



City of Sunnyvale

Agenda Item

16-0824

Agenda Date: 2/17/2017

2017 COUNCIL STUDY ISSUE

NUMBER

DPW 17-06

TITLE Alternative Parking Strategies

BACKGROUND

Lead Department: Public Works

Support Department(s): Office of the City Attorney

Sponsor(s):

Board/Commission: Bicycle and Pedestrian Advisory Commission

History:

1 year ago: N/A

2 years ago: N/A

SCOPE OF THE STUDY

What are the key elements of the study?

This study would analyze the recurring situations that lead to the demand for street parking and develop innovative solutions to address these situations. These innovative solutions would in turn minimize the negative impacts on street space that is needed for safe and efficient traffic flow.

When street parking removal is proposed as a necessary element of a project in order to meet traffic safety and capacity needs, the innovative solutions developed by this study can assist staff to develop alternatives that will address the concerns of opponents and also ensure the greatest utility for transportation users. Among the items to be included in this study are:

- The needs of the mobility impaired. One possible approach is to allow a dedicated handicapped parking space to be installed in front of the residence. A single handicapped space would satisfy the concern of the resident and could be less disruptive to safe traffic flow compared to designating street parking along the entire corridor year round.
- Accommodating social events. One possible approach is to allow the event host to apply for a reservation of the street space for the specific time needed, as is done for many other special events in the city. Limiting street parking to a defined period would satisfy the concern of the resident and could be less disruptive to safe traffic flow compared to designating street parking along the entire corridor year round.
- Access for service vehicles. One possible approach is to work with the Department of Public Safety so that they do not interfere with service vehicles stopped temporarily in a no-parking

zone if it is clear they need to be there and take reasonable safety precautions. Allowing such short-term stopping on an occasional basis satisfies the expressed concern and could be less disruptive to safe traffic flow compared to designating street parking along the entire corridor year round.

- Level of vehicle ownership. The study would recommend establishing a baseline for the number of vehicles that should be regarded as sufficient to meet the needs of a typical household. For households with off-street parking capacity that is less than the baseline, street parking may compete with all other needs for street space. For households with off-street parking capacity that equals or exceeds the baseline, vehicle owners will be expected to justify any request for street space dedicated to parking.

What precipitated this study?

Increasingly, the main solution for our traffic safety and capacity problems is the allocation of additional street space. It is important that this limited resource be used more efficiently. Providing alternative means to serve parking needs would reduce demand for street parking and thus, making more of this space available for critical transportation needs.

Planned Completion Year: 2018

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost): Major

Amount of funding above current budget required: \$200,000

Funding Source: Will seek budget supplement

Explanation of Cost:

The cost associated with this study will be for consultant services. The consultant would be required to review existing policies, existing codes, develop alternatives, and develop new codes and policies as needed. It is expected that items like “establishing a baseline for the number of vehicles that should be sufficient” or “apply for a reservation of the street space for the specific time needed” would require a significant amount of community outreach. The consultant would implement a full community engagement process. Staff will manage the consultant, review and approve all proposals, and lead part of the community engagement process.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs.

EXPECTED PARTICIPATION IN THE PROCESS

Council-approved work plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION**Position:** Drop

Explanation: Staff proposes to drop the proposed Study Issue. As part of road allocation or bike projects where parking removal is considered, staff already takes into consideration both on-street and off-street parking capacity while formulating options and recommendations that are reasonable, manageable, and take into account that each individual recommendation has its own pros and cons to consider.

The types of options described in the Study Issue would be very difficult to implement and manage. The option for the City to establish a baseline for the number of vehicles that should be regarded as sufficient to meet the needs of a typical household would be difficult to define. Implementing definition of number of vehicles for a “typical household” and “sufficient” will be complex and the City would have a limited ability to enforce. The City also serves the needs of the mobility impaired on a request basis, and parking by service vehicles has never been an issue.

If the Study Issue does move forward, a significant community engagement program will be required to get feedback on these types of definitions and also for programs (as provided as an example above) that would require special reservation to use on-street parking. Any new programs would also require new staffing.

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