



**Council Meeting: July 23, 2013**

**SUBJECT: Discussion and Possible Action Regarding Consideration of El Camino Real Space Allocation Study and Approval of Budget Modification No. 3 to Appropriate \$15,000 of Bay Area Air Quality Management District Grant Funds to Construct Bike Lanes on El Camino Real**

**BACKGROUND**

El Camino Real is included in the City's Bicycle Capital Improvement Program as a candidate for the installation of bike lanes. Staff applied for and has secured approval of a grant from the Bay Area Air Quality Management District through the VTA Transportation Fund for Clean Air to construct bike lanes on a segment of El Camino Real from Sunnyvale Avenue to Remington Drive/Fair Oaks Avenue (map, Attachment A). Bike lane construction in this area would connect existing bicycle lanes on Sunnyvale Avenue and Remington Drive/Fair Oaks Avenue. This section of El Camino Real currently features three travel lanes in each direction, parking, and sidewalks. Adjacent land uses are commercial uses and apartments. The roadway is the jurisdiction of the California Department of Transportation (Caltrans), but by agreement the City maintains landscaping, lighting, and sidewalks, and administers parking regulations.

Consistent with the City's street space allocation policies, staff has conducted a technical analysis of options to meet minimum design standards for motor vehicles, bicycles and pedestrians. Staff is presenting this information to Council for consideration on whether to change the existing roadway configuration.

**EXISTING POLICY**

Land Use and Transportation LT 5.5d. Maximize the provision of bicycle and pedestrian facilities.

Land Use and Transportation LT 5.9. Appropriate accommodations for motor vehicles, bicycles and pedestrians shall be determined for City streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.

Land Use and Transportation LT 5.10. All modes of transportation shall have safe access to City streets.

Land Use and Transportation LT 5.16. When decisions on the configuration of roadway space are made, staff shall present options, including at a minimum an option that meets minimum safety-related design standards for motor vehicles, bicycles, and pedestrians.

Land Use and Transportation LT 5.18. The City Council shall make the final decisions on roadway space reconfiguration when roadway reconfiguration will result in changes to existing accommodations.

Council Policy 7.1.5 Donations, Contributions and Sponsorships. The City Manager may apply for grants of any dollar amount, but shall notify the Council when grants are being pursued. Council approval of a budget modification to appropriate grant monies is required before funds can be expended by staff.

## **DISCUSSION**

The City's Policy for Allocation of Street Space was initiated by the City's Bicycle and Pedestrian Advisory Commission (BPAC) and approved by the City Council on April 28, 2009 (RTC 09-085). The goal was to provide direction on how to consider all modes of transportation when allocating roadway space, particularly in situations that could require the removal of travel lanes, on-street parking, or other roadway reconfigurations, or because of right-of-way constraints. Consideration of bike lanes was a particular intent of the street space allocation policy.

El Camino Real currently does not feature facilities for bicycles. A location map is provided as Attachment A. Staff has identified and studied one option for providing bicycle facilities because Caltrans will only permit the removal of on-street parking to provide bike lanes. Caltrans has issued the City a permit to construct bike lanes under the assumption that on-street parking would be removed.

Staff evaluated on- and off-street parking demand. Parking demand is very low on the roadway. Weekday and weekend surveys taken in morning, afternoon, and evening time periods found very little to no parking demand on the street in the study area. Available on-street parking supply is approximately 134 spaces. Peak on-street parking demand was one (1) vehicle.

Excess off-street parking supply was noted for all land uses in the proposed study area. There are 3,337 off-street parking spaces in the study area. Average weekday occupancy observed was 32%, with one facility, the Safeway shopping center, realizing a peak of 76% occupancy in the weekday evening. Average weekend off-street parking occupancy observed was 38%, with peak occupancy of 63% during the weekend mid-day. Findings are included as Attachment B.

The Santa Clara Valley Transportation Authority (VTA) also conducted a parking supply and demand study in 2011. Study findings were similar to the City study. The VTA found a peak on-street weekday demand of two (2) vehicles and peak off-street parking occupancy of 48%. The VTA also looked at

side-street parking supply and demand within 500 feet of El Camino Real. The VTA found a peak side-street parking demand of two (2) vehicles on Cezanne Drive south of El Camino, which has seven (7) available spaces and is the only side street with on-street parking in the study area.

The Sunnyvale Bicycle and Pedestrian Advisory Commission considered this item at its June 20, 2013 meeting and voted unanimously to support the staff recommendation and to encourage staff to pursue additional bike lane improvements on other segments of El Camino Real in the future.

### **ENVIRONMENTAL REVIEW**

This project is exempt from the California Environmental Quality Act under section 15304 (h), installation of bike lanes within existing rights-of-way.

### **FISCAL IMPACT**

The total cost to install striping, signs, and legends for bike lanes within existing right-of-way on El Camino Real from Sunnyvale Avenue to Remington Drive/Fair Oaks Avenue is \$15,000. Grant funds from the Bay Area Air Quality Management District Transportation Fund for Clean Air have been awarded and are sufficient to complete the project. There is no local match requirement for this grant and there will be no increased cost to the City upon grant termination.

Budget Modification No. 3 has been prepared to appropriate Bay Area Air Quality Management District Transportation Fund for Clean Air grant funds in the amount of \$15,000 to a new project, El Camino Bike Lane Construction.

### **BUDGET MODIFICATION NO. 3 FISCAL YEAR 2013/14**

	<u>Current</u>	<u>Increase/ (Decrease)</u>	<u>Revised</u>
<b>Capital Projects Fund/ General Assets Subfund</b>			
<u>Revenues:</u>			
Transportation Fund for Clean Air - Bay Area Air Quality Management District	\$0	\$15,000	\$15,000
<u>Expenditures:</u>			
New Project - El Camino Real Bike Lane Construction	\$0	\$15,000	\$15,000

## **PUBLIC CONTACT**

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's Web site.

A neighborhood survey was mailed to residents and property owners in the project area. Staff received 40 responses, or 7.4% of the targeted audience. Twenty nine respondents, or 72.5%, favored re-striping the roadway to provide bike lanes. Eleven respondents (27.5%) favored no changes.

A community survey was also performed using Survey Monkey and was advertised on the City's web site, various social media, and by email notifications to community groups. Six hundred sixty six responses were received. Of those responses, 597 respondents, or 89.6%, favored re-striping the roadway to provide bike lanes. Sixty nine respondents favored no changes.

The Bicycle and Pedestrian Advisory Commission held a public hearing on a draft Report to Council at its June 20, 2013 meeting (Attachment C).

## **ALTERNATIVES**

1. Direct staff to allocate street space on El Camino Real between Sunnyvale Avenue and Remington Drive/Fair Oaks Avenue in order to provide one bike lane in each direction with no on-street parking and approve Budget Modification No. 3 to appropriate \$15,000 of Bay Area Air Quality Management District grant funds to construct bike lanes on El Camino Real.
2. Direct staff to make no changes from the existing configuration.

**RECOMMENDATION**

Staff and the BPAC recommend Alternative No. 1: Direct staff to allocate street space on El Camino Real between Sunnyvale Avenue and Remington Drive/Fair Oaks Avenue in order to provide one bike lane in each direction with no on-street parking and approve Budget Modification No. 3 to appropriate \$15,000 of Bay Area Air Quality Management District grant funds to construct bike lanes on El Camino Real.

The BPAC further encourages staff to pursue additional bike lane improvements to other segments of El Camino Real in the future.

Alternative 1 provides bike lanes and sufficient roadway capacity to meet motor vehicle travel demand. Exercising this alternative will result in a roadway cross section that accommodates all modes of travel. This alternative results in elimination of designated on-street parking, but demand surveys show very limited use of existing on-street parking.

Neighborhood and community surveys showed strong support for the recommended alternative, with 72.5% of resident/property owner respondents to the mailed survey and 89.6% of respondents to the online community survey favoring Alternative 1.

Reviewed by:

Kent Steffens, Director, Public Works

Prepared by: Jack Witthaus, Transportation and Traffic Manager

Reviewed by:

Grace Leung, Director of Finance

Approved by:

Gary M. Luebbers

City Manager

**Attachments**

- A. Project Location Map
- B. Parking Study Summary
- C. Draft Bicycle and Pedestrian Advisory Commission Meeting Minutes of June 20, 2013



Sunnyvale Ave.

Old San Francisco Road

El Camino Real

Fair Oaks Ave.

Cherry Orchard

Stratford Gardens

Gavello Glen

E Remington Dr. Sunnyvale, CA

Lower Pond  
Upper Pond

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Google earth

Existing Bike Lanes

Proposed El Camino Real Bike Lanes

On-Street Parking Demand							
EASTBOUND	CAPACITY	9:00-10:00		14:00-15:00		19:00-20:00	
	#	#	%	#	%	#	%
Sunnyvale Ave to Cezanne Dr	33	1	3%	1	3%	1	3%
Cezanne Dr. to Fair Oaks Ave.	36	0	0%	0	0%	0	0%

On-Street Parking Demand							
WESTBOUND	CAPACITY	9:00-10:00		14:00-15:00		19:00-20:00	
	#	#	%	#	%	#	%
Sunnyvale Ave to Cezanne Dr	34	0	0%	0	0%	0	0%
Cezanne Dr. to Fair Oaks Ave.	31	0	0%	0	0%	0	0%

Off-Street Parking Demand							
EASTBOUND	CAPACITY	9:00-10:00		14:00-15:00		19:00-20:00	
	#	#	%	#	%	#	%
Sunnyvale Ave. to Cezanne Dr. Lot 2 - Safeway/2 4hr Fitness	1046	420	40%	442	42%	797	76%
Cezanne Dr. to Fair Oaks Ave. Lot 4 - Charles Schwab	225	81	36%	119	53%	77	34%
Lot 6 - McDonald's / CVS	546	178	33%	291	53%	272	50%

Off-Street Parking Demand							
WESTBOUND	CAPACITY	9:00-10:00		14:00-15:00		19:00-20:00	
	#	#	%	#	%	#	%
Sunnyvale Ave. to Cezanne Dr. Lot 1 - Sprouts/Sports Authority	703	181	26%	226	32%	228	32%
Cezanne Dr. to Fair Oaks Ave. Lot 3 - King's Seafood Center	200	42	21%	63	32%	34	17%
Lot 5 - Apartment Complex	329	117	36%	86	26%	151	46%
Lot 7 - Olleh /Credit Union	202	24	12%	60	30%	66	33%
Lot 8 - Arka Restaurant	86	2	2%	3	3%	15	17%

Parking Survey 3/2/2013 Saturday

		On-Street Parking Demand					
EASTBOUND	CAPACITY	9:00-10:00		14:00-15:00		19:00-20:00	
	#	#	%	#	%	#	%
Sunnyvale Ave. to Cezanne Dr.	33	0	0%	1	3%	0	0%
Cezanne Dr. to Fair Oaks Ave.	36	0	0%	0	0%	0	0%

		On-Street Parking Demand					
WESTBOUND	CAPACITY	9:00-10:00		14:00-15:00		19:00-20:00	
	#	#	%	#	%	#	%
Sunnyvale Ave. to Cezanne Dr.	34	0	0%	0	0%	0	0%
Cezanne Dr. to Fair Oaks Ave.	31	0	0%	0	0%	0	0%

		Off-Street Parking Demand					
EASTBOUND	CAPACITY	9:00-10:00		14:00-15:00		19:00-20:00	
	#	#	%	#	%	#	%
Sunnyvale Ave. to Cezanne Dr. Lot 2 - Safeway/ 24hr Fitness	1046	486	46%	661	63%	466	45%
Cezanne Dr. to Fair Oaks Ave. Lot 4 - Charles Schwab	225	77	34%	108	48%	106	47%
Lot 6 - McDonald's / CVS	546	131	24%	234	43%	208	38%

		Off-Street Parking Demand					
WESTBOUND	CAPACITY	9:00-10:00		14:00-15:00		19:00-20:00	
	#	#	%	#	%	#	%
Sunnyvale Ave. to Cezanne Dr. Lot 1 - Sprouts/Sports Authority	703	172	24%	380	54%	306	44%
Cezanne Dr. to Fair Oaks Ave. Lot 3 - King's Seafood Center	200	58	29%	120	60%	51	26%
Lot 5 - Apartment Complex	329	169	51%	137	42%	141	43%
Lot 7 - Olleh /Credit Union	202	40	20%	61	30%	82	41%
Lot 8 - Arka Restaurant	86	6	7%	25	29%	28	33%



DRAFT

**SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION  
Meeting Minutes – June 20, 2013**

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:32 p.m. on June 20, 2013 with Commission Chair James Manidakos presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

**ROLL CALL/CONSIDERATION OF ABSENCES**

**Members Present:** James Manidakos  
Kevin Jackson  
Richard Kolber  
David Jones  
Angela Rausch  
Kyle Welch  
Cathy Switzer

**Members Absent:** None.

**Council Liaison**

**Present:** Jim Griffith, Vice-Mayor.

**Staff Present:** Jack Witthaus, Transportation and Traffic Manager, Department of Public Works

**Visitors:** David Simons, Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee (BPAC)

**SCHEDULED PRESENTATIONS**

Vice-Mayor Griffith thanked the BPAC membership for their input to the Council and for their service to the City. His comments were echoed by Chair Manidakos.

**PUBLIC ANNOUNCEMENTS**

Commissioner Jackson announced Fun Nite at Ellis Elementary School, Bike Rodeo at Bishop Elementary School, and a helmet giveaway at Sunnyvale Middle School. Commissioner Jackson also announced that there have been many inquiries about school improvements, and encourages getting the word out. Commissioner Jackson also announced that Lawrence Expressway grade separation project meeting would be held on June 26<sup>th</sup> at 6:30 PM at Ponderosa Parl.

Commissioner Kolber commented on the Lawrence Station Area Plan being reliant on County expressway decision-making.

Commissioner Jackson cited Section 21 of the California Vehicle Code (CVC) and stated that the code has precedent unless delegated to cities. He also stated that Senate Bill 949 changes the loophole, and discussed a car-sharing article that presents information on a service that is airport-related and promising based airport administration interest.

## **CONSENT CALENDAR**

- 1.A) Approval of the Draft Minutes of May 16, 2013 Meeting
- 1.B) Updated 2013 BPAC Calendar

The consent calendar was approved, 7-0.

## **PUBLIC COMMENTS**

Mr. Simons summarized a workshop on county issues such as bike shoulders to the right of right turn lanes and the overuse of solid bike lane lines.

## **PUBLIC HEARINGS/GENERAL BUSINESS**

- 2. ACTION: Review and Make a Recommendation on an El Camino Real Street Space Allocation Study

Chair Manidakos stated that he supports the staff recommendation.

Commissioner Jackson stated that the recommendation is justified based on low parking demand along the rest of El Camino Real but that start-and-stop bike lanes are not really a viable alternative.

Commissioner Kolber inquired about the possibility of a future project on additional segments of El Camino Real in one or two years.

Commissioner Jackson inquired about the potential interaction with Bus Rapid Transit (BRT) and Staff stated that there had been VTA pushback from the BRT staff

Commissioner Switzer proposed reformatting the tables.

Commissioner Welch clarified the construction technique and budget.

Motion by Chair Manidakos, seconded by Commissioner Kolber to support the staff recommendation. Friendly amendment by Jackson accepted to encourage staff to pursue additional bike lanes on other segments of El Camino Real. Motion approved 7-0.

Commissioners asked additional clarifying questions.

- 3. DISCUSSION: Bicycle Support Facilities for City Employees

Commissioner Switzer stated that the City should encourage employees to ride bicycles or use alternative transportation, and inquired about how to approach the idea.

Staff, and Vice-Mayor Griffith suggested a budget or study issue. Staff presented the status of current TDM efforts for employees.

Commissioner Switzer inquired about the status of consideration of a new City Hall. Vice-Mayor Griffith provided a status update.

Commissioner Jackson suggested a survey of employees prior to constructing a new City Hall to determine specific alternative transportation support facility needs.

Commissioner Jones stated that there should be lockers for City employees. He noted that often provision of showers is associated with job duties.

Commissioner Jackson stated that green building considerations should include provisions for alternative transportation.

#### 4. ACTION: Utility Bill Stuffer Concept Approval

Chair Manidakos summarized the staff report.

Commissioner Jackson expressed disappointment that art could not be produced.

Staff clarified that the art was not within the budgetary constraints.

Commissioner Welch inquired about what the Los Angeles version looks like, and presented a Hawaii bike league example of a informational pamphlet about bicyclist's rights and responsibilities.

Commissioner Jackson stated that the stuffer needs to be eye-catching.

Commissioners Switzer and Welch suggest the stuffer be based on Hawaii's model.

Commissioner Jones expressed concern about the effectiveness of bill stuffers, and encourages consideration of other media. He stated that staff can work with the media relations officer.

Motion to endorse use of the Hawaii Bicycle League stuffer as a model with modifications to account for California laws and rules. Motion approved, 7-0.

#### 5. ACTION: Sunnyvale Library Bicycle Lockers

Chair Manidakos summarized the staff report.

The BPAC liaison added that City staff will support moving the bike locker to the parking lot if BPAC supports. There is an inability to provide active administration of parking and removal of non-bike related stuff.

Commissioner Jackson related an incident with derelict car being towed from library. He supports moving the locker if the new location has plenty of clearance - 8' long on either end. He encouraged use leveling feet so the locker doors don't scrape when opened. He supports installation of more lockers.

Commissioner Jones suggests considering Bike-Link pay per use lockers.

Commissioner Rausch stated that she does not use lockers and sees the need for more bike racks. Commissioner Rausch does not think library staff should be responsible for the parking lot. She question whether this was an issue for the BPAC or rather for the Library Commission with respect to library operations, or the Housing and Human Services Commission for the homeless issues.

In response to Commissioner Rausch's inquiry as to why bike lockers are being considered when bike racks are in demand, Commissioner Jackson stated that lockers reduce theft and vandalism. The commissioners had a discussion about the benefits of each.

Commissioner Jackson thanked the staff and stated that the suggestion is not robust, but is an improvement. Commissioner Jackson motion to support the staff recommendation, second Chair Manidakos with encouragement of additional bike parking.

Motion approved, 6-1, Angela Rausch dissenting.

### **NON-AGENDA ITEMS AND COMMENTS**

Commissioner Switzer requested utility cover repairs after re-surfacing and presented examples.

Staff provided a response that a specification has been identified and will be adopted soon.

Commissioner Jackson encouraged a review of Palo Alto standards for tree roots, gutters, etc.

Chair Manidakos stated that utility covers in bike space are difficult to see and avoid. He also noted that only bikes are on the Share the Road signs, and thinks the signs should show both cars and bikes.

Commissioner Switzer stated that there was a pedestrian collision at Washington and Frances and requested an investigation of pedestrian safety improvement possibilities.

Commissioner Jackson inquired about a new Sunnyvale Stevens Creek Citizens Working Group member. Staff announced that Camie Hackson is the new member. Commissioner Jackson also requested consideration of sidewalks on Tasman between East Channel and Lawrence Expressway. He objected to "Traffic Yield to Bikes" construction signs, and thinks that the 49ers stadium traffic issue should address bikes and pedestrians. He also requested a review of proposed study issue papers within 30 days, questioned the process, and requested the review in advance.

Staff announced that Supervisor Cortese is hosting a bike facilities meeting, Staff also announced that the County will experiment with expressway ramp monitoring system for oncoming cyclists.

### **INFORMATION ONLY ITEMS**

1. Board and Commission Orientation
2. BPAC E-mail messages and/or letters since circulation of the agenda packet of the April 18, 2013 meeting.
3. BPAC Active Items List.

Commissioner Jackson inquired about email, and the schedule, plan details and OBAG project details for Mary Avenue bike lanes. He also inquired about requirements for matching funds.

### **ADJOURNMENT**

Meeting adjourned at 8:10 p.m.

Respectfully submitted by:

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Jack Witthaus, Transportation and Traffic Manager