



Kimley»Horn

# Sunnyvale Safe Routes to School Improvements on Sunnyvale Avenue

Bicycle and Pedestrian Advisory Commission  
September 16, 2021



# Agenda

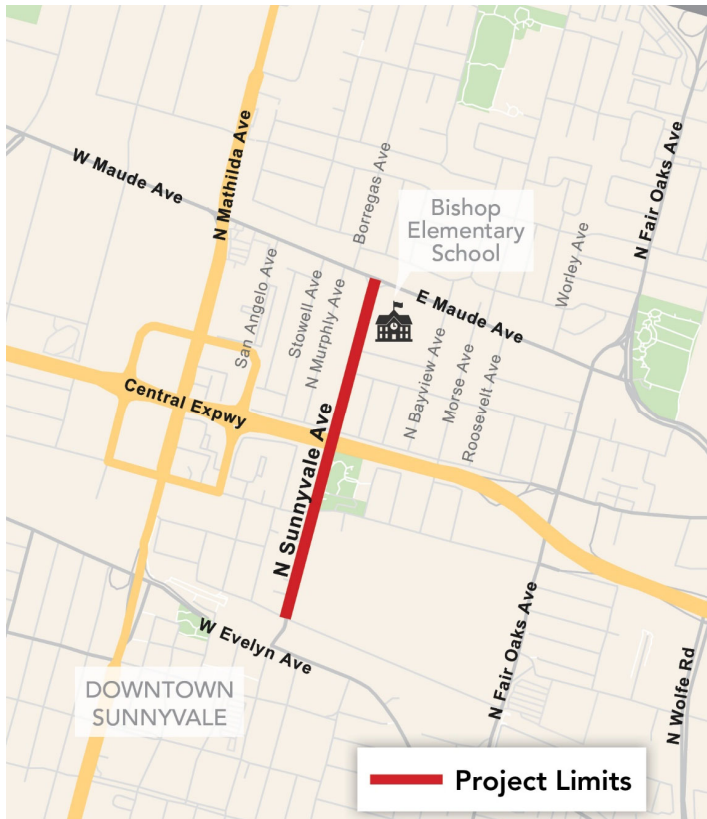
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1. Project Overview and Needs
2. On-Street Parking Study
3. Proposed Bicycle Improvements
4. Public Outreach
5. Staff Interpretation of Data, Outreach and Policy
6. Recommendation to City Council
7. Next Steps

# Project Overview and Needs

# Project Overview and Needs

## Project Limits – Sunnyvale Avenue between Maude and Hendy Avenues



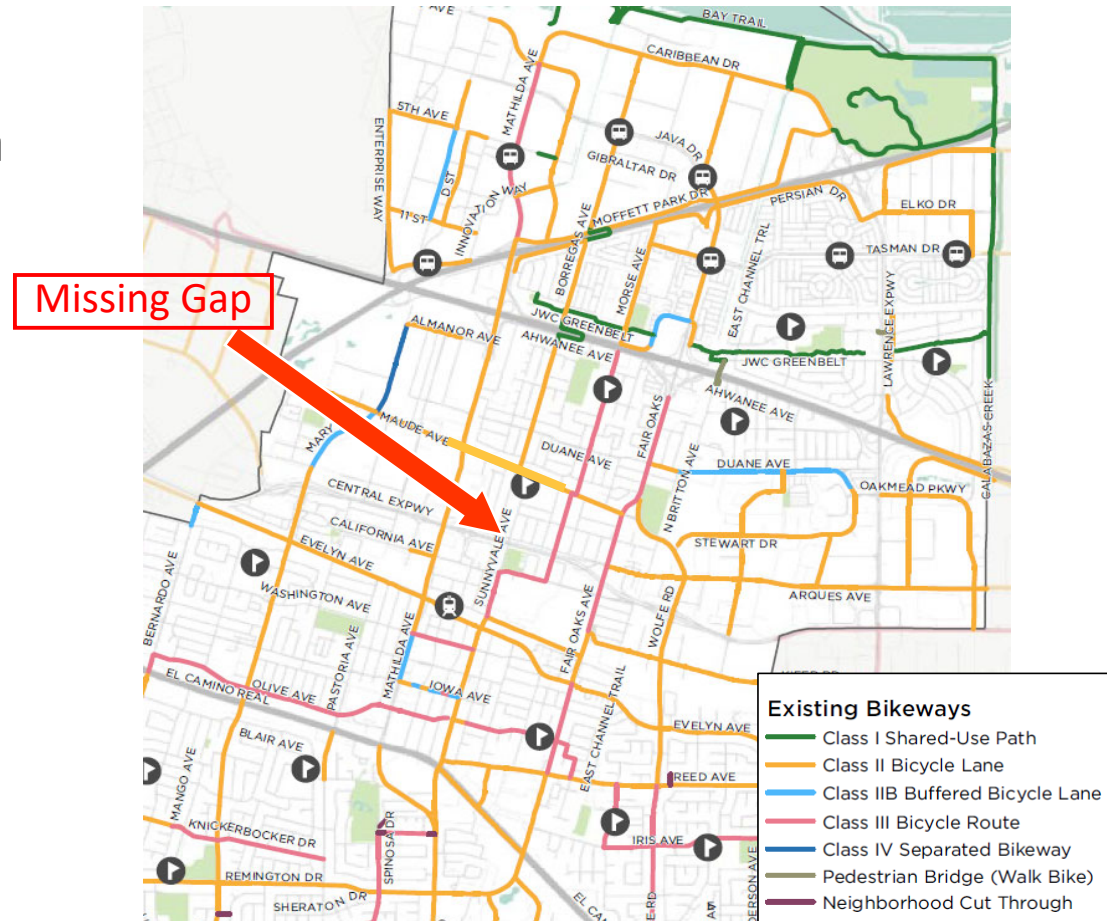
The purpose of the proposed project is to improve:

- Access to Bishop Elementary School and Columbia Middle School
- Bicycle safety and connectivity along the Sunnyvale Avenue Corridor

# Project Overview and Needs

## Existing Bicycle Network

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



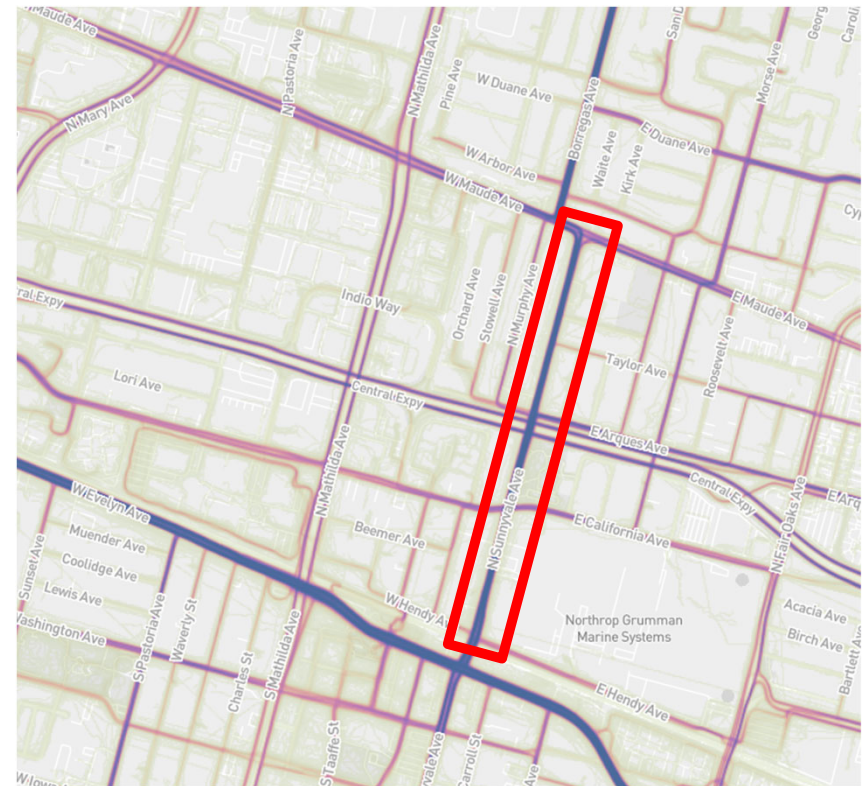
# Project Overview and Needs

## Bicycle Activity on Sunnyvale Ave

- Sunnyvale Ave is already a heavily utilized bicycle corridor

Period	Northbound	Southbound
<b>Sunnyvale Ave at Arques Avenue</b>		
AM Peak Hour	74	31
PM Peak Hour	45	52
<b>Sunnyvale Avenue at Hendy Avenue</b>		
AM Peak Hour	64	33
PM Peak Hour	22	64

*Note: Bicycle counts from 2019*

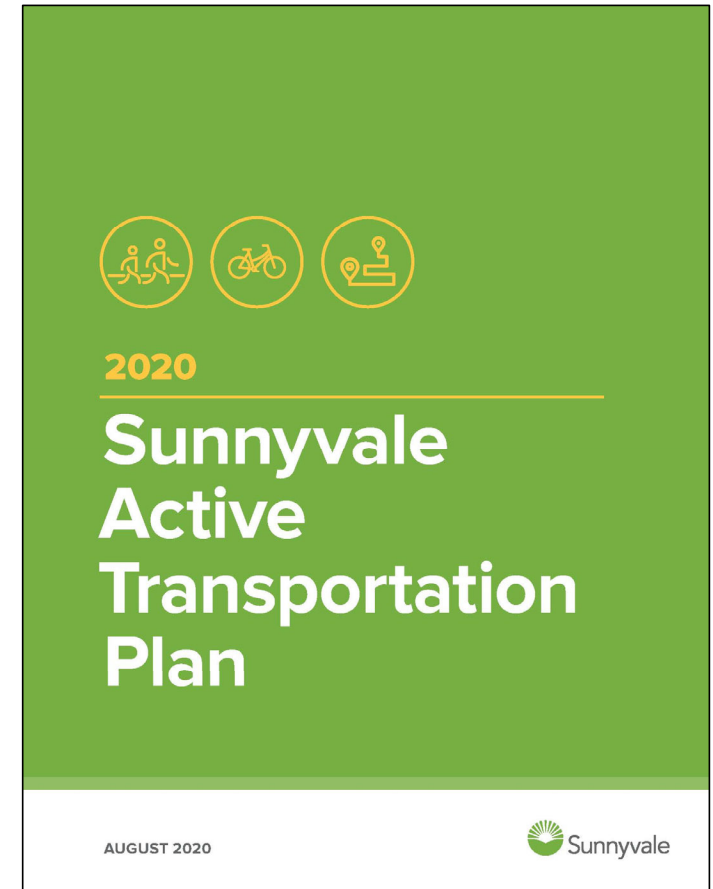


*Source: Strava Heat Map, depicting bicycle user route choice  
Darker blue colors indicate routes with higher utilization*

# 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
- To increase active transportation mode to 10% by 2030

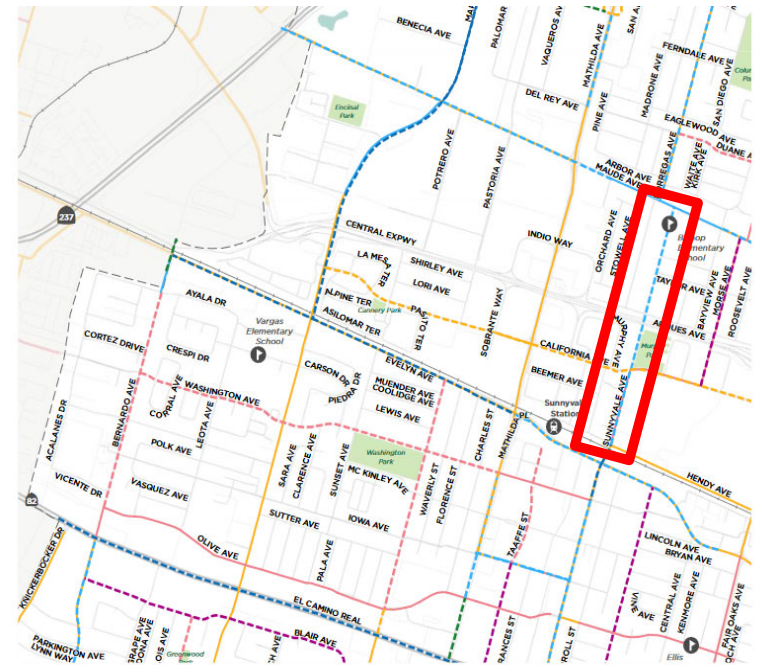




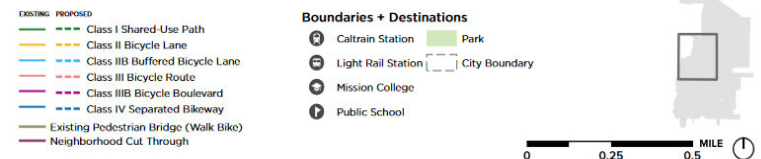
# Project Overview and Needs

## 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







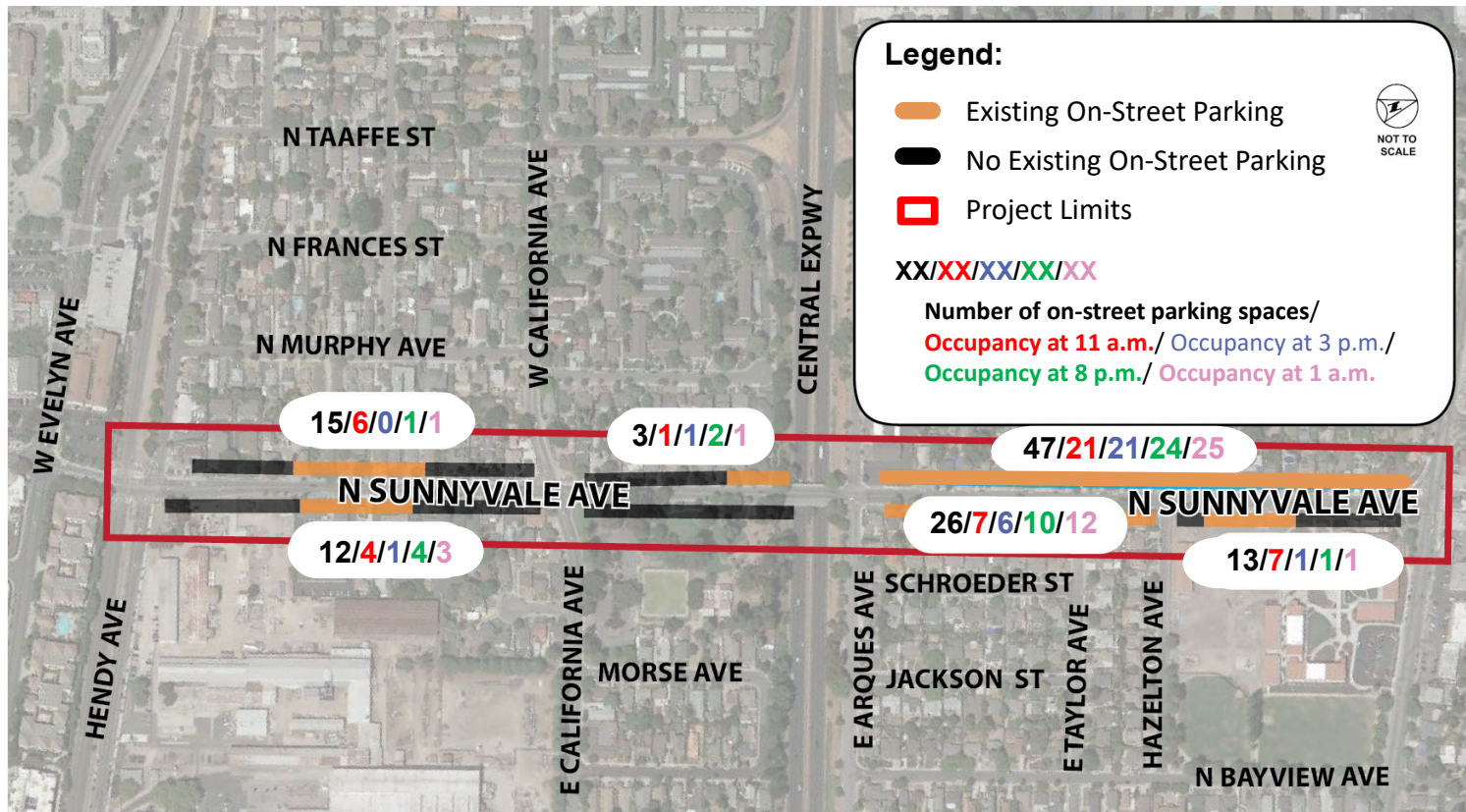
# Sunnyvale Avenue On-Street Parking Study

# 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

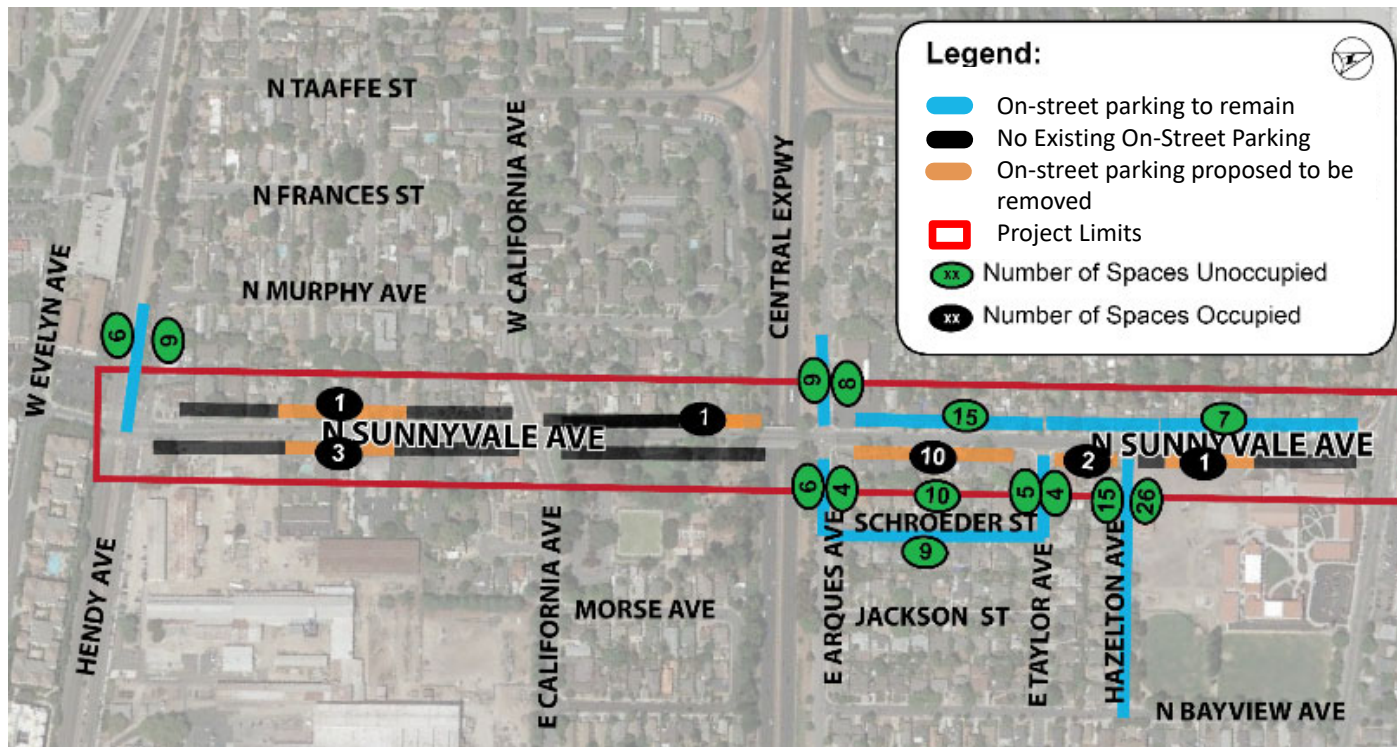
# Sunnyvale Avenue On-Street Parking Study Summary



- 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 – 1 AM

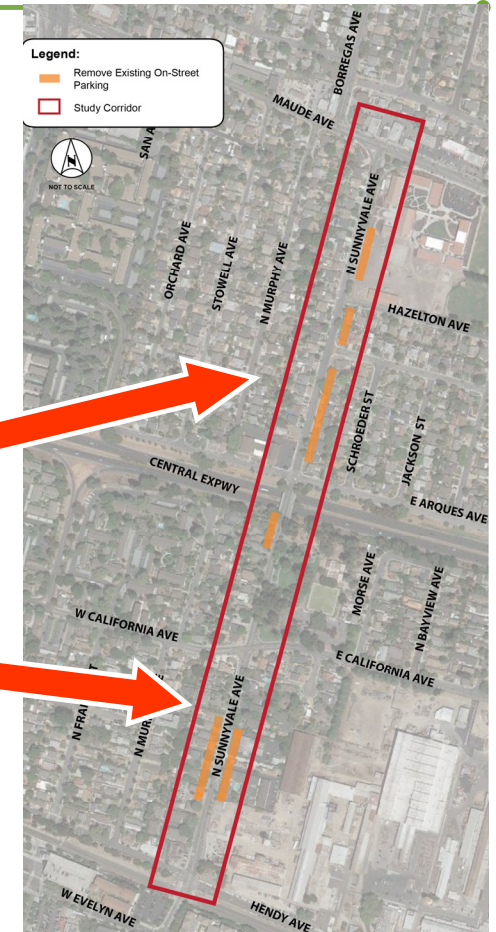


- Nearby side-streets can accommodate parked vehicles displaced from Sunnyvale Avenue
- Parked vehicles could be shifted
  - ◆ To driveway
  - ◆ Across the street
  - ◆ Around the corner to side-streets

# 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

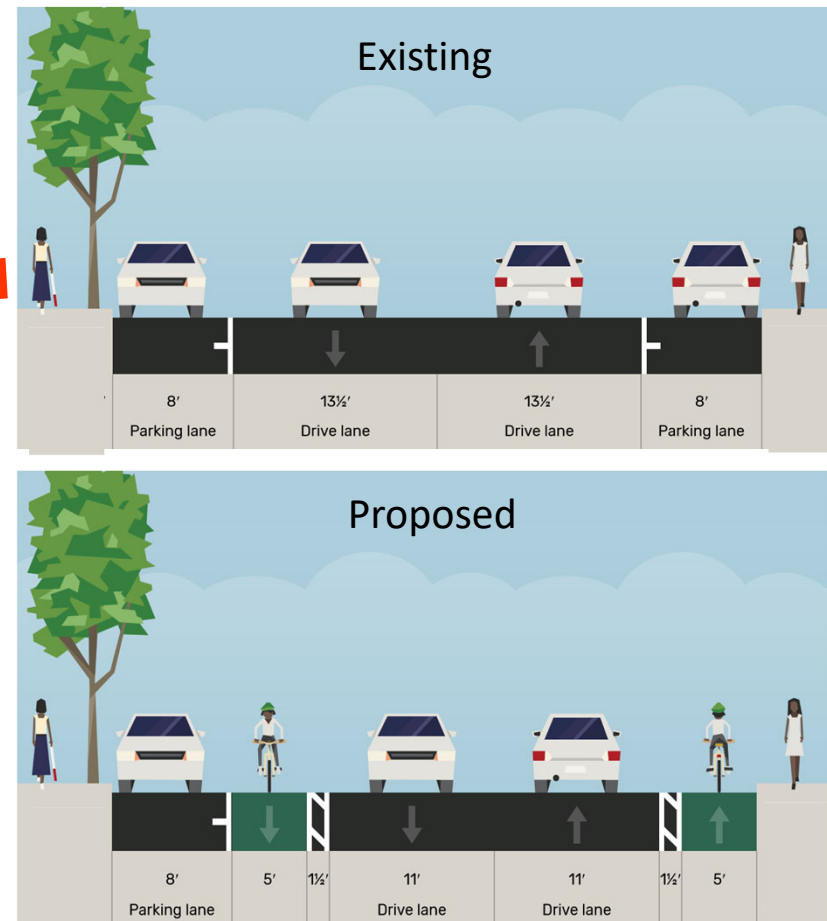
Parked vehicles that would be relocated



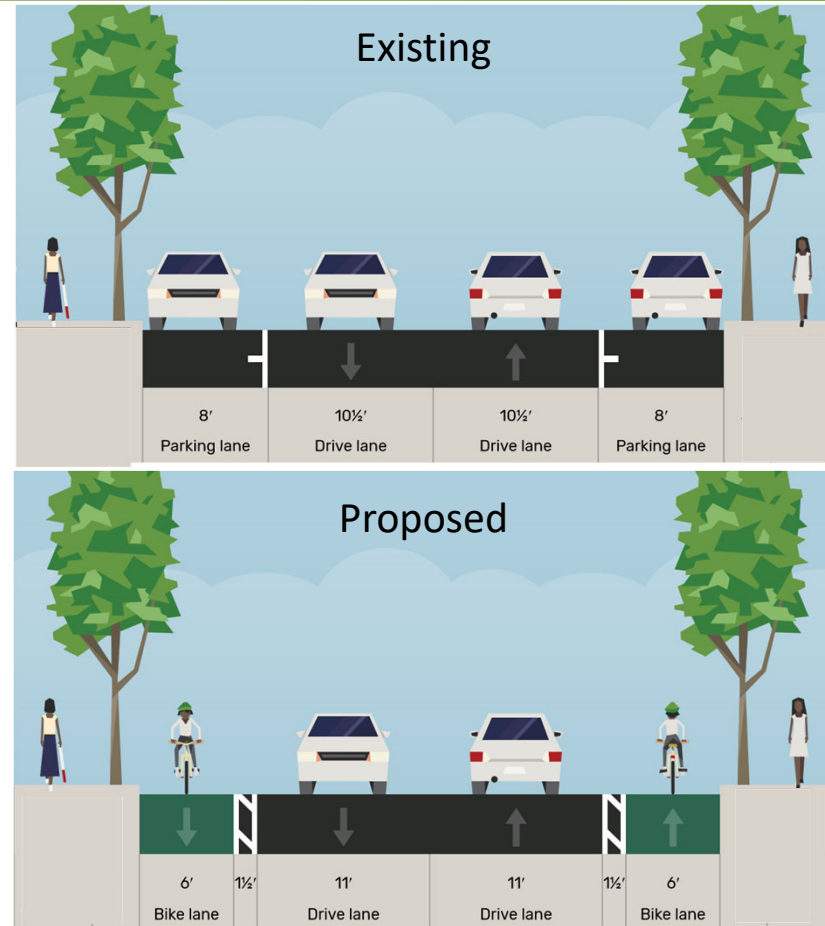
# Proposed Bicycle Improvements



# Sunnyvale Avenue between Maude Avenue and Arques Avenue Proposed Bicycle Improvements

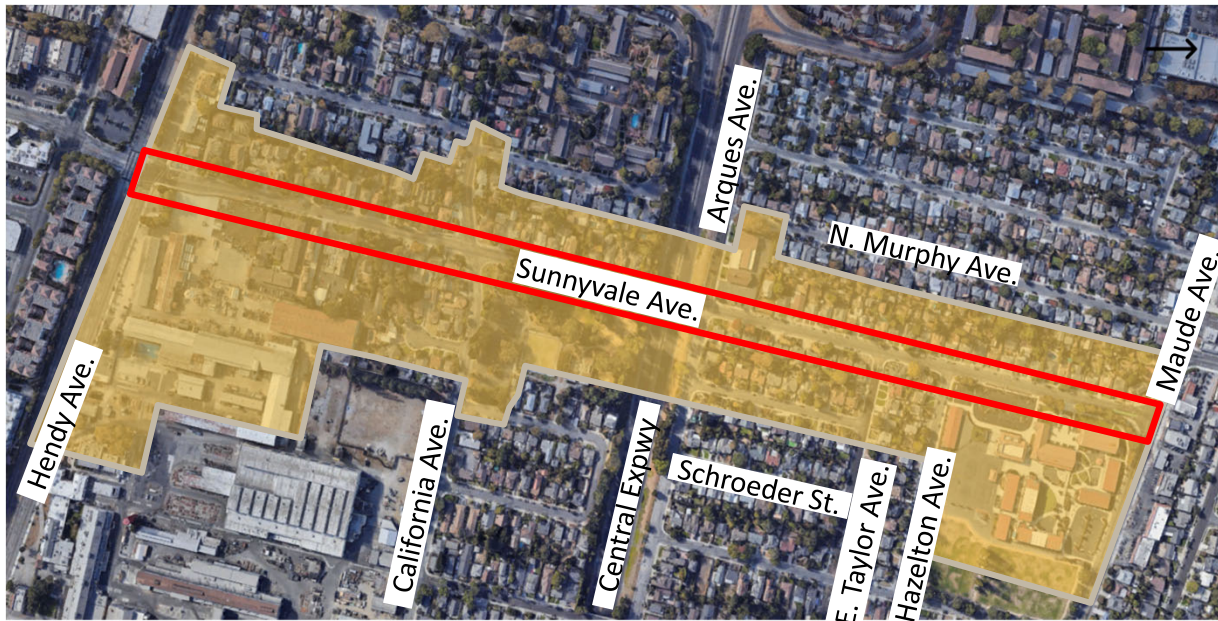


# Sunnyvale Avenue between Arques Avenue to Hendy Avenue Proposed Bicycle Improvements



# Public Outreach

# Public Outreach Meeting Notification Area



## Legend



Project Limits



Mailer Notification Area

- Virtual Public Outreach Meeting
  - ◆ Thursday, July 29, 2021
- Notified residents, property owners, and business owners via Mailer
  - ◆ 218 mailers
- Online survey
  - ◆ July 12 - August 2, 2021



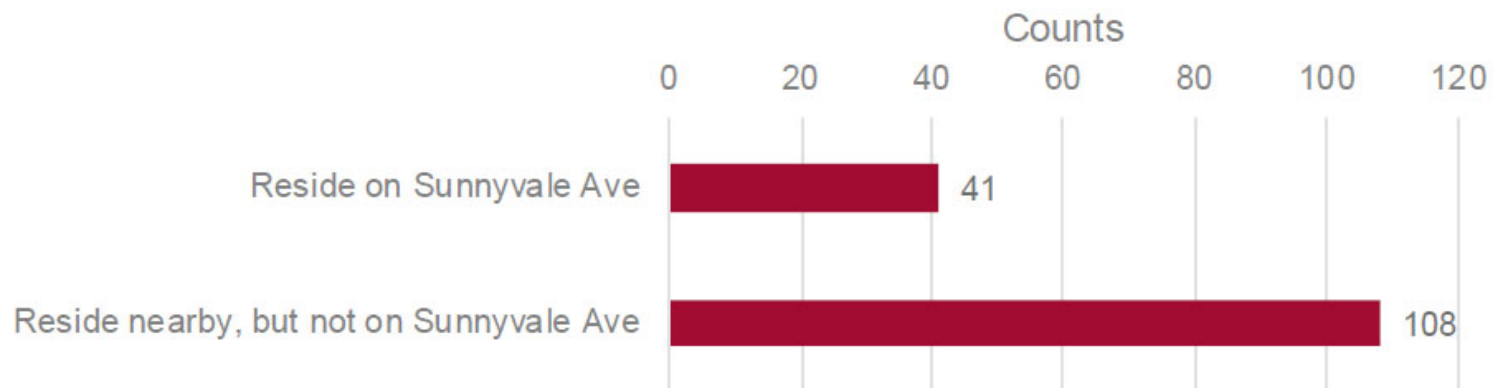
## Virtual Public Outreach Meeting

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- 16 attendees
- Major Comments Heard:
  - ◆ Displeasure with the loss of on-street parking
  - ◆ Concerns related to safety, convenience or other personal factors
  - ◆ Enthusiastic about the project
  - ◆ Focused on benefits that the project would bring
    - Improved Bicycle Connectivity
    - Encourage further bicycle ridership

## Online Survey

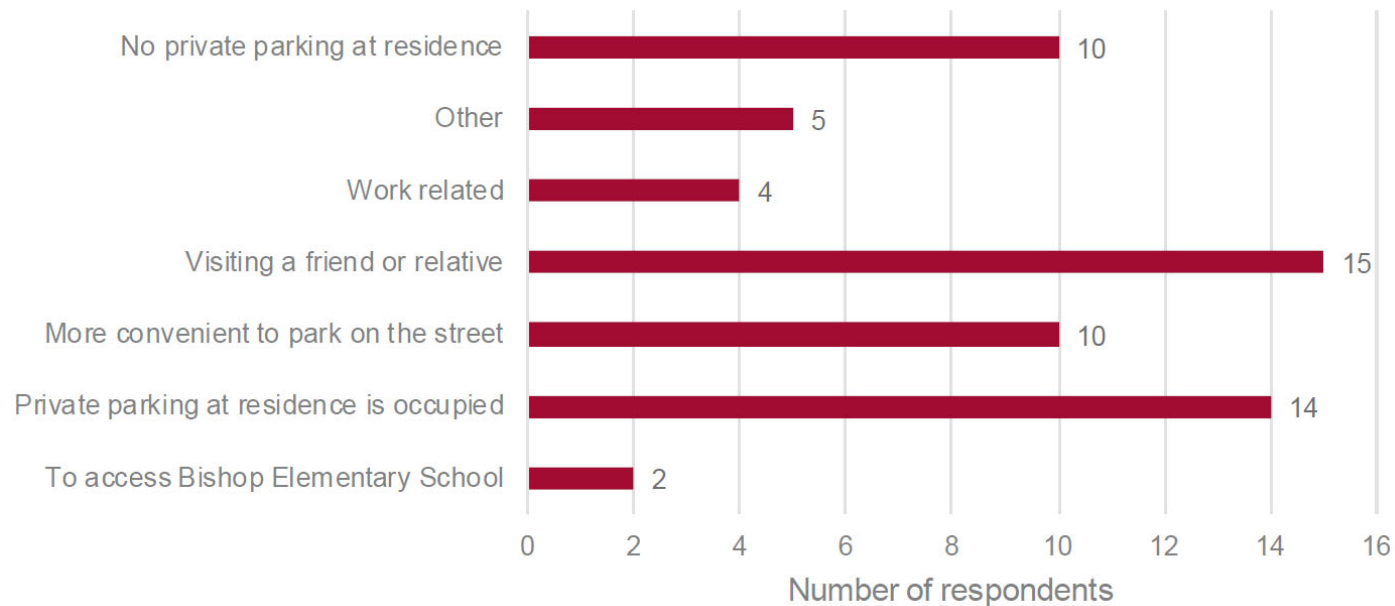
- 179 Responses
- Where do you live?





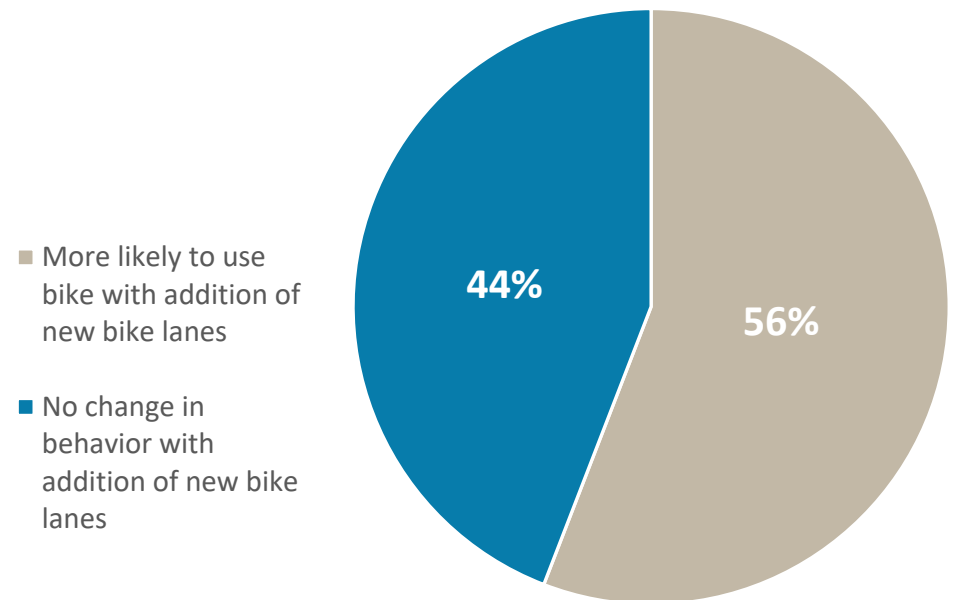
## Online Survey

- Do you park on Sunnyvale Avenue?
  - ♦ 36 respondents - yes
- Why do you park on Sunnyvale Avenue?



## Online Survey

- If buffered bicycle lanes were provided on Sunnyvale Avenue, would you be more likely to bike?
  - ◆ 56% (100 out of 179 respondents) – More likely to bike
- 44% of respondents who have child that attend Bishop Elementary School – Would consider letting their child bike to school with the new bike lane



## Online Survey

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- 42 respondents provided written comments
  - ◆ 19 supported the removal of on-street parking to install buffered bicycle lanes
  - ◆ 19 did not support the removal of on-street parking
  - ◆ 4 responses were not directly related to the proposed project

# Staff Interpretation of Data, Outreach and Policy

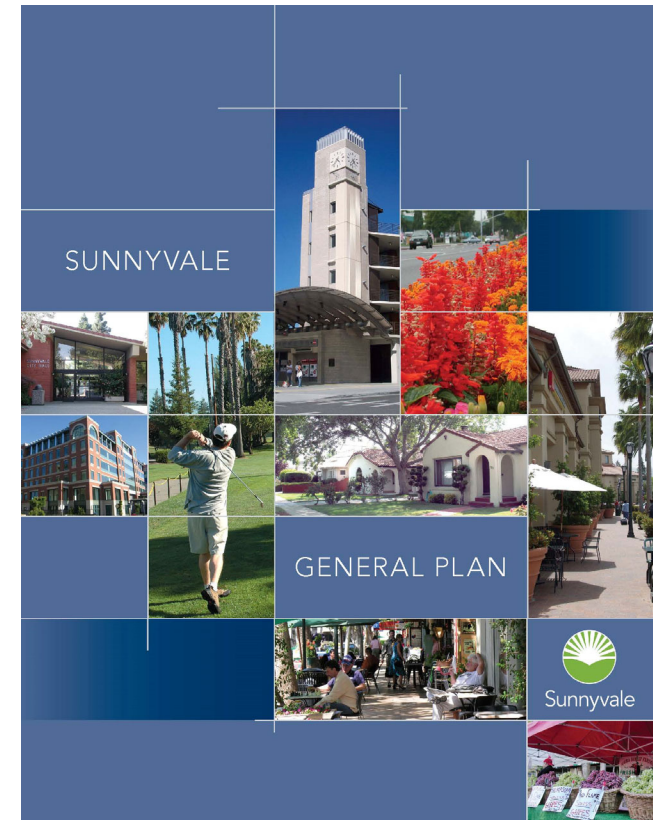
## Staff Interpretation of Data, Outreach and Policy

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- Based on the On-Street Parking Study
  - ◆ Average of 18 vehicles parked on segments where on-street parking is recommended to be removed at 1 a.m. (peak period)
  - ◆ West side of Sunnyvale Avenue and Side Streets (north of Arques Avenue)
    - Have sufficient capacity to accommodate relocated parking demand within a short walking distance
- Based on Community Feedback
  - ◆ Safety, convenience, and personal concerns regarding the removal of on-street parking
  - ◆ Enthusiasm about improved bicycle connectivity and potential increase in bicycle ridership

# Staff Interpretation of Data, Outreach and Policy

- General Plan Land Use and Transportation Element (LUTE)
  - ◆ Goal LT-3: An Effective Multimodal Transportation System
  - ◆ Policy LT-3.8: Prioritize safe accommodation for all transportation users over non-transport uses
  - ◆ Policy LT-3.9: As parking is the temporary storage for transportation vehicles, do not consider parking a transport use of public streets





## Staff Interpretation of Data, Outreach and Policy

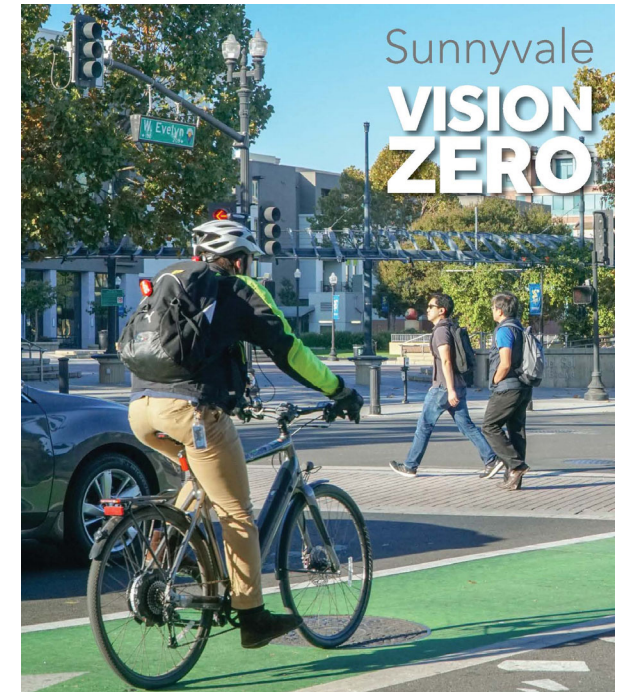
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- Sunnyvale Active Transportation Plan
  - ◆ Sunnyvale is a Complete Streets Community
    - Residents and Commuters have a choice to bicycle and walk
    - Provide a connected, comfortable, convenient, safe and efficient network
  - ◆ Increase active transportation mode (including bicycling and walking) to 10% by 2030



# Staff Interpretation of Data, Outreach and Policy

- Vision Zero Plan
  - ◆ Call to action to make Sunnyvale's streets safer, especially for people biking and walking
    - Dedicated buffered bicycle lanes – improve safety and comforts for users
    - Low-stress bicycle facility - designed for **All Ages and Abilities**
- Climate Action Playbook
  - ◆ Reduce vehicle emissions and vehicle miles per person



Approved by City Council  
July 30, 2019



## Staff Interpretation of Data, Outreach and Policy

### Benefits

- Close a gap in an already well-utilized bicycling corridor
- Provide people additional options beyond driving a vehicle
- Improve bicycling access to Bishop Elementary School and Columbia Middle School
- Connect Residential Area, El Camino Real/Downtown Employment and Retail Area, Moffett Park, Bay Trail

### Concerns

- 19 single family homes will not be able to park in front of their homes
- May need to walk up to 300 ft to park around the corner
- Perceived safety issues within the neighborhood

# Recommendation to City Council

# Recommendation to City Council

## Considerations

- Alternative 1: Recommend to City Council the Removal of On-Street Parking on the East Side of Sunnyvale Avenue Between Maude Avenue and Arques Avenue and on Both Sides of Sunnyvale Avenue Between Arques Avenue and Hendy Avenue, and to Install Buffered Bicycle Lanes on Both Sides of Sunnyvale Avenue Per the Active Transportation Plan
- Alternative 2: Recommend to City Council to Retail the On-Street Parking on the East Side of Sunnyvale Avenue between Maude Avenue and Arques Avenue and on Both Sides of Sunnyvale Avenue between Arques Avenue and Hendy Avenue, and Not to Install Buffered Bicycle Lanes on this Segment of Sunnyvale Avenue

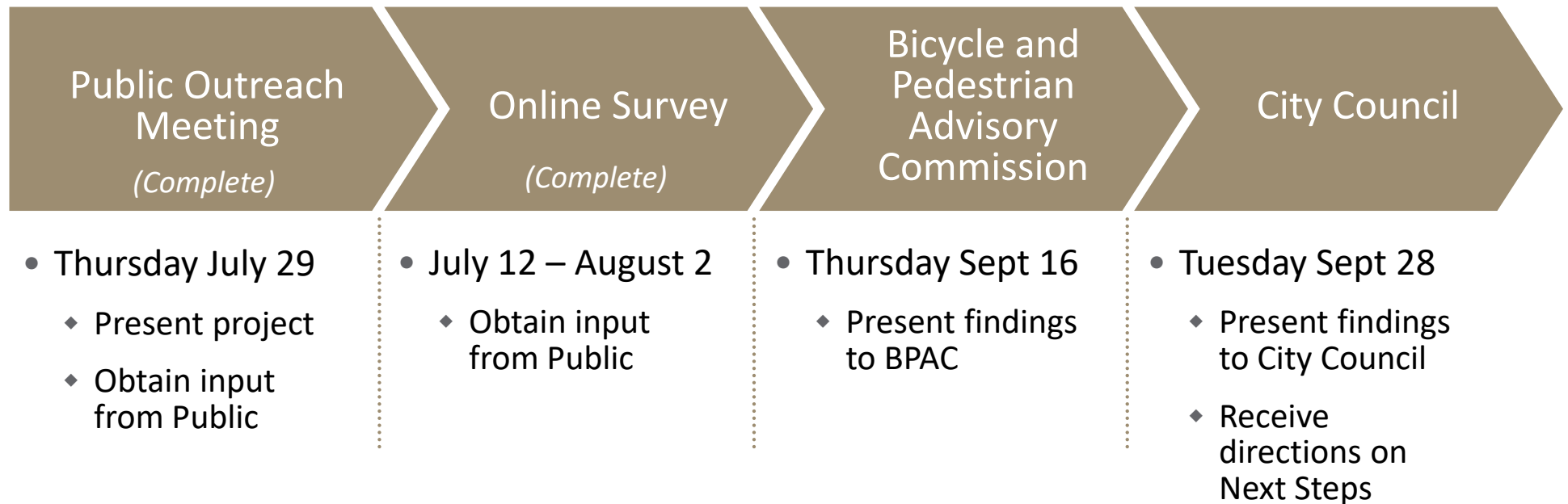
## Staff Recommendation

- Alternative 1: Recommend to City Council the Removal of On-Street Parking on the East Side of Sunnyvale Avenue Between Maude Avenue and Arques Avenue and on Both Sides of Sunnyvale Avenue Between Arques Avenue and Hendy Avenue, and to Install Buffered Bicycle Lanes on Both Sides of Sunnyvale Avenue Per the Active Transportation Plan

## Next Steps



# Project Process



Thank you!