



City of Sunnyvale

Agenda Item

24-0728

Agenda Date: 2/13/2025

2025 COUNCIL STUDY ISSUE

NUMBER

DPW 25-01

TITLE Fair Oaks Avenue Signalizations at Three Locations

BACKGROUND

Lead Department: Department of Public Works

Support Departments: Office of the City Manager

Office of the City Attorney

Finance Department

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

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

Council Strategic Priority: Yes
(At time of sponsorship) Accelerating Climate Action, the Active Transportation Plan and Vision Zero Plan

SCOPE OF THE STUDY

What precipitated this study?

This study issue was previously included in Study Issue DPW 24-02, Complete Streets Redesign of Fair Oaks Avenue. That previous Study Issue would have examined 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. Council voted to rank DPW 24-02, but it came in below the line, due in large part to its size, costs, complexity, and workload for staff.

This new study issue would split out the signalization component of DPW 24-02, and examine installing traffic signals, traffic circles or High-Intensity Activated crossWalk (HAWK) beacons at Fair Oaks Avenue and the following cross-streets:

- Balsam Avenue
- E. Taylor Avenue
- McKinley Avenue

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. The speed limit of Fair Oaks Avenue in the study area is 30 mph between Ahwanee Avenue and Old San Francisco Road. Fair Oaks Avenue is a key bus corridor and has many residential housing and commercial businesses along the corridor.

Fair Oaks Park and Victory Village Park, as well as Ellis Elementary School, are located directly on Fair Oaks Avenue. There are multiple intersections without signals or crosswalks, including at the three Study Issue locations. There are multiple 500- to 800-foot-long stretches without signalized crossings, which potentially results in pedestrians crossing mid-block or at unsignalized intersections.

What are the key elements of the study?

This Study Issue would evaluate the potential of implementing a full traffic signal, traffic circle or a HAWK beacon at each of the three intersection locations listed above.

The study would involve hiring a consultant to identify existing conditions at and near all three intersections, collect data, and conduct the warrant and traffic analyses to determine the feasibility for each potential improvement. The consultant would also provide cost estimates for the final design and construction, should they be warranted.

If the study determines that the location(s) warrant installation of traffic signals, traffic circle and/or HAWK beacons, a separate project would need to be created and funded in the Capital Improvement Program (CIP) to complete the utility base mapping, right-of-way mapping, topographic survey sufficient for base maps, design bid documents, preparation of construction cost estimates for the selected signalization methods, and the full construction costs

Estimated years to complete study: 2 years

FISCAL IMPACT**Cost to Conduct Study**

Level of staff effort required (opportunity cost):	Major
Funding Required for Non-Budgeted Costs:	\$275,000
Funding Source:	Will seek budget supplement - General Fund

The costs 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 development of recommendations.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs, including capital and operating, as well as revenue/savings.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: No

STAFF RECOMMENDATION

Defer. This policy issue merits discussion at a future Study Issues Workshop.

This issue aligns with the following Land Use and Transportation Element policies and goals of the

General Plan:

- Policy LT-1.7: Emphasize efforts to reduce regional vehicles miles traveled by supporting active modes of transportation including walking, biking, and public transit.
- Policy LT-3.22: Provide safe access to City streets for all modes of transportation. Safety considerations of all transport modes shall take priority over capacity considerations of any one transport mode.
- Policy LT-3.23: Ensure that the movement of cars, trucks and transit vehicles, bicycles, and pedestrians of all ages and abilities does not divide the community. City streets are public spaces and an integral part of the community fabric.
- Policy LT-3.24: Ensure effective and safe traffic flows for all modes of transport through physical and operational transportation improvements.

However, given the current workload of Study Issues assigned to the Department of Public Works, staff recommends deferral of this issue for reconsideration at the 2026 Study Issues Workshop. If both Study Issue DPW 24-02 and this Study Issue are ranked, staff recommends that they are combined into one Study Issue effort.

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Reviewed by: Sarah Johnson-Rios, Assistant City Manager

Approved by: Tim Kirby, City Manager