



# City of Sunnyvale

## Agenda Item

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**24-0112**

**Agenda Date: 2/15/2024**

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### 2024 COUNCIL STUDY ISSUE

#### **NUMBER**

DPW 24-02

**TITLE** Complete Streets Redesign of Fair Oaks Avenue

#### **BACKGROUND**

**Lead Department:** Public Works

**Support Departments:** Office of the City Manager  
Office of the City Attorney

**Sponsor(s):** Councilmembers: Mehlinger, Klein, Cisneros, Srinivasan  
and Sell

**History:** 1 year ago: N/A  
2 years ago: N/A

#### **SCOPE OF THE STUDY**

##### **What precipitated this Study?**

This Study Issue would examine redesigning Fair Oaks Avenue between Fair Oaks Way and El Camino Real to improve safety and comfort for pedestrians and cyclists by aligning with the principles of Vision Zero. There are intersections without signals or marked pedestrian crossings, and inconsistent bicycle facilities that alternate between Class II Bicycle Lanes and Class III Bicycle Routes with sharrows.

Fair Oaks Avenue is a north-south Class I Arterial between Fair Oaks Way and N. Wolfe Road, and a Class II Arterial between N. Wolfe Road and El Camino Real. The roadway becomes E. Java Drive north of Fair Oaks Way, and E. Remington Drive south of El Camino Real. Fair Oaks Avenue in the study area is split into three different speed limit zones, which consists of a 40 mph zone between Fair Oaks Way and Ahwanee Avenue, a 30 mph zone between Ahwanee Avenue and Old San Francisco Road, and 35 mph zone between Old San Francisco Road and El Camino Real. Fair Oaks Avenue is a key bus corridor and has many residential housing and commercial businesses along the corridor.

There is an existing Class II Bicycle Lane on Fair Oaks Avenue from El Camino Real to Old San Francisco Road and from Weddell Drive to Fair Oaks Way. In June 2017 (RTC No. 17-0502), City Council took an action to maintain on-street parking and install bicycle sharrows to implement a Class III Bicycle Route on Fair Oaks Avenue from Old San Francisco Road to Evelyn Avenue, Kifer Road to Arques Avenue, and Wolfe Road to Ahwanee Avenue. The bicycle facilities were constructed in phases. As part of the Fair Oaks Avenue Bike Lanes and Streetscape Project Phase 1, Class III Bicycle Route was installed on Fair Oaks Avenue from Old San Francisco Road to Evelyn Avenue, from Kifer Road to Arques Avenue, and from Wolfe Road to Ahwanee Avenue. Fair Oaks Avenue Bike Lanes and Streetscape Project Phase 2 provided enhancements like Class II bike lanes and

Class III bicycle markings, and bike detection systems where possible between Arques Avenue and Wolfe Road, and between Ahwanee Avenue and Fair Oaks Way. As part of the Fair Oaks Overhead Bridge Repair Project, Class II Bicycle Lanes and a sidewalk on the east side of Fair Oaks Avenue were installed from Evelyn Avenue to Kifer Road. The Active Transportation Plan calls for Class II Bike Lanes on Fair Oaks Avenue from Ahwanee Avenue to Balsam Avenue as part of the full buildout of Sunnyvale's bicycle network. There is also a missing segment of Class II bicycle facility on Fair Oaks Avenue between Ahwanee Avenue and Weddell Drive (within Caltrans' right-of-way). There are missing sidewalks on the west side of Fair Oaks Avenue from Weddell Drive to Ahwanee Avenue (within Caltrans' right-of-way) and pedestrian intersection improvements at Fair Oaks Avenue at Weddell Drive.

There was a fatal collision that occurred in the evening on April 22, 2023 at Fair Oaks Avenue and E. Taylor Avenue. A pedestrian was walking eastbound on E. Taylor Avenue and was struck by a vehicle traveling northbound on Fair Oaks Avenue. According to the collision report, the driver was at fault and violated California Vehicle Code Section 21950(c) for failure to yield to a pedestrian in an unmarked crosswalk.

### **What are the key elements of the Study?**

The scope of work will include aerial survey with supplemental topographic survey at intersections, crosswalk/signal warrant analysis, collision analysis, traffic capacity and queueing analysis, level of service analysis, public outreach, parking study, a design of conceptual improvement plans, and potential costs estimates for design of bid documents and construction costs for specific elements and/or the entire project for the approximate 3.1 mile stretch of Fair Oaks Avenue. The Study will include the necessary elements to involve preparation of the base map using aerial, field supplemental topographic survey, utility base mapping and right-of-way mapping. The base map will be used to prepare preliminary plan line concept design alternatives to improve bicycle (bike lanes, buffered bicycle lanes, protected bike lanes, two-stage turn boxes, protected intersections) and pedestrian (wider sidewalks, reduced intersection corner radius, bulb-outs, landscaping/park strips/street trees, new crosswalks, street lighting) infrastructure along Fair Oaks Avenue within the study area. Additionally, drainage, utility relocations, C.3 stormwater treatment, and traffic signal design will need to be considered based on potential bicycle and pedestrian infrastructure improvements.

The Study will include the review of the sidewalk accessibility at the two segments that are missing sidewalks on the west side of Fair Oaks Avenue. Since one of the missing sidewalk segments is within Caltrans' right-of-way, an encroachment permit will be required from Caltrans and additional coordination meetings will be needed for the sidewalk design. A crosswalk/signal warrant analysis will be conducted to determine whether to install new Pedestrian Hybrid Beacon or traffic signals at Balsam Avenue, Taylor Avenue and McKinley Avenue along the Fair Oaks Avenue corridor. The study will consider concepts, improvements and tools from the City's Active Transportation Plan, Vision Zero Plan, Roadway Safety Plan, and VTA's Tasman Complete Street Study. The removal of on-street parking along Fair Oaks Avenue will require a parking study between Old San Francisco Road and Bryan Avenue (three blocks) and between Arques and Arbor Avenues (three blocks). Public outreach will be conducted to determine the amount of public support for proposed modifications.

**Estimated years to complete study: 3 years**

### **FISCAL IMPACT**

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**Cost to Conduct Study**

Level of staff effort required (opportunity cost):	Major
Funding Required for Non-Budgeted Costs:	\$ 700,000
Funding Source:	General Fund

The cost associated with this Study will be for consultant services to perform the study as listed under the Key Elements of the Study. City staff will work with the consultant throughout the project process including the analysis and the development of recommendations.

**Cost to Implement Study Results**

Unknown. Study would include assessment of potential costs, including capital and operating.

**EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION**

Council-Approved Work Plan: No

Council Study Session: Yes

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

**STAFF RECOMMENDATION**

Support. This policy issue does merit discussion at a Study Issues Workshop.

The Study Issue proposes contiguous bike lanes for the length of Fair Oaks Avenue and the removal of Class III Bicycle Route sharrows. Although LUTE Policy LT-3.8 and Policy LT-3.9 prioritizes the use of City streets for the movement of vehicles, bicycles and pedestrians over non-transport uses such as parking, these proposed study issue elements conflict with prior City Council action. In June 2017 (RTC No. 17-0502), City Council action was to preserve parking and install Class III Bicycle Route on varying segments of Fair Oaks Avenue instead of installing Class II bike lanes from Old San Francisco Road to Evelyn Avenue.

A study to review a more comprehensive redesign Fair Oaks Avenue would have a potential benefit of further improving bicyclists and pedestrian comfort and safety which is the intent of the City's Vision Zero Plan and Active Transportation Plan.

Prepared by: Thinh Le, Transportation Engineer

Reviewed by: Dennis Ng, Transportation and Traffic Manager

Reviewed by: Chip Taylor, Director, Department of Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager