicycle traffic was estimated using two sources, 1) Data collected annually since 2001 at the Bike to Work Day Energizer Station located at the intersection of Wolfe Road/El Camino Real and Fremont Avenue, 2) Data collected as part of the VTA Bi-annual Congestion Management Program (CMP) Monitoring program at Wolfe Road/El Camino Real. The Bike to Work Day Counts were taken the morning of Bike to Work Day, over 4 years, from 6am to 9am. The CMP counts were taken in the evening between 4 and 6 pm.

An average of 95 bicyclists were counted during the morning of Bike to Work Day between 2001 and 2004; a total of 44 bicyclists were counted in 2002 for the CMP Monitoring at the Wolfe/El Camino Real intersection; and, a total of 30 bicyclists were counted in 2004 for the CMP Monitoring at the Wolfe/El Camino Real intersection. The increased number of riders on Bike to Work Day shows that there is potential for increased bicycle ridership along this corridor. In addition, based on studies conducted by the Federal Highway Administration, bicycle ridership increases with the completion of a connected network of bicycle facilities. A similar pattern has also been observed in the City of Sunnyvale as the City's bicycle network becomes more cohesive.

Pedestrian Volume: The volume of existing pedestrian traffic on Wolfe Road was counted during the 2002 and 2004 VTA bi-annual CMP Monitoring at the Wolfe Road/El Camino Real intersection. Data was collected between 4pm and 6pm. A total of 59 pedestrians were counted at that study intersection in both 2002 and 2004.

Parking: Parking supply and demand, for both on and off street parking, was studied for the properties on Wolfe Road from Homestead Road to Fremont/El Camino Real.

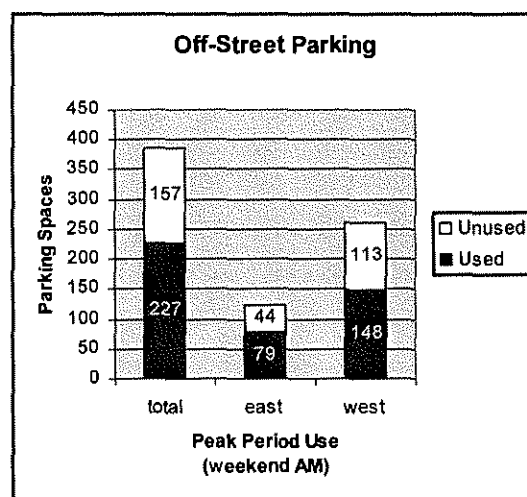
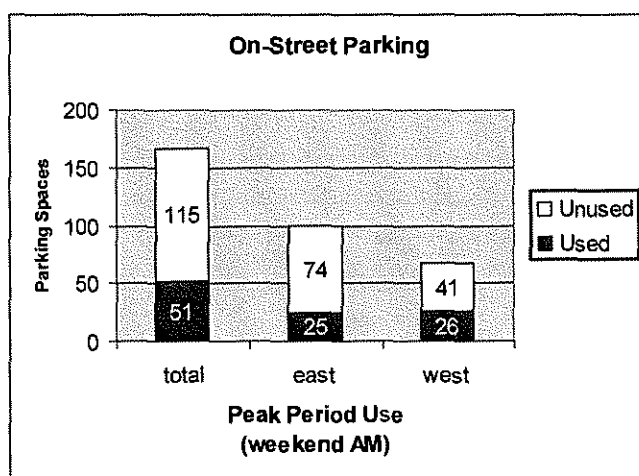
The on-street parking supply was counted by measuring the total distance available for parallel parking and using the accepted length of 22 feet per parallel space to determine the total number of spaces. It was determined that there was a total of 99 on-street spaces on the east side of the street and a total of 67 on-street spaces on the west side of the street.

Parking supply for off-street parking was calculated by counting the number of uncovered driveway spaces available for single family units and counting the number of parking lot spaces for multifamily units. Spaces within a garage were also counted as part of this study, but in the end were not used toward the total available parking supply. This was done because we were not able to determine if garages were actually being used for storage of vehicles or whether they had been converted to living space or being used for other storage. To be conservative, garage spaces were not counted toward the total supply. The majority of the homes in the area had parking for two vehicles in the driveway. Some homes that were built before the parcels were annexed into the City of Sunnyvale only had space for a single vehicle in the driveway. It was

determined that the total off-street parking supply (without counting garage spaces) is 111 spaces on the east side of Wolfe Road and 261 spaces on the west side of Wolfe Road.

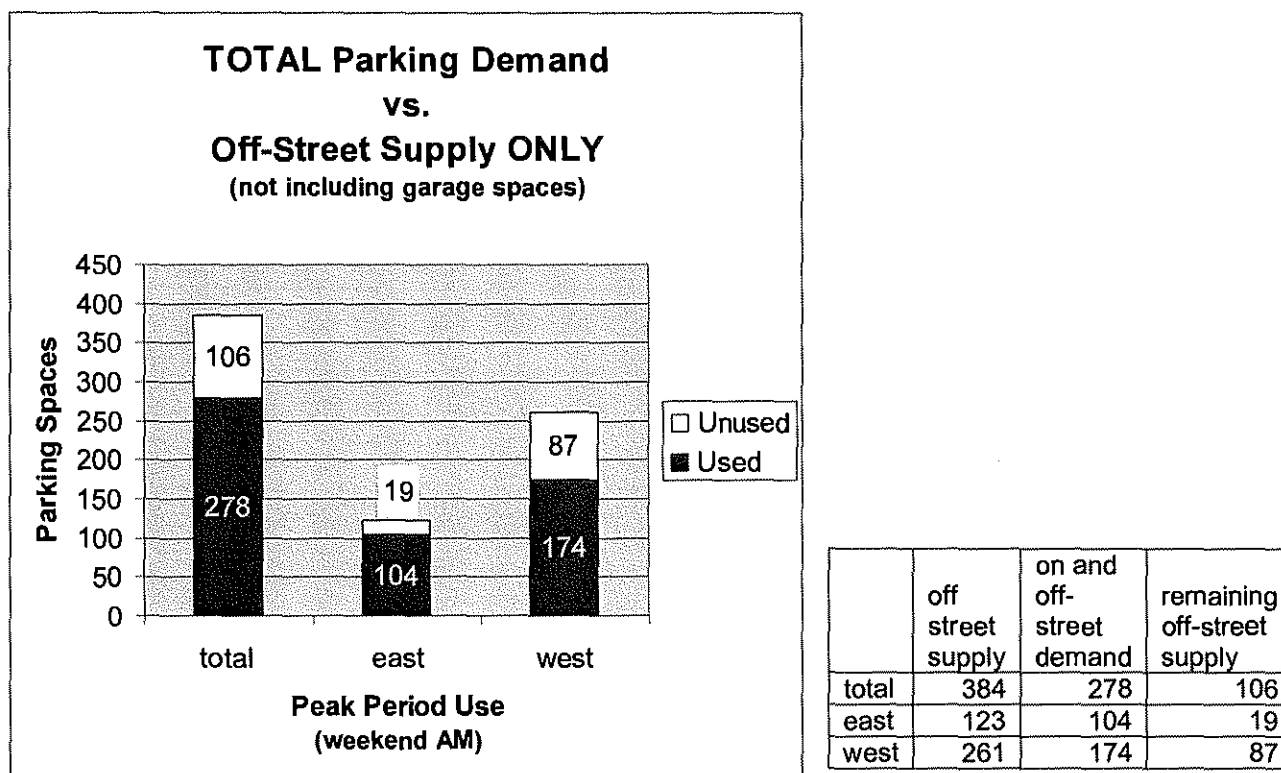
The parking demand study was conducted over a period of two days, on December 2, 2004 and December 4, 2004. Counts were conducted over a weekday and a weekend during the morning (7am-9am), afternoon (1pm-5pm), and evening (after 6pm).

Demand was measured for both on-street and off-street parking. It was determined that the parking is most heavily used during the weekend mornings. During that peak time, 69% of the on-street parking is unused, 31% is used; and 41% of the off-street parking is unused, 59% is used. The figures below show the actual number of used and unused parking spaces during the time of peak parking demand.



Total Parking Demand vs. Off-Street Supply Only

In order to determine whether there would be enough off-street parking supply to meet the current on-street parking demand, the off-street and on-street demand were combined and measured against only the off-street supply (not counting the garage spaces). Results show that if on-street supply was removed 72% of the total parking supply would be used and 28% would be unused. The figure below shows this information in terms of number of cars parked, rather than percentages.



A block by block analysis of the on-street parking demand revealed that there were certain sections of the study area where parking demand was higher than in others, especially north of Elizabeth Way on both the east and west side of the street. In this block, on the east side, 10 vehicles were parked on-street during the peak time. Based on the data collected, the off-street parking supply may not be able to accommodate this on-street demand. On the west side of the street, north of Elizabeth Way, there is a peak on-street parking demand of 15 vehicles. The vehicles associated with the apartment building at 1331 S. Wolfe Road can be adequately accommodated by the off-street parking, however the parking utilized by surrounding four-plexes may not be able to absorb the on-street demand on-site. South of Elizabeth Way, on-street parking demand can generally be considered evenly distributed through each block.

From the results of the parking study, a conclusion can be drawn that, in general, there is adequate off-street parking supply to accommodate the total parking demand. Any reduction in on-street supply can be absorbed by the off-street supply. Even when analyzing a worst-case scenario, not counting garage spaces and assuming that all on-street parking would be removed, the off-street parking supply is still able to adequately absorb the on-street demand. From field observations and information received from community outreach, it has also been concluded that some on-street parking along Wolfe Road will be needed to meet the needs of the current owners and residents of Wolfe Road.

Alternatives Development

A number of initial alternatives were developed for preliminary analysis. This was done through the combination of staff judgment and community input. The table below depicts the alternatives that were developed for preliminary review. Three alternatives from this list were chosen for more detailed study.

Alternative	Description	Analysis
Bicyclists Ride on Sidewalk	Require bicyclist to use the sidewalk instead of riding in the street with traffic.	This alternative was not considered for further review based on pedestrian volumes, the high number of driveway access points, and studies that show that riding on the sidewalk does not increase safety for bicyclists.
Lane Reduction (from 4 to 2 Lanes)	Reduce Wolfe Road to one lane in each direction. Retaining on-street parking and providing room for bicycle lanes.	This alternative was not considered for further review based on the existing peak hour traffic volumes. Reducing the number of lanes would cause Level of Service standards to be violated.
Traffic Calming	Install traffic calming measures such as speed humps and traffic circles on Wolfe Road.	This alternative was not considered for further review based on the functional street classification as an arterial street. The City has policy not to install traffic calming devices on arterial and collector streets.
Designation of a parallel route for bicyclists	This would route bicyclists onto streets other than Wolfe Road.	This alternative was not considered for further analysis based on the increased travel time that a parallel route would add to a trip.
Bicycle Route with "Sharrows" (Class 3)	This would use signs and "shared use" pavement markings to designate Wolfe Road as a bicycle route.	This alternative was considered for further analysis.
Bicycle Route designation (Class 3)	This would use signs to designate Wolfe Road as a bicycle route.	This alternative would meet the goals of the project, but was not considered because the "sharrow" alternative was determined to provide additional bicycle facility enhancements.
Reversible Lane	Convert Wolfe Road from 4 lanes of through traffic to 3 lanes. The third lane would allow traffic to go northbound in the morning and southbound in the evening.	This alternative not considered for further analysis because of the volume of traffic in the non commute direction is too great to be serviced by only one lane. In addition, this treatment would not be able to be completed within the budget of this project.
Bike Lanes, Partial Parking Removal	Installation of bicycle lanes (Class 2). Removal of on-street parking in some locations.	This alternative was considered for further analysis.
Bike Lanes, Limited Hours	Installation of a bicycle lane (Class 2). Removal of on-street parking Monday-Friday, 7am-6m. Bike lanes will not be provide in the evenings or weekends.	This alternative was considered for further analysis.

Alternatives Analysis

Three alternatives and conceptual designs have been developed for City Council consideration. Each alternative is described in detail below.

Alternative 1: Bicycle Route with “Sharrows” (Class 3)

This alternative would construct a Class 3 Bicycle Route on Wolfe Road from Homestead Road to El Camino Real. It would do so by installing high visibility warning signs that hang over the #2 (right lane) travel lane alerting motorists to share the road with bicyclists. Shared Use pavement markers, or “sharrows” will also be installed. These are placed in the roadway where a bicyclist could be expected to ride. See Attachment 2 for the conceptual design of this alternative. The combination of the signs and pavement markings aim to alert motorists to the possible presence of bicyclists and promote safe driving and passing behavior. The sharrows would also aim to help promote safe bicycling behavior, and reduce the number of bicyclists who ride on the wrong side of the street.

This alternative would not alter the existing roadway configuration. All travel lanes would remain the same width and in the same location. The availability of on-street parking would not be limited. The Class 3 bicycle route would not provide any designated roadway space for bicyclists, and would not physically require motorists to alter driving behavior. From observations and community input, it has been determined that motorists passing bicyclists unsafely in the travel lane is one element that makes bicycling on Wolfe Road feel unpleasant and dangerous. This alternative would not physically require safe passing.

The Class 3 Bicycle Route with Sharrows concept has been implemented on Wolfe Road between El Camino Real and Old San Francisco Road. At the time the sharrows were placed in this location, it was an unapproved traffic control device under review by the California Traffic Control Devices Committee (CTCDC). The sharrows were installed on an experimental basis. Analysis of the success of the treatment has not yet been completed. The sharrow has since been approved by the CTCDC in August 2004. This means that the sharrow is now an approved traffic control device and does not need to be implemented on an experimental basis. Since the implementation on Wolfe Road north of El Camino Real, staff has received negative feedback from the bicycling community. One functional problem is the inconsistent presence of vehicles parked on the street. The placement of the sharrows is considered inappropriate by the bicycle community in areas where on-street parking is not being utilized. This is because bicyclists will choose to bike as close to the curb as possible. In locations where parking is being utilized, bicyclists believe that the placement of the sharrows is too close to parked vehicles, and that it puts them in danger of being hit by a car door opening.

Community input for alternative 1 is mixed. Many bicyclists believe that this alternative would be dangerous for bicyclists. They have stated that the

sharrow symbol recommends that bicyclists ride too close to parked cars making them susceptible to be hit by a car door opening. The bicycling community also has stated that this alternative will not create a safer place for bicyclists to ride and will therefore do nothing to encourage increased bicycling. Conversely, people who live along Wolfe Road have expressed support for this alternative because the on-street parking supply would not be altered, and the signing and pavement markings would create increased awareness of bicyclists.

This alternative is estimated to cost \$88,377. The majority of these funds will go towards the purchase of the high visibility signs, poles and arms.

Alternative 2: Bicycle Lane, Limited Hours (Class 2)

Class 2 bicycle lanes would be constructed along Wolfe Road from Homestead Road to El Camino Real. This would be done in the location of on-street parking, along the curb on the northbound and southbound sides of the street. Parking would be restricted during the weekday, from 7am to 6pm, to allow for the use of the bike lane. In the evenings and weekends, the area will be used for on-street parking. See Attachment 3 for the conceptual design of this alternative. This alternative would not alter the location or width of travel lanes along Wolfe Road. This concept has been implemented on sections of Homestead Road in Sunnyvale.

A limited hour bicycle lane would allow for on-street parking during evenings and weekends however it would be prohibited during the weekday daytime. Bike lanes would not be provided during the early mornings and late evenings during the week and would therefore not meet the needs of some commuter bicyclists. Enforcement of the new regulations would be necessary.

Community input for Alternative 2 has been largely negative. The bicycling community does not believe that the restricted hours will be adequately enforced, considering the limited resources of the Department of Public Safety, creating a dangerous situation for bicyclists. They have also expressed concerns about the bike lane hours, stating that many commuter bicyclists bike to and from work during hours before 7am and after 6pm. People who live along Wolfe Road as well as Wolfe Road property owners have stated that the daytime parking restrictions would negatively affect senior citizens, child caregivers and people who work odd hours or from home.

This alternative is estimated to cost \$30,475. The majority of funding will go toward signing and striping of the limited hour bike lane.

Alternative 3: Bicycle Lanes (Class 2)

Class 2 bicycle lanes would be constructed on Wolfe Road from Homestead Road to El Camino Real. The bike lanes would be available for use at all times. Some on-street parking would be retained on each block. However the supply would be reduced from what currently exists. The travel lanes would be

narrowed from 12 feet to 11.5 feet on the #1 lane (left lane) and 11 feet on the #2 lane (right lane). The bike lane would be 5 feet wide. See Attachment 4 for the conceptual design of this alternative.

Staff was able to use the data collected from the parking study, community input and roadway geometry to identify locations per block where parking could be retained. In this way, parking concerns are mitigated to the largest extent possible. The table below details the amount of parking that was measured during the peak times of the parking study, compared with the approximate amount of parking that will be retained as part of Alternative 3. In total, this alternative proposes to retain 60 on-street parking spaces out of a current total of 166 spaces.

Side of Street	Block	Peak Period Use (# of parked vehicles)	% of peak use	Approx. # of Spaces Provided in Alt 3
East	Homestead to Inverness	4	23%	7
East	Inverness to Marion	9	25%	13
East	Marion to Elizabeth	4	18%	9
East	Elizabeth to Eleanor	10	64%	7
West	Fremont to Dartshire	13	127%	4
West	Dartshire to Inverness	11	34%	10
West	Inverness to Homestead	1	4%	10

Community input for Alternative 3 was mixed. The bicycling community was very supportive of this alternative because it creates a designated space for bicyclists on the roadway at all times. The Bicycle and Pedestrian Advisory Committee took action to support this alternative at its March 31, 2005 meeting. Many of the people who live and or own property on Wolfe Road were not supportive of this alternative because of the proposed loss of on-street parking. People who lived in the older homes on the street and the multi-family housing were particularly concerned with the loss of parking, mainly because their on-site parking was limited compared to newer developments. There was also a sentiment expressed that this proposal could create neighbor disputes over on-street parking in front of other people's homes. However, some residents supported this alternative because the narrowing of the street and striping of bike lanes will have a traffic calming effect on Wolfe Road. It will also provide additional space and visibility for people to get in and out of driveways.

This alternative is estimated to cost \$83,145. The majority of funds will go toward signing and striping of the bike lane as well as re-striping of some of the travel lanes.

FISCAL IMPACT

Funds are available for this project in the Wolfe Road Bicycle Facility Project 824920 and the Connecting North/South Sunnyvale for Bicyclists Project 823700. These projects are funded through a grant from the Bay Area Air

Quality Management District (\$41,900) and the Santa Clara County Transportation Enhancements Program (\$110,000). No City funds are required.

CONCLUSION

This report asks that Council designate a conceptual design for the Wolfe Road Bicycle Facility project. Three alternatives have been developed and presented to the community and the Bicycle and Pedestrian Advisory Committee. Each of the alternatives would meet the goals of the project. However, the bicycling community has concerns with Alternatives 1 and 2 because they do not provide designated space for bicyclists. Many residents and property owners have concerns with Alternative 2 and 3 because they will limit the availability of on-street parking. In order to mitigate these concerns, staff has provided an Alternative 3 that retains some on-street parking on each block on Wolfe Road, while creating a bike lane that will be available at all times.

PUBLIC CONTACT

Community input was solicited at two public meetings held on November 15, 2004 and March 2, 2005. These meetings were held at the Sunnyvale Raynor Park building. Notices were mailed directly to the property owners and tenants of all properties on Wolfe Road from Homestead Road to El Camino Real, a total of 190 notices. Other interested stakeholders were also directly notified of the meetings, this included members of the Sunnyvale Bicycle and Pedestrian Advisory Committee, the Silicon Valley Bicycle Coalition, and the Moffett Park Business and Transportation Association. The meeting was also announced at the City Council meetings, published in the San Jose Mercury News, published in the Sunnyvale Sun, included on the Community Calendar, and emailed to all Sunnyvale Neighborhood Associations.

The purpose of the first meeting on November 15, 2004 was to introduce the project goals, present a number of possible project concepts, get feedback on possible areas of concern, and collect recommendations for project alternatives to be developed. A total of 11 community members attended this meeting. There was a diverse group of participants of both residents and bicyclists. A summary of the meeting can be reviewed in Attachment 5. In general, there were many concerns regarding the removal of parking on Wolfe Road. This included concerns of impact on property value, and convenience, as well as lack of proper on site supply. There were also concerns about the speed and volume of traffic on Wolfe Road, and comments relating to the safety of Wolfe Road for bicyclists. It was noted that motor vehicles routinely do not pass bicyclists with enough distance to be considered safe.

The purpose of the second meeting on March 2, 2005 was to present the three project alternatives that had been developed based on previous community input and preliminary engineering, and to solicit comments regarding each alternative. A total of 18 community members attended this meeting. There was a diverse group of participants of both residents and bicyclists. A summary of

the meeting can be reviewed in Attachment 6. The following table summarizes the general comments that were received for each alternative.

Alternative	Summary of Comments Received
1. Bicycle Route with sharrow (Class 3)	<ul style="list-style-type: none"> • A number of people favored this alternative because no parking was removed. They believed that this would improve the environment for bicyclists while not disrupting parking. • This option would not do anything to calm traffic speeds on Wolfe Road. Speeding on Wolfe Road was expressed as a problem by many people. • This option would do more harm than good for the bicyclists, and give the wrong message to motorists. This would also do nothing to attract new bicyclists. • This option places bicyclists in the "door zone" which is very dangerous.
2. Bicycle Lane, Limited Hours (Class 2)	<ul style="list-style-type: none"> • This alternative would negatively effect many families on Wolfe Road who work odd hours or from home. • Bicyclists don't believe that the restricted hours will be adequately enforced making it more dangerous for bikes. • Some residents believed that this would be better than removing parking at all times, but is still not desirable.
3. Bicycle Lane (Class 2)	<ul style="list-style-type: none"> • Some were in favor of this option because it would slow vehicle speeds on the street and provide more space and visibility for people to get in and out of driveways. • Some old homes and multi-family homes only have 2 on-site spaces. They do not believe that this is adequate without on-street parking. • This would create neighbor disputes over parking in front of other peoples homes. • This is the best option for bicyclist because it will create designated space for bicyclists to ride.

The Sunnyvale Bicycle and Pedestrian Advisory Committee also reviewed the project alternatives at a March 31, 2005 Special Meeting. The Committee took action to recommend that City Council approve Alternative 3, Bicycle Lanes for the Wolfe Road Bicycle Facility Project.

Public notice of this City Council public hearing was made through posting of the Council agenda on the City's official notice bulletin board, posting of the agenda and report on the City's web page, and the availability of the report in the Library and the City Clerk's Office. Notices were also mailed directly to the property owners and tenants of all properties on Wolfe Road from Homestead Road to El Camino Real, a total of 190 notices. Other interested stakeholders were also directly notified of the meeting, this included members of the Sunnyvale Bicycle and Pedestrian Advisory Committee, the Silicon Valley Bicycle Coalition, and the Moffett Park Business and Transportation Association.

ALTERNATIVES

1. Designate Alternative 1, Class 3 Bicycle Route with Sharrows, as the preferred conceptual design for the Wolfe Road Bicycle Facility Project.
2. Designate Alternative 2, Class 2 Bicycle Lane for Limited Hours, as the preferred conceptual design for the Wolfe Road Bicycle Facility Project.
3. Designate Alternative 3, Class 2 Bicycle Lane, as the preferred conceptual design for the Wolfe Road Bicycle Facility Project.
4. Designate a 4th Alternative for construction of the Wolfe Road Bicycle Facility Project.

RECOMMENDATION

Staff and the Bicycle and Pedestrian Advisory Committee recommend Alternative 3 - Designate Alternative 3, Class 2 Bicycle Lane, as the preferred conceptual design for the Wolfe Road Bicycle Facility Project.

Staff believes that Alternative 3 will meet the goals of the project and address the concerns of the community most effectively. In this alternative, bike lanes can be accommodated while keeping on street parking supply that meets current on-street parking demand. In addition, the striping and roadway reconfiguration associated with this alternative will have a calming effect on the traffic on Wolfe Road. The residents in the area often cited high vehicles speeds and difficulty getting in and out of driveways as a major concern. Speed studies have shown that vehicles are traveling well over the speed limit of 35 miles per hour. The addition of bike lane striping will create side friction to the travel lanes and therefore drivers will intuitively drive more slowly. The addition of the bike lane will also give residents more width to safely pull into and out of their driveways.

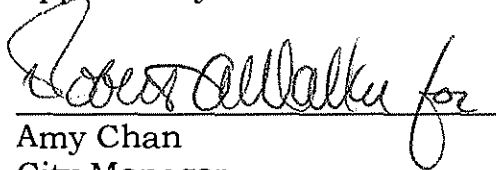
Reviewed by:



Marvin A. Rose Director, Public Works

Prepared by: Dieckmann Cogill, Transportation Planner

Approved by:



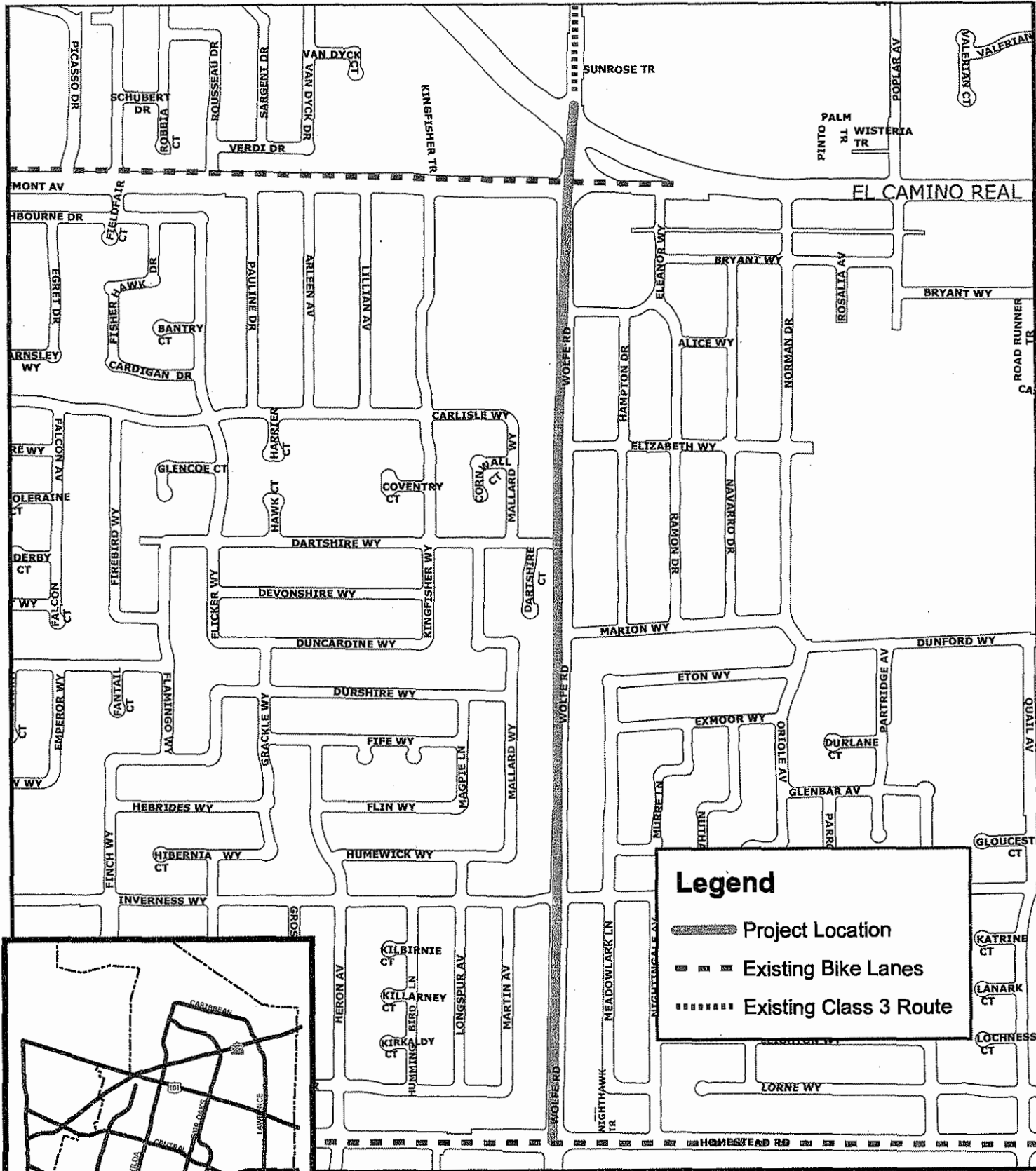
Amy Chan
City Manager

Attachments




1. Project location map
2. Conceptual Design - Alternative 1
3. Conceptual Design - Alternative 2
4. Conceptual Design - Alternative 3
5. Summary of Community Meeting 11/15/04
6. Summary of Community Meeting 03/02/05
7. Log of comments received by phone and email

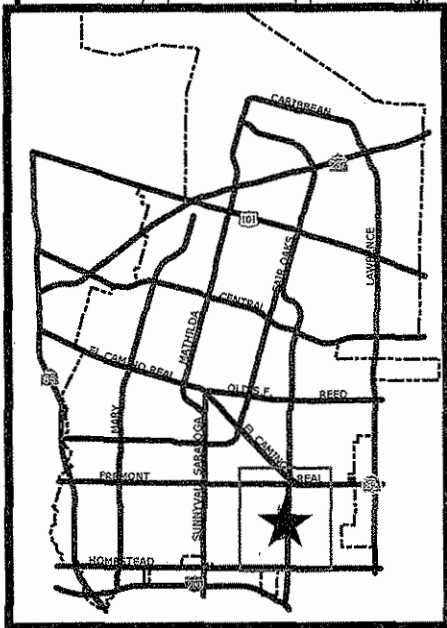
Attachment 1

Project Location Map



Legend

-  Project Location
-  Existing Bike Lanes
-  Existing Class 3 Route



Wolfe Road Bicycle Facility Project

0 420 840 1,680 Feet

