

MEMORANDUM

To: Lillian Tsang, P.E. and Austin Bondy-Villa, E.I.T.
City of Sunnyvale

From: Adam Dankberg, P.E.
Kimley-Horn and Associates, Inc.

Date: September 9, 2021

Subject: Sunnyvale Safe Routes to School Outreach Summary

Overview

In 2020, the City of Sunnyvale completed the Sunnyvale Safe Routes to School (SRTS) Study (“Study”) to identify improvements on Sunnyvale Avenue between Hendy and Maude Avenues that would improve access to local schools and downtown Sunnyvale, improve bicycle safety and connectivity along the Sunnyvale Avenue Corridor, and complete a high priority project identified in the City’s Active Transportation Plan. The Study recommended the removal of several on-street parking areas to create buffered bike lanes in both directions along Sunnyvale Avenue.

In July 2021, the City solicited public feedback on the identified improvements. Outreach and engagement efforts included two main components: a virtual public meeting and an online survey. An informational postcard was mailed to residents along Sunnyvale Avenue and nearby streets, notifying community stakeholders of both feedback tools. This memorandum summarizes the results of these activities.

Mailer Preparation and Distribution

A postcard was developed to provide the public with notice of the July 29th outreach meeting and promote interest in the project survey. Design and distribution of the postcard took place during the month of June. The postcard, shown in **Figure 1** and **Figure 2**, was optimized for digital and printed purposes. It included background information on the project and community meeting, as well as a QR code and short URLs directing recipients to the virtual meeting and survey location. The postcard was distributed to 432 addresses along Sunnyvale Avenue and nearby streets, as shown in **Figure 3**.

Figure 1: Front side of postcard

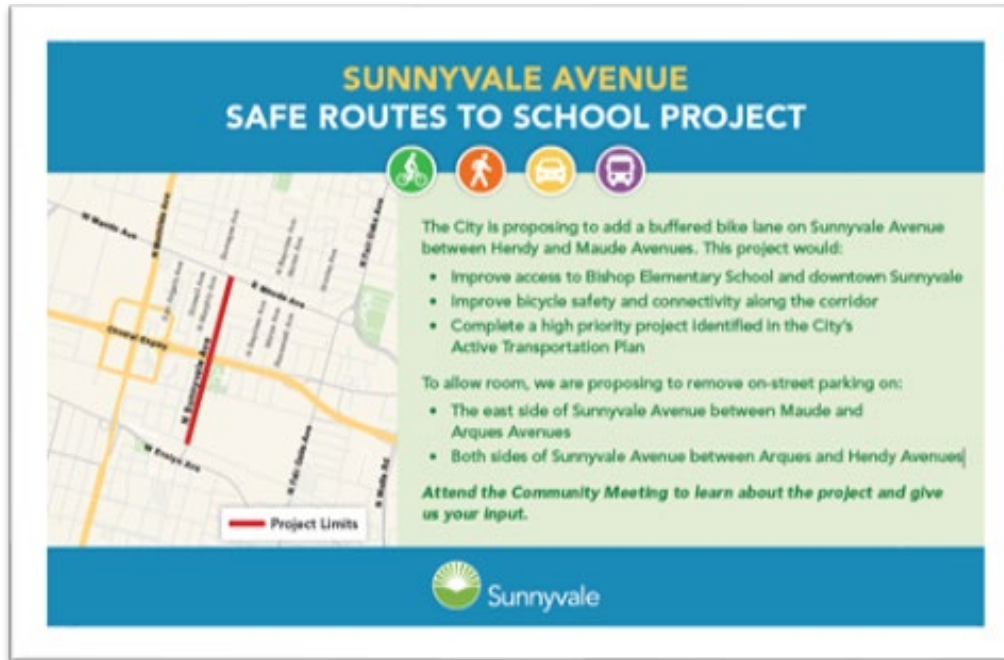


Figure 2: Back side of postcard

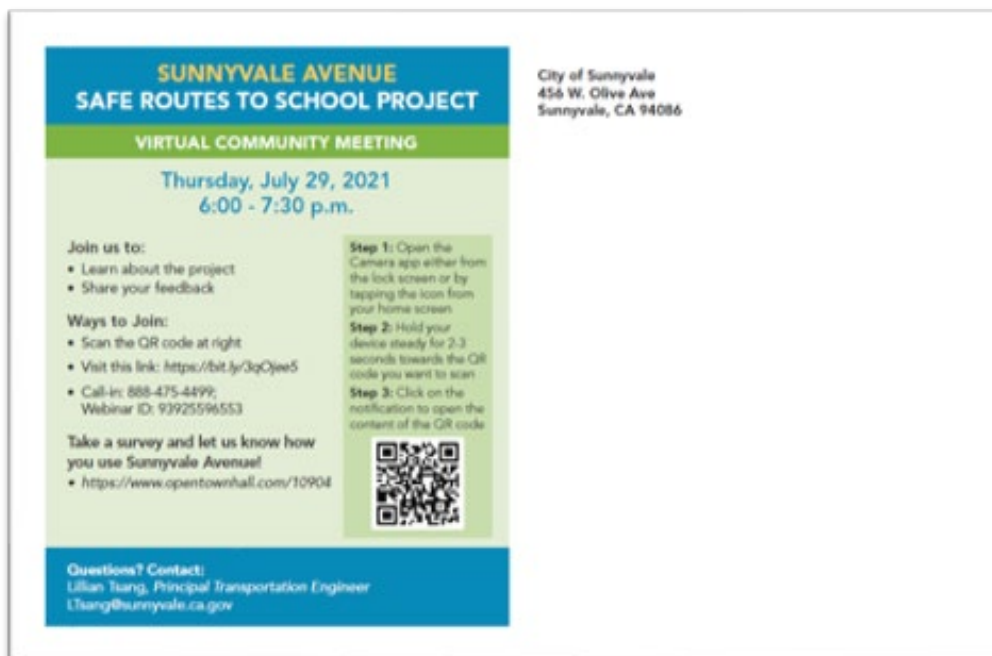
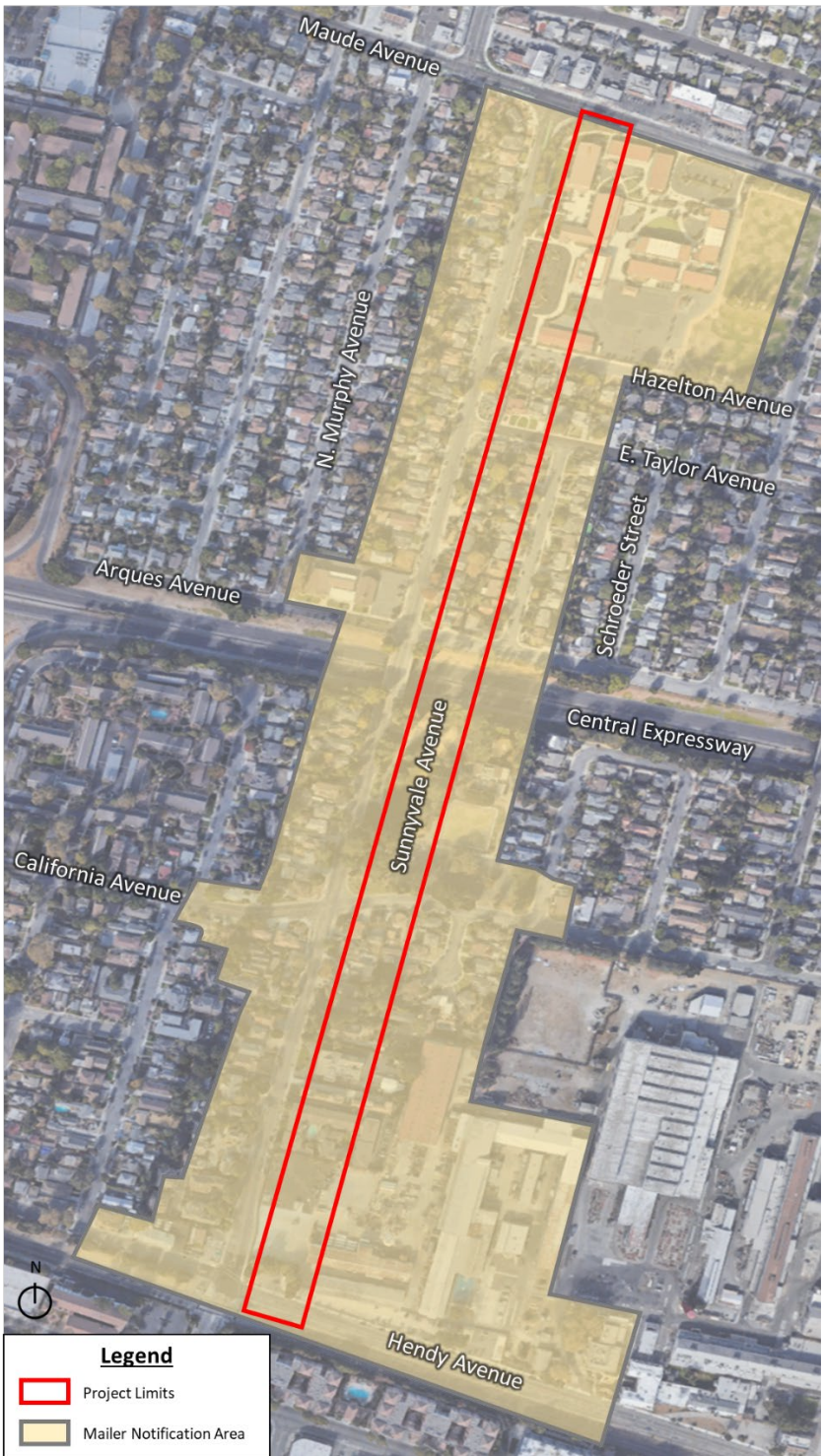


Figure 3: Postcard notification area



Outreach Meeting

An online public outreach meeting was held on July 29, 2021 to inform the community about the project and solicit community feedback on the SRTS improvements identified for Sunnyvale Avenue. Meeting panelists included staff from the City of Sunnyvale and Kimley-Horn.

The meeting provided attendees with an overview of the project, existing needs and safety conditions, proposed modifications and anticipated impacts, next steps and a Q&A session. A copy of the meeting presentation slides can be found in **Appendix A**. Sixteen people attended the community meeting and provided feedback. Some of the attendees voiced displeasure with the loss of on-street parking, citing concerns related to safety, convenience, and other personal factors. Other attendees were enthusiastic about the project and focused on the benefits that the project would bring, namely improved bicycle connectivity and encouraging further bicycle ridership.

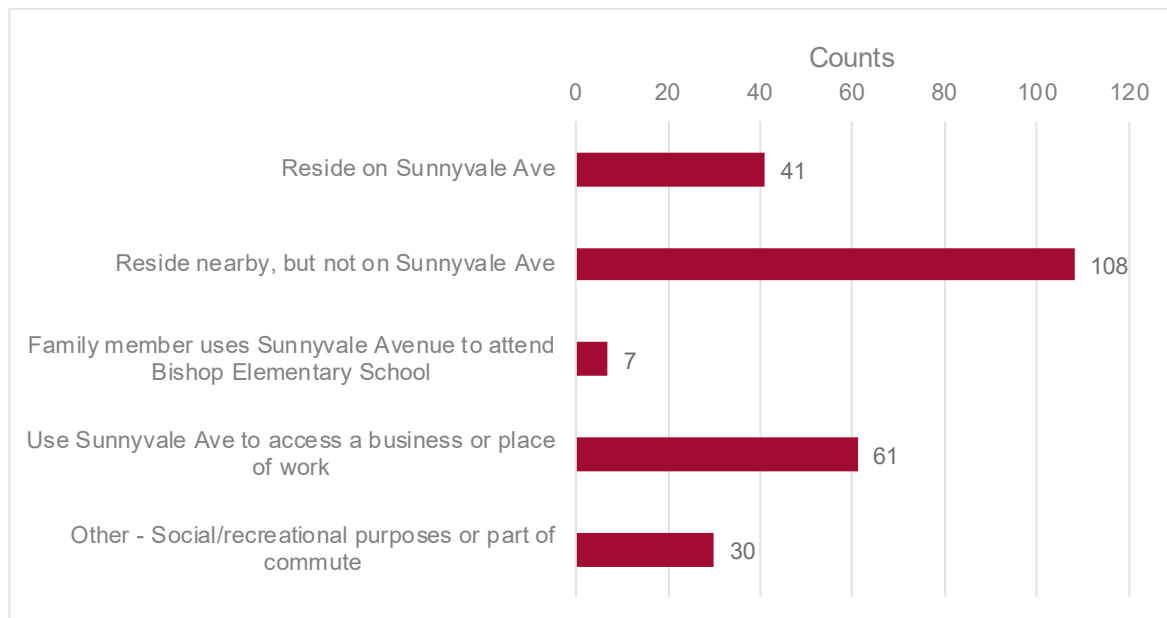
A list of Questions Asked was developed after the meeting to address some of the most commonly asked questions. This document is available on the City website and is provided in **Appendix B**.

Online Survey

The project team gathered public input by distributing an online survey available from July 12th – August 2nd. The survey received 179 unique responses.

Question 1A was designed to identify the survey respondent's connection to the study area. **Figure 4** shows that 41 respondents indicated that they live on Sunnyvale Avenue, and 108 respondents indicated that they live in the area but not on Sunnyvale Avenue.

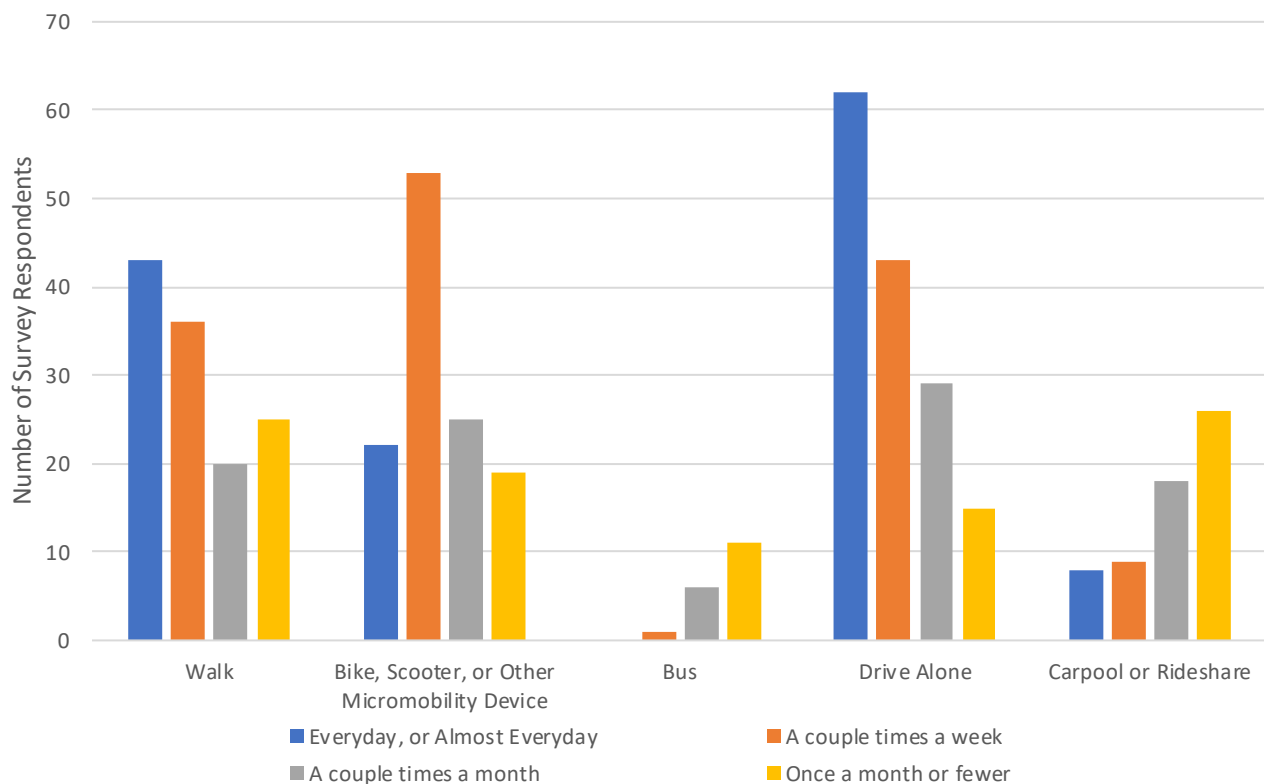
Figure 4: Survey respondent connection to Sunnyvale Avenue



Question 1B asked survey respondents what modes of transportation they typically use to travel along Sunnyvale Avenue and how frequently they use each mode. The responses, shown in **Figure 5**, indicate that while driving alone is the most common mode for daily travel along Sunnyvale Avenue, many survey respondents walked and biked along Sunnyvale Avenue at least a couple of times a week.

Accounting for all frequency responses, 77% of respondents indicated that they drive alone along Sunnyvale Avenue and 57% of respondents walk, bike, or use some form of micromobility device. Transit, carpooling, and rideshare options were chosen as the least popular mode of travel through Sunnyvale Avenue.

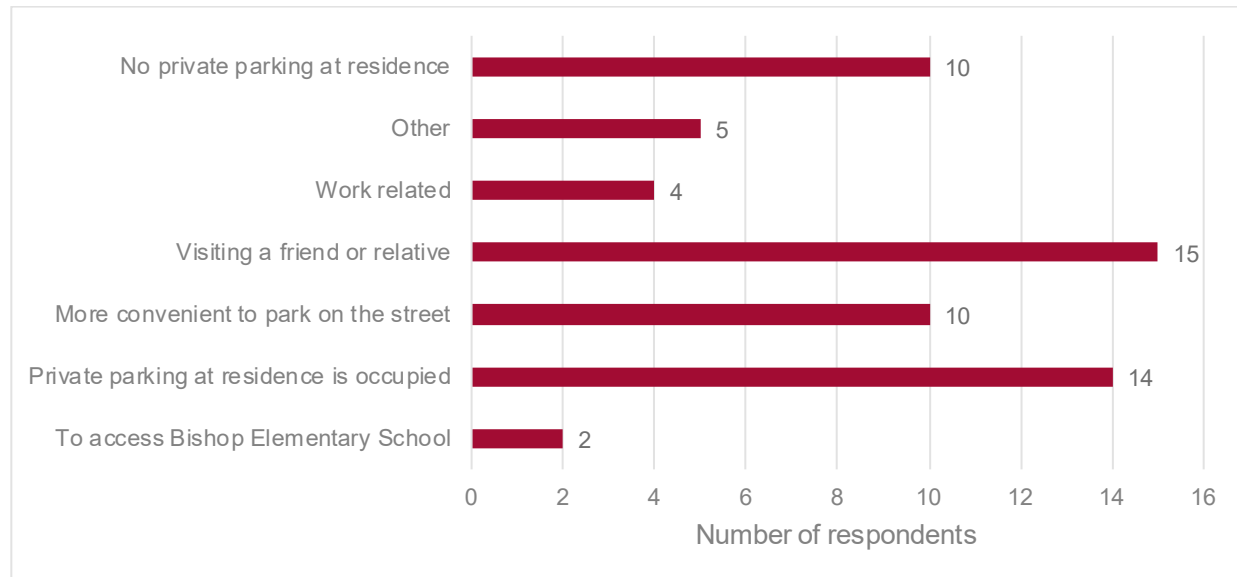
Figure 5: Mode use and frequency along Sunnyvale Avenue



** Note: Respondents were able to pick more than one mode*

Questions 1C and 1D asked respondents if they park on Sunnyvale Avenue within the project area and their reasons for doing so. 36 respondents indicated that they park along Sunnyvale Avenue. **Figure 6** shows that out of the 36 respondents who utilize street parking along Sunnyvale Avenue, ten selected they did so because they did not have the option to use private parking at their place of residence since it was occupied. Ten respondents said that it was more convenient than using their own garage, space, or driveway.

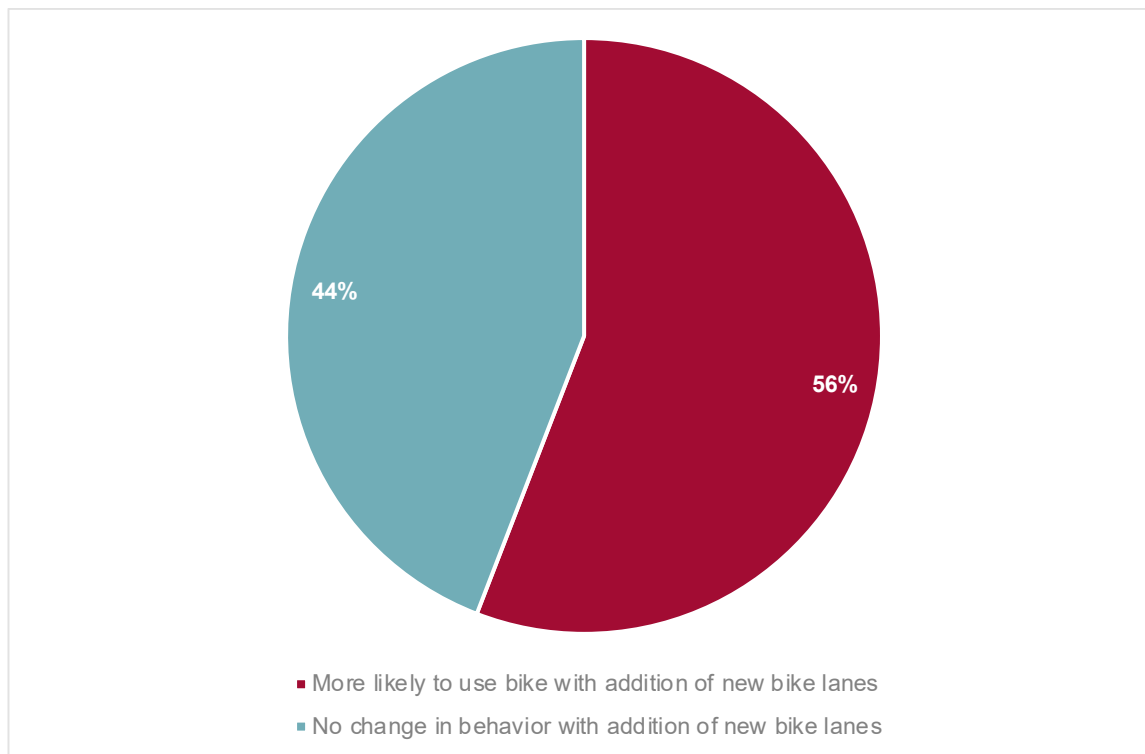
Figure 6: Reason for parking on Sunnyvale Avenue



** Note: Respondents were able to pick more than one reason*

Question 2 in the survey asks respondents if they were more likely to bike to local, social, and recreational destinations if bike lanes were provided on Sunnyvale Avenue; 100 out of the 179 respondents (or 56%) indicated they would as shown in **Figure 7**.

Figure 7: Bicycle use behavior change with addition of new bike lanes



The last series of questions (3, 3A and 3B) ask respondents whether they have a family member that attend Bishop Elementary School and whether they would allow them to bike to school if new bike lanes were constructed. Out of the 16 respondents who stated they have children who currently attend Bishop Elementary School, seven (7) indicated they would allow their child to bike to school if new bike lanes were provided. A complete list of survey questions is provided in **Appendix C**.

Respondents were also allowed to express additional feedback by providing written comments at the end of the survey. Of the 179 respondents, 42 respondents provided written comments on the survey: 19 supported the removal of on-street parking to install Class IIB bicycle lanes, and 19 did not support the removal of on-street parking. The remaining four (4) responses were not directly related to the proposed project: two (2) respondents asked not to close Sunnyvale Avenue from vehicular traffic; one (1) respondent is in support of adding dedicated bicycle lanes, but wanted to include additional improvements; and one (1) provided comment not related to the proposed project.

Conclusions and Next Steps

An extensive amount of community input on the Sunnyvale Safe Routes to School project was received in July 2021 through the completion of an online survey and a virtual public community meeting. Input received through both feedback mechanisms was mixed. A majority of the sixteen attendees expressed strong concerns about safety and convenience associated with the removal of on-street parking, although some attendees expressed enthusiasm for improved safety and connectivity with the bicycle lanes. The online survey found that a majority of respondents felt that provision of a bicycle lane would encourage them to bicycle more and several indicated specifically that the provision of a bicycle lane would allow their children to bicycle to neighborhood schools. Open response feedback from the survey was nearly evenly split, with a slightly higher proportion of responses supporting rather than opposing the bicycle lane.

Study findings and recommendations will be presented to the Bicycle and Pedestrian Advisory Commission (BPAC) to make a recommendation to City Council on September 16, 2021 and to the City Council for approval on September 28, 2021.



Appendix A: Community Meeting Presentation Slides



Kimley»»Horn

Sunnyvale Safe Routes to School Improvements on Sunnyvale Avenue

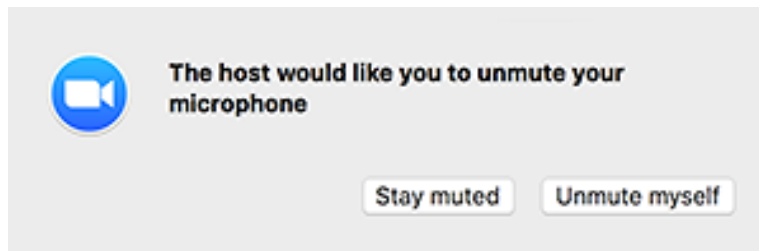
Online Public Outreach Meeting
July 29, 2021



How to Participate Today To Provide Comments or Ask a Question

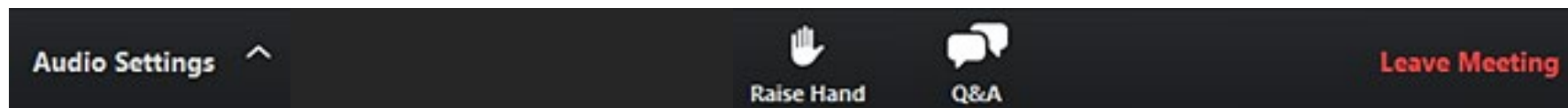
- By Phone:
 - ◆ **Dial *9** to Raise Hand
 - ◆ **Dial *6** to Unmute

Unmute/Mute: If the host gives you permission, you can unmute and all participants will be able to hear you talk. If the host allows you to talk, you will receive this notification - click “unmute myself”



Raise Hand: Raise your hand in the webinar to indicate that you want to make a comment.

Q&A: Open the Q&A window, allowing you to ask questions.



Agenda

Purpose of Meeting: Introduce project and solicit community feedback



Introductions

Project Overview and Needs

On-Street Parking Study

Collision Analysis

Online Survey

Next Steps

Questions and Comments

Project Team



Lillian Tsang
City of Sunnyvale



Austin Bondy-Villa
City of Sunnyvale



Adam Dankberg
Kimley-Horn



Hamza Syed
Kimley-Horn

Public's Role

- Let us know how you use Sunnyvale Avenue
 - ◆ via the Online Survey
- Provide feedback and comments
 - ◆ At the Outreach Meeting
 - ◆ via the Online survey
 - ◆ via email to Ltsang@sunnyvale.ca.gov
 - ◆ Attend the Bicycle & Pedestrian Advisory Commission Meeting
 - ◆ Attend the City Council Meeting

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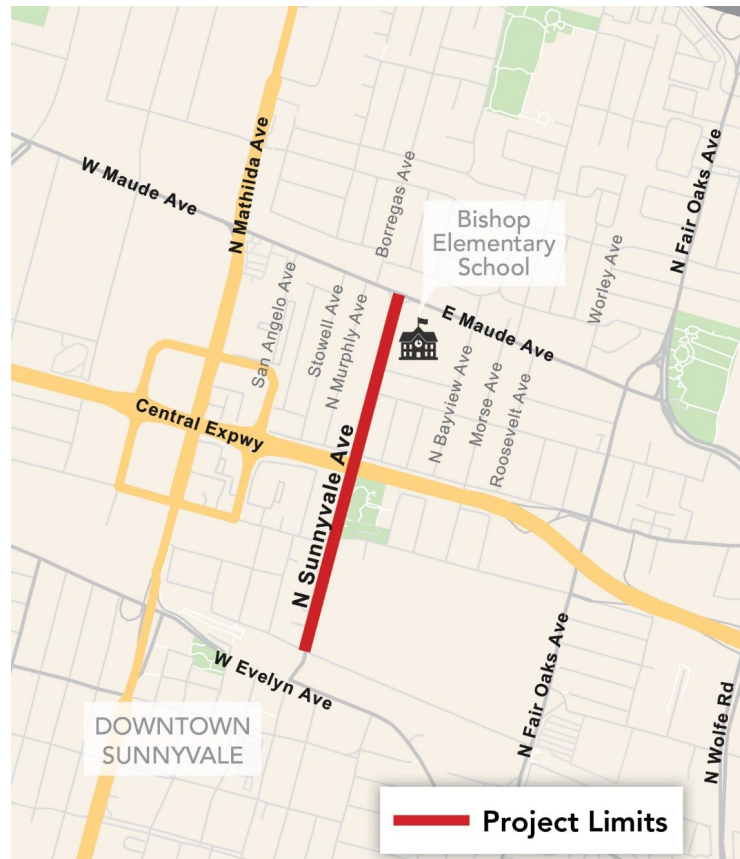
Online Survey

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Project Overview and Needs

Project Limits – Sunnyvale Avenue between Maude and Hendy Avenues



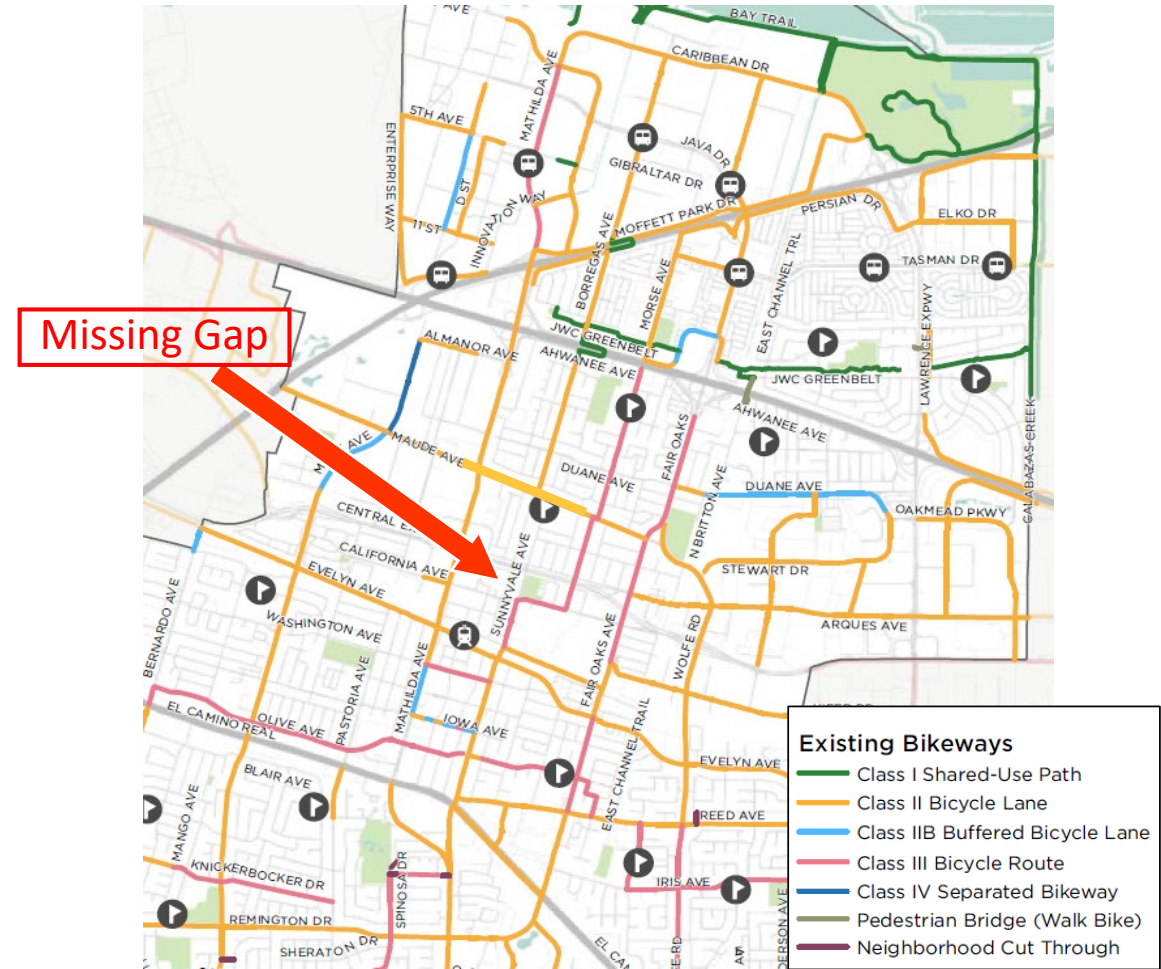
The purpose of the study is to:

- Improve access to Bishop Elementary School and downtown Sunnyvale
- Improve bicycle safety and connectivity along Sunnyvale Avenue Corridor

Project Overview and Needs

Existing Bicycle Bikeway

- To the north – Moffett Park Specific Plan Area and Bay Trail
- To the south – Downtown/El Camino Real employment and retail area
- Connection to schools
 - ◆ Bishop Elementary School
 - ◆ Columbia Middle School



Project Overview and Needs

Bicycle Activity on Sunnyvale Ave

- Sunnyvale Ave is already a heavily utilized bicycle corridor

Period	Northbound	Southbound
Sunnyvale/Arques		
AM Peak Hour	74	31
PM Peak Hour	45	52
Sunnyvale/Hendy		
AM Peak Hour	64	33
PM Peak Hour	22	64

Note: Bicycle counts from 2019



*Source: Strava Heat Map, depicting bicycle user route choice
Darker blue colors indicate routes with higher utilization*

Project Overview and Needs

Active Transportation Plan (ATP)

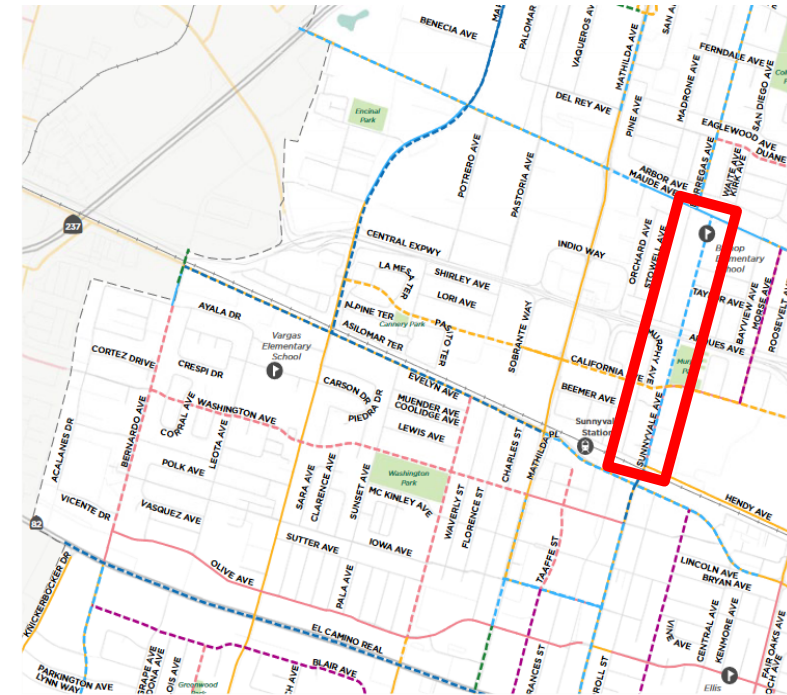
- Adopted by City Council on August 25, 2020
 - ◆ Bicycle Plan
 - ◆ Pedestrian Plan
 - ◆ Safe Routes to School Plan
 - ◆ To create a safe, connected and efficient citywide walking and bicycling network



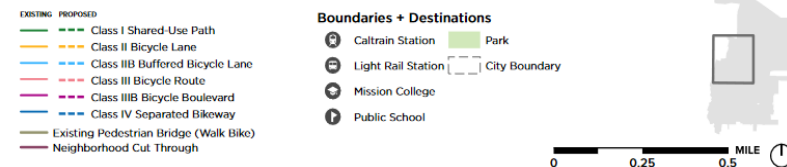
Project Overview and Needs

Active Transportation Plan (ATP)

- Recommended Bikeway on Sunnyvale Avenue
 - ◆ Proposed Class IIB Buffered Bicycle Lane
- Complete a high priority project identified in City's Active Transportation Plan
 - ◆ Community Identified Need
 - ◆ Equity
 - ◆ Access to Key Destinations
 - ◆ Collision Reduction



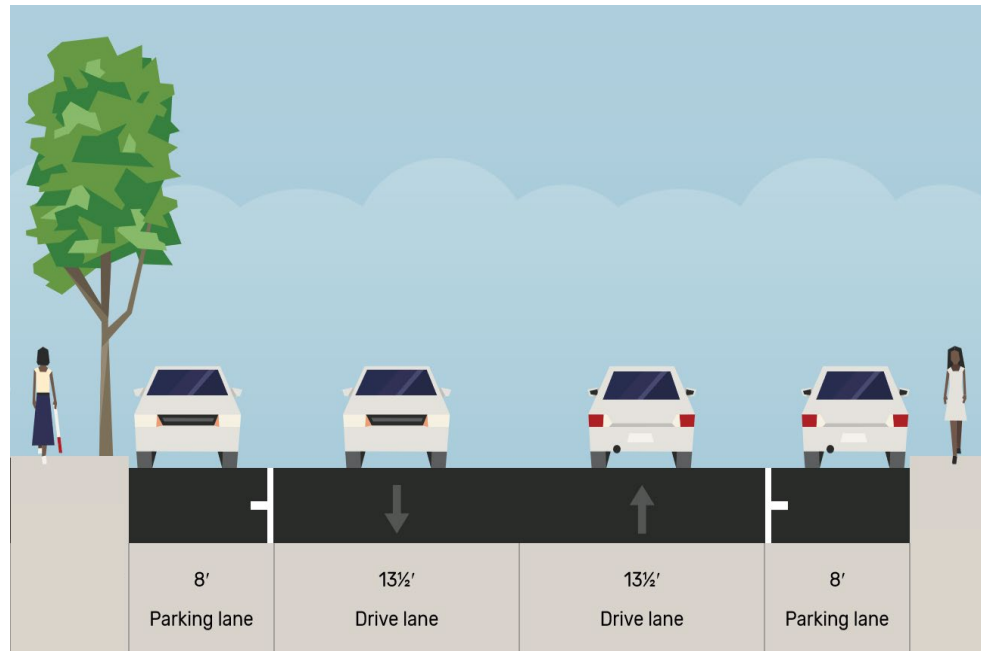
Map 13. Recommended Bikeways - Central/West Sunnyvale



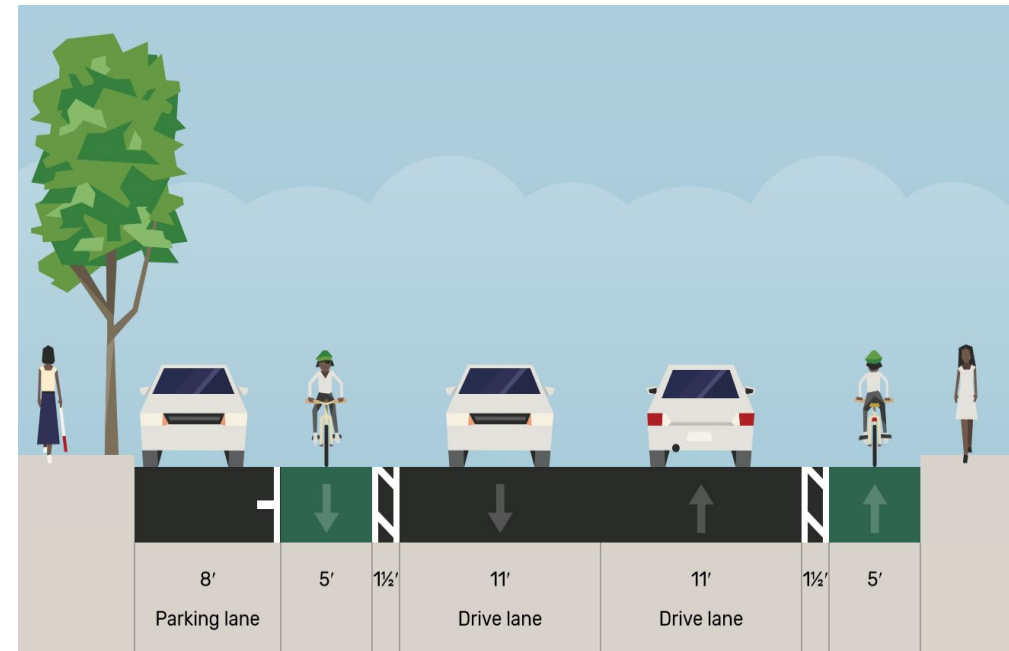
Sunnyvale Avenue between Maude Avenue and Arques Avenue

Proposed Bicycle Improvements

Existing



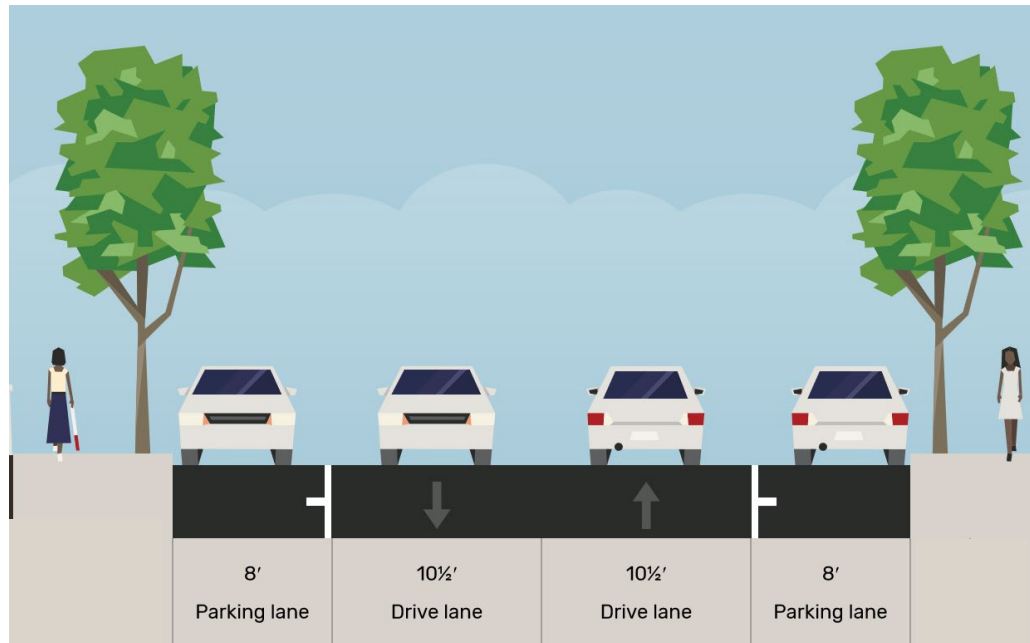
Proposed



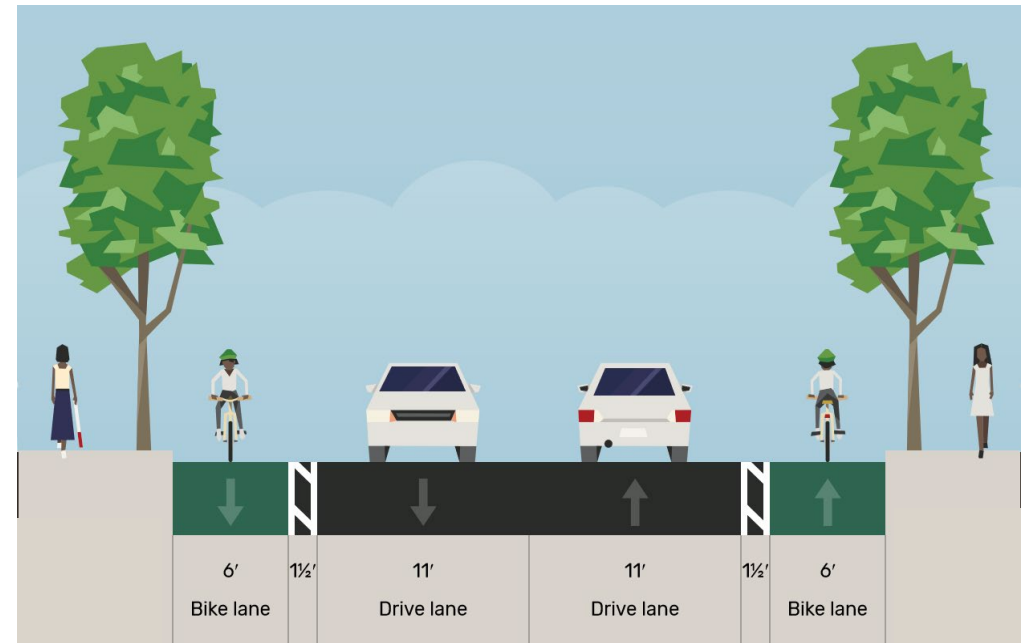
Sunnyvale Avenue between Arques Avenue to Hendy Avenue

Proposed Bicycle Improvements

Existing



Proposed



Areas of Parking Modification



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Project Overview and Needs



On-Street Parking Study

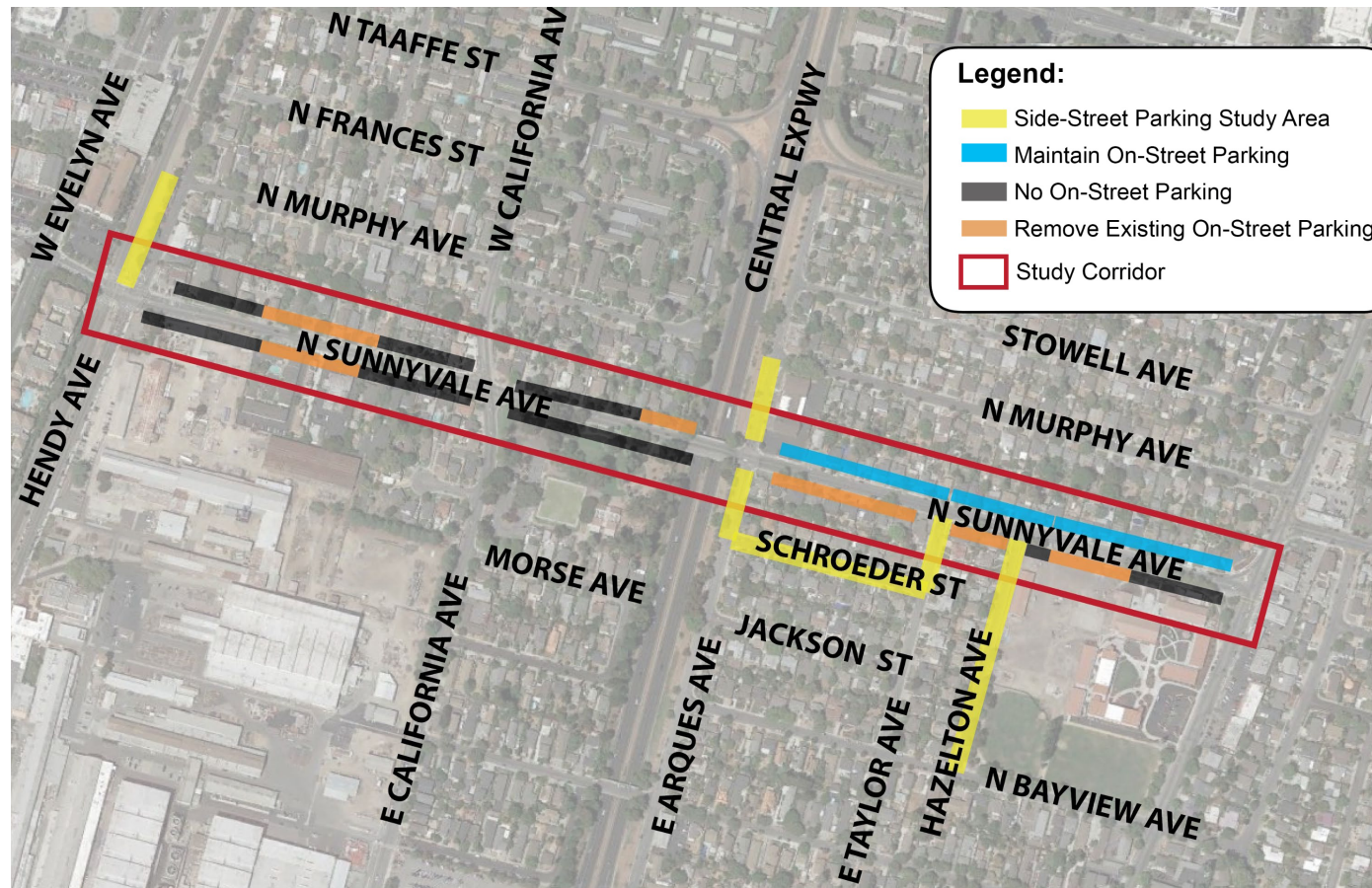
Collision Analysis

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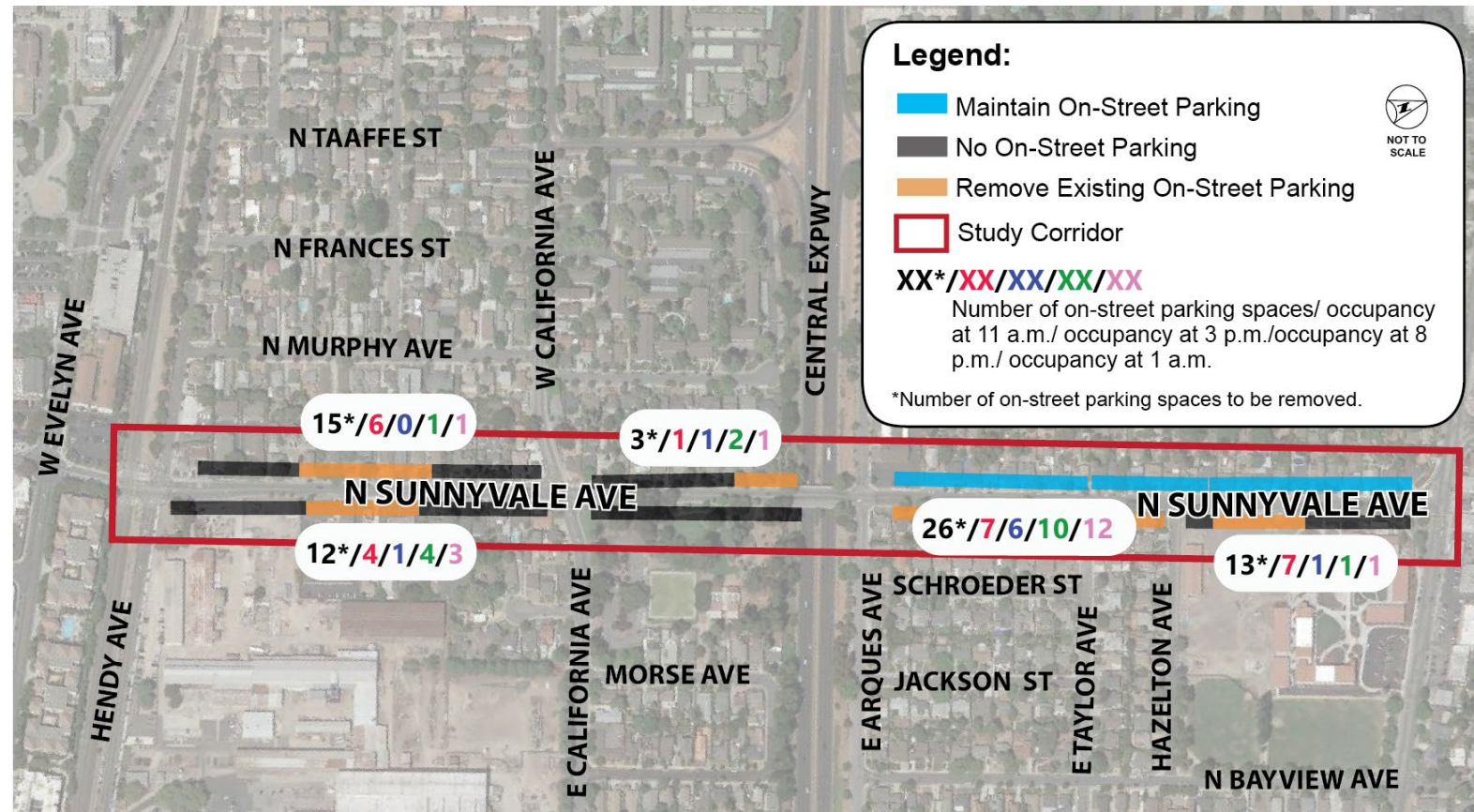
Questions and Comments

Sunnyvale Avenue On-Street Parking Study Area



- Collected Data:
 - ◆ Tuesday – Thursday, February 4 - 6, 2020
- Throughout the Day:
 - ◆ 11 AM
 - ◆ 3 PM
 - ◆ 8 PM
 - ◆ 1 AM

Sunnyvale Avenue On-Street Parking Study Summary



- Peak occupancy occurs at 1 AM
- ♦ Mostly Residential Land Use
- ♦ When Most Residents are Home
- ♦ Data shown – average of three days of observation

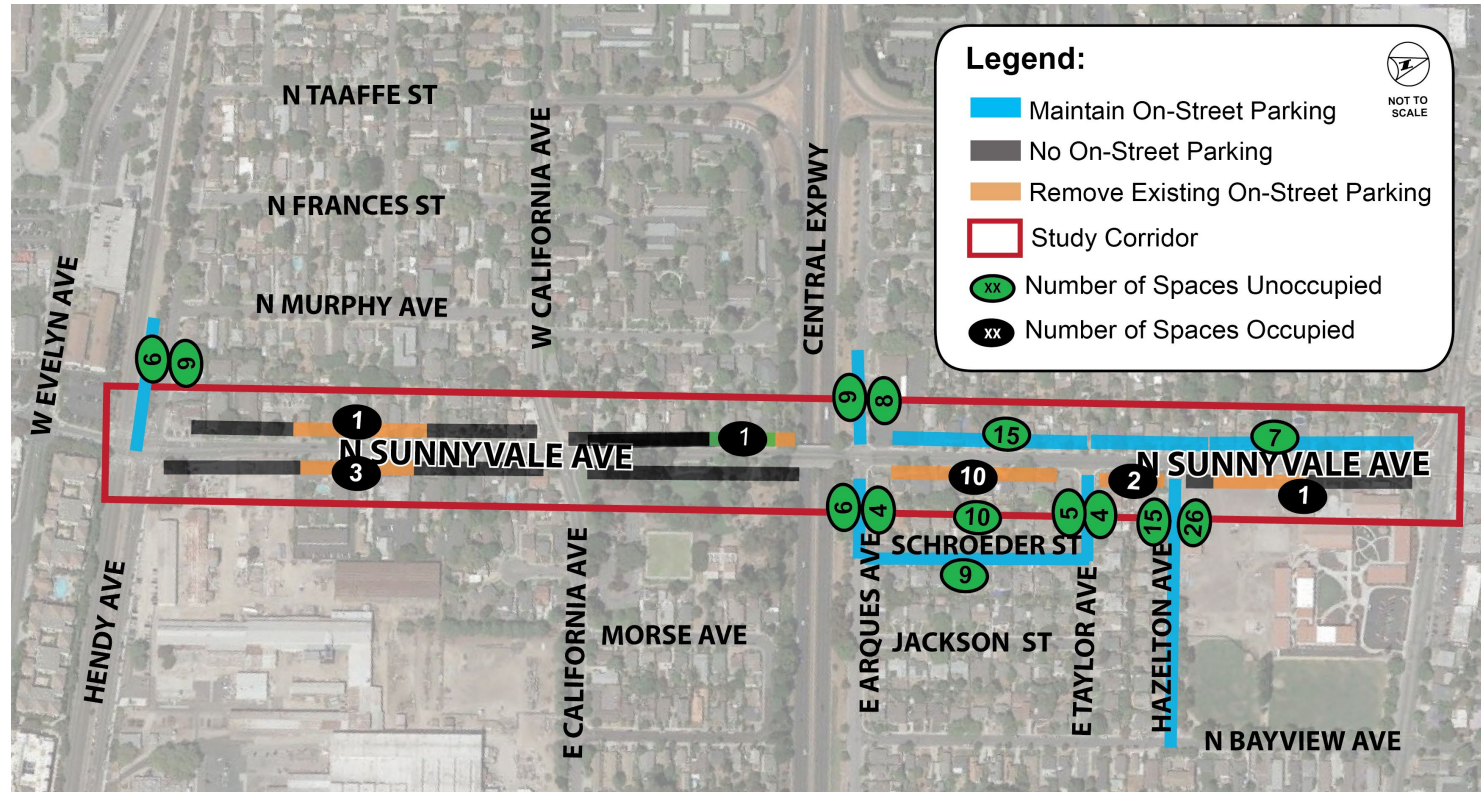
Sunnyvale Avenue On-Street Parking Study Summary

	# Spaces Proposed to be Removed	# On-Street Parking Observed within Removal Area 1 AM
Between Maude Avenue and Arques Avenue		
East Side	39	13
Between Arques Avenue and Hendy Avenue		
West Side	18	2
East Side	12	3
Total	69	18

Parked vehicles that would be relocated



Sunnyvale Avenue On-Street Parking Study Summary – 1 AM



The surrounding roadway network can accommodate parked vehicles displaced from Sunnyvale Avenue.

Vehicles would be shifted around the corner to side-streets, or in some cases across the street.

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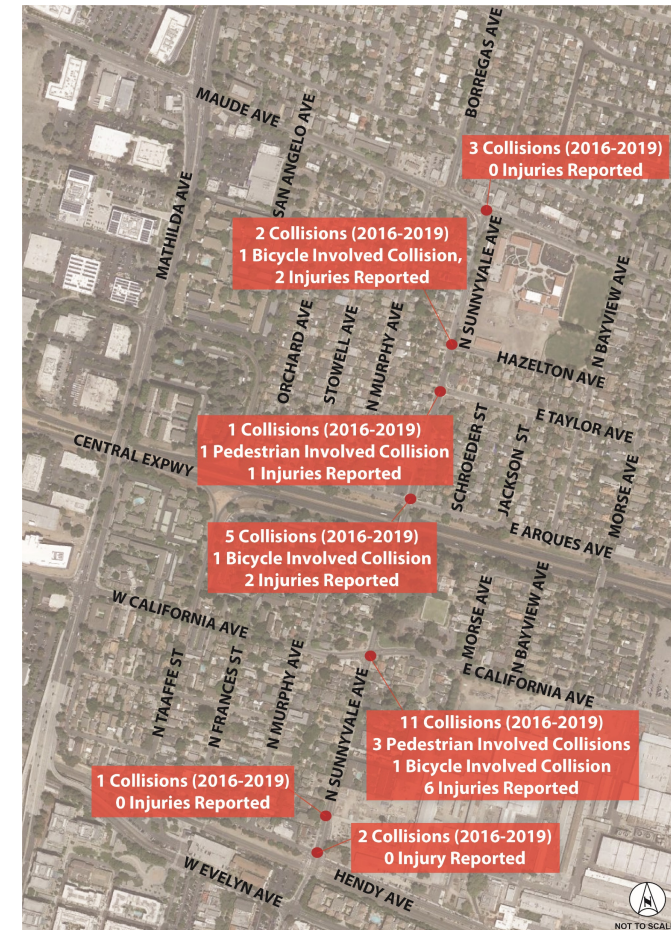
Questions and Comments

Collision Analysis – 2016 to 2019

- 25 collisions along Sunnyvale Avenue
- 7 involved bicyclists or pedestrians

Primary Collision Factor	Sunnyvale Avenue Corridor	
Improper Turning	5	20%
Pedestrian Violation	3	12%
Traffic Signals & Signs	4	16%
Unsafe Lane Change	2	8%
Unsafe Speed	2	8%
Driving Under the Influence	4	16%
Not Stated/Unknown	5	20%
Total	25 (100%)	

Source: City of Sunnyvale Department of Public Safety Crossroads Collision Database (2016-2019)



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 Sunnyvale

OPENGOV

Home Info Help Sign in

Sunnyvale Ave Safe Routes to School Project - Public Input

How do you use Sunnyvale Avenue?

21 days left before deadline

Introduction Feedback Your Response Outcome

Project Description

The Sunnyvale Avenue Safe Routes to School Project is intended to improve bicycle safety and connectivity along Sunnyvale Avenue. The City is proposing to add a buffered bike lane on Sunnyvale Avenue between Hendy and Maude avenues. This project would:

- Improve access to Bishop Elementary School and downtown Sunnyvale
- Improve bicycle safety and connectivity along this corridor
- Complete a high priority project identified in the City's Active Transportation Plan

The City of Sunnyvale is asking for feedback from the public on the potential removal of street parking on Sunnyvale Avenue to create room for new bike lanes. Street parking would be removed on:

- The east side of Sunnyvale Avenue between Maude and Arques avenues.
- Both sides of Sunnyvale Avenue between Arques and Hendy avenues.

Project Limits



Open now through **August 2, 2021**

<https://www.opentownhall.com/10904>

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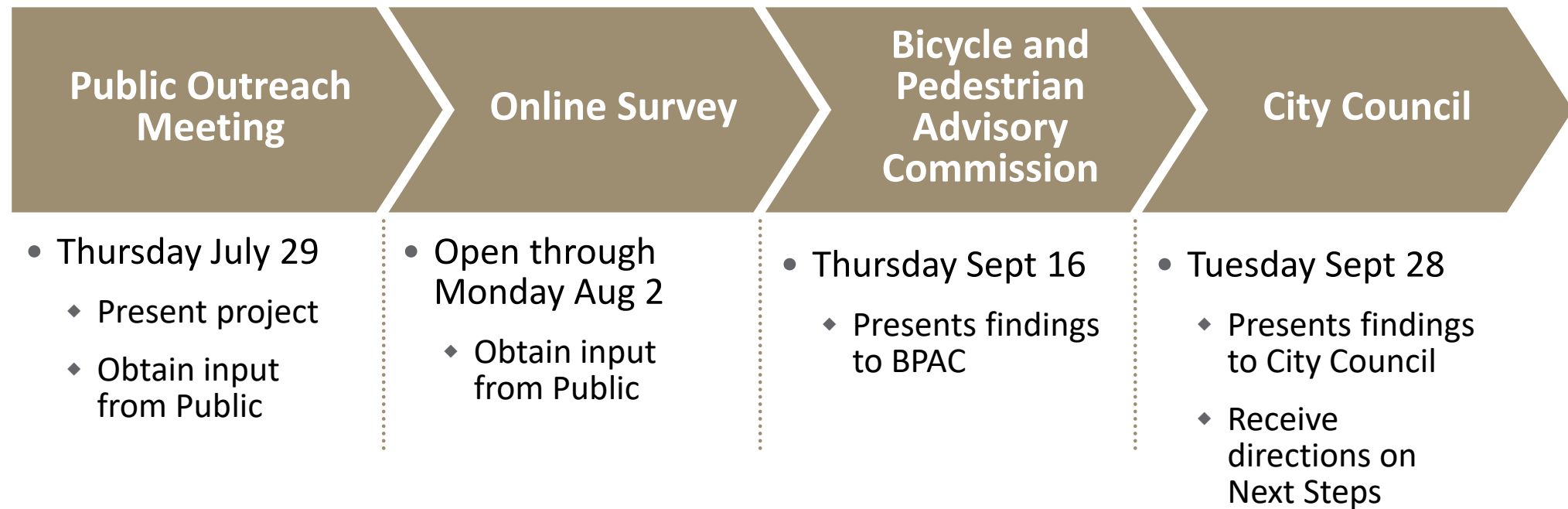
Online Survey



Next Steps

Questions and Comments

Next Steps



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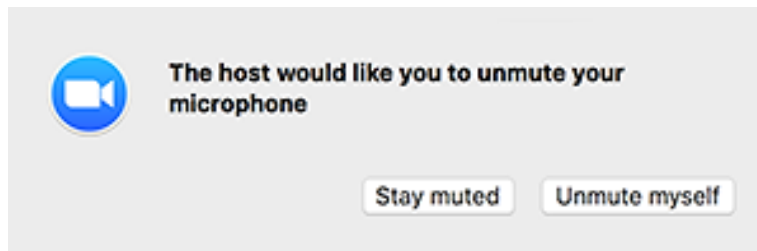


Questions & Comments

How to Participate Today To Provide Comments or Ask a Question

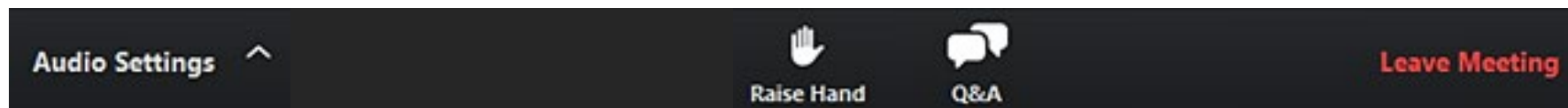
- By Phone:
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Raise Hand: Raise your hand in the webinar to indicate that you want to make a comment.

Q&A: Open the Q&A window, allowing you to ask questions.



Questions or Comments?

Lillian Tsang, Principal Transportation Engineer

Ltsang@sunnyvale.ca.gov

408-730-7556

Project Information

Visit Sunnyvale.ca.gov

Search: “Transportation and Traffic Safety”

Online Survey

<https://www.opentownhall.com/10904>



Open now through **August 2, 2021**

Thank you!



Appendix B: Questions Asked and Responses

Safe Routes to School Improvements Project on Sunnyvale Avenue

Community Public Outreach – Questions Asked

Compiled: August 2021

1. What does this project include?

The City is considering adding buffered bike lanes on Sunnyvale Avenue between Hendy and Maude avenues. To allow room to implement the bike lanes, this project is proposing to remove on-street parking on the east side of Sunnyvale Avenue between Maude and Arques avenues and both sides of Sunnyvale Avenue between Arques and Hendy avenues.

2. Why is this project being considered?

This project would improve access to Bishop Elementary School, Columbia Middle School, Murphy Park, and downtown Sunnyvale, providing students and residents alternatives to driving a car to improve health, decrease congestion and improving air quality. It would also improve bicycle safety and connectivity along the corridor. Providing buffered bike lanes was identified as a high priority project to connect north and south Sunnyvale in the City's recently approved Active Transportation Plan.

3. What are the next steps for the proposed Sunnyvale Avenue Safe Routes to School project?

You can still get involved with the project! The project will be presented to the Bicycle and Pedestrian Advisory Commission (BPAC) on September 16. The findings will be presented to City Council on September 28. Both meetings will include presentations and public comment periods.

4. I can't attend the BPAC meeting or City Council meeting, how do I give my input?

Questions and comments regarding the proposed project can be sent to Lillian Tsang:
LTsang@sunnyvale.ca.gov

5. Can you avoid parking removal by making Sunnyvale Avenue a one-way street?

There are very few north-south roadways that cross both Central Expressway and the railroad tracks in this area. Making Sunnyvale Avenue a one-way street could significantly impact traffic circulation and emergency response times.

6. Can you avoid parking removal by widening Sunnyvale Avenue and removing the park (landscape) strip?

It is cost prohibitive to move the curb and gutter and reconstruct all of the residential driveways on the street. Additionally, portions of the corridor are narrower and do not have any park strip. Restriping the roadway as proposed would be the most cost-effective and would not involve any major construction.

7. Why can't we just install some traffic calming measures such as roundabouts to maintain on-street parking?

The goal of the project is to provide a dedicated bicycle facility for student and public use. Buffered bicycle lanes provide better safety due to bicyclist having an area of the roadway for their usage and having a buffer to provide some additional separation increases safety and comfort levels of users.

Installing traffic calming measure solely would still require bicyclists to share the lane with motorists and on more heavily traveled roadways such as Sunnyvale Avenue, motorists will be less inclined to stay behind bicyclists for the length of the street.

Per the City of Sunnyvale's City Council Policy 1.2.4 Traffic Calming and Neighborhood Traffic Calming Handbook, streets must be classified as "Residential" to be eligible for traffic calming measures; the City will not implement traffic calming measures on "arterial" or "residential collector" streets. Sunnyvale Avenue is a "Residential Collector" and therefore, is not eligible for traffic calming measures as implementing traffic calming measure would delay and slow down emergency vehicles responding to calls for service.

8. Why can't we keep Sunnyvale Avenue the way it is and add bike lanes to another parallel street?

There are very few north-south roadways that cross both Central Expressway and the railroad tracks in this area, so there are very limited options for providing connectivity on alternative streets. Additionally, there are no other signalized intersections between Mathilda Avenue and Fair Oaks Avenue along Maude Avenue, making access to or across Maude Avenue challenging for bicyclists to travel on parallel streets. Furthermore, directing bicyclists to other parallel streets will add out-of-direction travel for bicyclists and will increase travel time, which will make bicycling less attractive and the bike facilities on parallel streets likely will not get used. Also, in order to install bike lanes on parallel streets, on-street parking would need to be prohibited as well, similar to what is being proposed on Sunnyvale Avenue. Sunnyvale Avenue provides direct access to Bishop Elementary School, Murphy Park and downtown Sunnyvale, and it is already a heavily utilized corridor by bicyclists, therefore Staff believe Sunnyvale Avenue would be the most appropriate corridor to implement bicycle improvements. There is currently a gap in the bicycle network on Sunnyvale Avenue and adding bike lanes would provide network connectivity.

9. Why do we even need bike lanes? Bikes can already ride on the street.

Bike lanes are proven to improve the safety and comfort for bicyclists, which has been shown to increase the number of cyclists. Buffered bicycle lanes provide better safety due to bicyclist having an area of the roadway for their usage and having a buffer to provide some additional separation increases safety and comfort levels of users. Members of the community have expressed that with dedicated bike lanes, they would be more inclined to let their children bike to schools such as Columbia Middle School, Fremont High School, and Bishop Elementary School.

10. I wouldn't feel comfortable walking home at night after parking further away from my house.

Residents can park in their garage, driveway, or on the west side of Sunnyvale Avenue, in addition to around the corner. The longest block on the east side of Sunnyvale Avenue is between Arques Avenue and Taylor Avenue, which is 600 feet long. If a person did not choose to park across the street and lived mid-block, generally the longest walk would be approximately 300 feet.

11. I missed the outreach event, how do I view the presentation?

You can view the entire PowerPoint presentation under “Transportation Projects” at the following link:

<https://sunnyvale.ca.gov/property/transportation/default.htm>



Appendix C: Survey Questions

Survey Questions

Please help us understand your preferred transportation mode(s) and need(s) by completing this survey.

Project Intro and Description

The Sunnyvale Avenue Safe Routes to School Project is intended to improve bicycle safety and connectivity along Sunnyvale Avenue. The City is proposing to add a buffered bike lane on Sunnyvale Avenue between Hendy and Maude avenues. This project would:

- Improve access to Bishop Elementary School and downtown Sunnyvale
- Improve bicycle safety and connectivity along this corridor
- Complete a high priority project identified in the City's Active Transportation Plan

The City of Sunnyvale is asking for feedback from the public on the potential removal of street parking on Sunnyvale Avenue to create room for new bike lanes. Street parking would be removed on:

- The east side of Sunnyvale Avenue between Maude and Arques Avenue
- Both sides of Sunnyvale Avenue between Arques and Hendy Avenue



Project Study Area

1A. Why do you use Sunnyvale Ave? (Select all that apply)

- a. I'm a resident and live on Sunnyvale Avenue
- b. I'm a resident and live in the area, but not on Sunnyvale Avenue
- c. I use it to drop off my child(ren) at Bishop Elementary
- d. I use it to access a business or my place of work
- e. Other (fill in the blank)

1B. How often do you use the following modes of transportation along Sunnyvale Avenue in the project area (to downtown Sunnyvale, Murphy Park, or other destinations)? (Please select each option that applies)

Mode	Everyday or Almost Everyday	A couple times a week	A couple times a month	Once a month or fewer	I don't use this mode
Walk					
Bike/Scooter/Other Mobility Devices					
Take the bus					
Drive					
Rideshare (Uber/Lyft)					

1C. Do you park your vehicle on the street along Sunnyvale Avenue in the project area?

- a. Yes
- b. No

1D. If you park your vehicle on Sunnyvale Avenue in the study area, what is the reason for doing so? (Select all that apply)

- a. I don't have any private parking at my residence (either a garage, space, or driveway)
- b. It is more convenient for me to park on the street instead of on my private parking areas (either a garage, space, or driveway)
- c. The private parking at my residence is occupied/used
- d. To access Bishop Elementary School
- e. To access a business or my place of work
- f. To visit a friend or relative
- g. Other

2. Would you be more likely to bike to places in the area (such as to downtown Sunnyvale, Murphy Park, or other destinations) if bike lanes were provided?

- a. Yes
- b. No

3. Do you have any children that attend Bishop Elementary?

- a. Yes
- b. No

3A. How does your child get to school at Bishop Elementary?

- a. Pick-up/drop-off in a vehicle
- b. Walk
- c. Bike/Scooter/Other Mobility Device
- d. Bus/Shuttle

3B. Would you consider letting your child bike to school at Bishop Elementary with new bike lanes?

- a. Yes
- b. No

4. What is your age?

- a. 16 or younger
- b. Between 17 and 29
- c. Between 30 and 49
- d. Between 50 and 64
- e. 65 or older
- f. Prefer not to answer

5. Comments (optional)