



# City of Sunnyvale

## Agenda Item

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20-0136

Agenda Date: 2/27/2020

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### 2020 COUNCIL STUDY ISSUE

#### **NUMBER**

CDD 19-07

**TITLE** Develop Citywide Guidelines or Criteria for Allowing Reduced Parking for Development Projects and for Future Conversions of Parking to Other Uses

#### **BACKGROUND**

**Lead Department:** Community Development

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

Office of the City Attorney

**Sponsor(s):** Planning Commission

**History:** 1 year ago: Deferred by Planning Commission

2 years ago: N/A

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

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

The general parking standards in the Sunnyvale Municipal Code (SMC) establish required parking for residential and non-residential development based on a variety of factors. The number of bedrooms, the number of assigned spaces to a dwelling unit, and the type (i.e., private enclosure or open) also affect the requirements for parking. Lower parking space rates are established for affordable housing, senior housing and housing for persons with disabilities. Non-residential parking is based on the use and has both minimum and maximum parking requirements. The SMC includes provisions for adjustments to non-residential uses and special housing development. Further reductions (if not covered by an adjustment) require approval of a Variance or approval of a Special Development Permit (only allowed within specified zoning districts). The Planning Commission thinks there may be circumstances where reduced parking could be appropriate, especially when considering a multi-family project that may be able to increase the total number of units if given relaxed parking requirements, or on a single-family property where the size of an existing one-car garage restricts the total allowable square footage of the house; thereby potentially restricting large or extended families from living together in one dwelling.

The Planning Commission also considered this Study important when discussing the future of autonomous vehicles, and whether parking structures should be built with considerations that they may be converted to other uses in the future.

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

There are certain areas within the City where parking standards are reduced compared to the generic citywide standards (e.g., Downtown Specific Plan, Lawrence Station Area Plan). Generally, the areas with reduced parking standards are located near major transit stations, but reduced parking standards have also been considered in other areas of the City (e.g., Peery Park Specific Plan) if a

project can demonstrate other trip reduction strategies. Additionally, it may be appropriate to study all parking standards to determine if the City has some general parking standards that could be reduced.

This Study may include:

- Evaluation of the City's current parking regulations in comparison to other cities;
- Examination of the covered parking requirement for single-family zoning districts;
- Mapping major or frequent transportation lines to see if there are other areas of the City where reduced parking may be appropriate;
- Considering and developing guidelines or criteria that could be used to evaluate a project requesting reduced parking standards; and
- Establishing guidelines for future conversion of parking into other uses if autonomous vehicles become a primary means of transportation in the future.

**Estimated years to complete study:** 2 years

### **FISCAL IMPACT**

#### **Cost to Conduct Study**

Level of staff effort required (opportunity cost):	Moderate
Funding Required for Non-Budgeted Costs:	\$100,000
Funding Source:	Will seek budget supplement

Non-budgeted costs would be utilized to hire a consultant who specializes in parking requirements, design guidelines, and has specialized knowledge in the parking industry.

#### **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: Bicycle and Pedestrian Advisory Committee, Planning Commission

### **STAFF RECOMMENDATION**

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

While it may be appropriate to evaluate existing parking requirements, and begin to think about future conversion of parking into other uses with the potential of autonomous vehicles, there are a few studies/changes underway that may make it appropriate to defer this study issue.

With the addition of BART into San Jose, and the future electrification of Caltrain, the Santa Clara Valley Transportation Authority (VTA) will be making changes to some of their routes. These changes may lead to increased bus routes or headways within Sunnyvale and could justify the potential to reduce parking in some areas of the City that had not been previously considered within area-wide plans.

Additionally, it would be challenging to assess the potential for conversion of existing parking into other uses because a lot is still unknown about the impacts autonomous vehicles will have on land use planning. Therefore, it may be best to defer a study of that nature because the technology is still evolving and the full adaptation to the use of these vehicles may take decades.

Finally, staff believes that evaluating the existing single-family parking regulations and comparing the City's regulations with other jurisdictions could be a valuable study. Further enhancement of permeable pavement may warrant a look at the regulation that limits front yard paving on a single-family lot. However, staff has recommended deferral of this study issue due to the unknowns of the other key components of the Study and current workload in the Planning Division.

Prepared by: Trudi Ryan, Director, Community Development

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



# City of Sunnyvale

## Agenda Item

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**20-0129**

**Agenda Date: 2/27/2020**

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### 2020 COUNCIL STUDY ISSUE

#### **NUMBER**

CDD 19-10

**TITLE** Adopt Personal Transportation Vehicle (PTV) Parking Standards

#### **BACKGROUND**

**Lead Department:** Community Development

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

**Sponsor(s):** Bicycle and Pedestrian Advisory Commission

**History:** 1 year ago: Deferred by Council  
2 years ago: N/A

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

##### **What precipitated this study?**

Personal Transportation Vehicles (PTV) such as bicycles, scooters and Segways are increasing in popularity as an alternative transportation mode. Although the City's parking design standards already include requirements for both secured and unsecured bicycle parking in conjunction with new construction, the regulations do not refer to other types of PTVs that are emerging. The Bicycle and Pedestrian Advisory Commission (BPAC) sponsored this Study Issue because having adequate parking for PTV's would help promote and accommodate the vehicle types encouraged by the City's Complete Streets policies.

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

The goal of the Study would be to ensure safe and secure parking regulations for PTVs in association with new development projects to promote alternative modes of transportation. To meet this goal, the study may include:

- Analysis of various types of PTVs;
- Review of the City's existing regulations for bicycle parking;
- Review of parking standards and options from other jurisdictions;
- Analysis of electric charging options for electronic mobility devices; and
- Data collection and analysis of PTV parking demand for various land use types.

After the analysis is completed, the Study may provide recommendations on PTV parking demand, preferred PTV parking options (including electric charging capabilities), and potential policy changes to accommodate PTVs.

**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:	\$100,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would be for consultant services to gather and evaluate the existing and future data on PTVs, perform research and analysis on various PTV mobility options, review data from other jurisdictions, and lead the public and stakeholders outreach effort. City staff will work with the consultant to review existing policies, design guidelines and standards, and recommend changes to existing parking standards, and propose new guidelines and standards, if necessary.

**Cost to Implement Study Results**

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

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

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Planning Commission, Bicycle and Pedestrian Advisory Commission

**STAFF RECOMMENDATION**

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The City launched a Dockless Bikeshare Pilot Program in December 2018, which included electric bikes. However, the service provider terminated the operation in Sunnyvale in March 2019. Given the short duration of the pilot program, the City did not have significant data to evaluate the usage of dockless bikes and the demand for bike parking.

Although there was no significant data obtained from the Dockless Bikeshare Pilot Program, the City has standards for secured and unsecured bicycle parking for new developments under the Sunnyvale Municipal Code. Secured bicycle parking spaces can be used for not only for bicycle parking, but may also be used for PTV parking.

Since personal transportation technologies are evolving rapidly, each of these new devices could be reviewed on a case by case basis to determine if fit within the current bicycle parking areas or if a variation from those standards would be necessary.

Prepared by: Amber Blizinski, Principal Planner, Community Development

Reviewed by: Trudi Ryan, Director, Community Development

Reviewed by: Chip Taylor, Director, Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



# City of Sunnyvale

## Agenda Item

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20-0120

Agenda Date: 2/27/2020

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### 2020 COUNCIL STUDY ISSUE

#### **NUMBER**

DPW 20-02

**TITLE** Improve Bicycle and Pedestrian Access at Sunnyvale Caltrain Station

#### **BACKGROUND**

**Lead Department:** Public Works

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

**Sponsor(s):** Bicycle and Pedestrian Advisory Commission

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

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

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

The Bicycle and Pedestrian Advisory Commission requests evaluation of the existing pedestrian and bicycle access to the Sunnyvale Caltrain Station north and south of the station. The Sunnyvale Caltrain Station is a major transportation hub for the City providing access to and from the downtown area. Currently the station serves over ten northbound trains during the morning commute (6 a.m. to 9 a.m.) and over ten southbound trains during the evening commute (4 p.m. to 7 p.m.), as well as five VTA bus transit lines. The station is bicycle-friendly with 74 bicycle lockers and bicycle accommodations on most transit lines.

The station is adjacent to Evelyn Avenue which provides direct access for the area south of the railroad. Access to the station north of the railroad can be made through a pedestrian opening to the station at the intersection of North Frances Street and West Hendy Avenue. In addition, there is an unpaved pedestrian pathway leading to the station from the City-operated parking lot north of the railroad under the Mathilda Avenue overpass.

The City-operated parking lot is accessible by vehicle through the Sunnyvale Business Park driveway on California Avenue west of Mathilda Avenue. At the southeast corner of the parking lot, there are 12 bicycle parking lockers. The unpaved pedestrian pathway connecting to the Caltrain southbound platform is on the south side of the parking lot to serve Caltrain patrons that park in the City lot.

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

The purpose of the Study is to make recommendations for improvements to signage, access paths, roadways, traffic control and bicyclist/pedestrian amenities. The Study will also determine areas for the inclusion of public art displays. Finally, the Study will include an evaluation of right-of-way restrictions, feasibility of improvements and possible sources of funding.

The Study will include several elements to produce a full evaluation of bicycle and pedestrian accessibility of the Caltrain Station. One of the components of the Study will be a land survey to determine right-of-way constraints between the City, Union Pacific Railroad, Caltrain, and private land owners that would affect proposed modifications. The land survey will also be used to determine American with Disability Act (ADA) compliance for existing and proposed facilities as well as geometric requirements for all proposed travel modes (i.e., bikeways, sidewalks, curb ramps, multi-use paths, etc.).

Another element of the Study will be a public outreach component to obtain information about station users. Public outreach will include a community workshop, an on-site commuter survey, and an online survey. The data collected from the public outreach efforts will be supplemented with weekday and weekend peak period bike and vehicle parking counts at the Caltrain lot as well as the City owned public parking lots in the area, driveway counts at the station entrance, and Caltrain rider counts with travel mode split.

Lastly, the Study will provide feasible recommendations for Sunnyvale Caltrain access improvements. These recommendations might include adding additional pedestrian and/or bicycle access from the neighborhood north of the station which may include increasing or decreasing the number of vehicle or bicycle parking spaces based on the analysis. All recommendations will include conceptual drawings of the proposed modifications with a cost estimate and any identifiable constraints. The Study will also include possible funding sources and eligible grants for design and construction of the recommended improvements.

The Sunnyvale Caltrain Station is in the northern area of the Downtown Specific Plan. The Study would be consistent with the goals, policies and vision statement of the Downtown Specific Plan or the Update to the Plan, if adopted by Council.

**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: \$ 350,000

Funding Source: Will seek budget supplement

The cost associated with this study would be for consultant services to include in the project scope a detailed survey of the Caltrain station and adjacent properties, traffic data collection including bicycle and pedestrian counts, community outreach activities, conceptual plans with recommended improvements and cost estimates, and possible funding sources. City staff will work with the consultant throughout the project process in the development of the recommended improvements.

##### **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: Yes

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

**STAFF RECOMMENDATION**

Support. This policy issue merits discussion at a Study Issues Workshop.

There is potential for improvements to the existing bicycle and pedestrian facilities and amenities near the Sunnyvale Caltrain Station that would improve access. Potential improvements may be at locations owned or maintained by various jurisdictions or entities. The Study would provide a plan for stakeholder coordination on the proposed improvements and construction. The stakeholders will include the City, Caltrain, VTA, the Sunnyvale Business Park, Downtown Business Association, and nearby residents. In addition, the Study will propose opportunities to acquire grant funding for feasible improvements.

Prepared by: Ralph Garcia, Senior Transportation Engineer

Reviewed by: Chip Taylor, Director, Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager





# City of Sunnyvale

## Agenda Item

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20-0139

Agenda Date: 2/27/2020

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### 2020 COUNCIL STUDY ISSUE

#### **NUMBER**

DPW 20-04

**TITLE** El Camino Real Protected Bikeways

#### **BACKGROUND**

**Lead Department:** Public Works

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

**Sponsor(s):** Bicycle and Pedestrian Advisory Commission

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

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

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

El Camino Real (State Route 82) is a six-lane divided arterial that extends from the city limits at Mountain View to the city limits at Santa Clara. Within the vicinity of Sunnyvale, El Camino Real has a posted speed limit of 40 miles per hour (mph). Sidewalks are present along both sides of the roadway, and Class II bike lanes are present between Fair Oaks Avenue and Sunnyvale Avenue. On-street parking is permitted along certain segments of the roadway. Under the existing 2006 Bicycle Plan, El Camino Real is proposed to have Class II bike lanes for the entire corridor.

In 2015, the City performed a space allocation study for El Camino Real, utilizing a grant obtained from the Metropolitan Transportation Commission. This study made recommendations to install a buffered bicycle lane on El Camino Real primarily by removal of on-street parking. At the time, the El Camino Real Specific Plan (ECRSP) was just getting started, and it was decided that the concepts from the space allocation study could be folded into the larger specific plan document.

The ECRSP is currently evaluating commercial development densities and increasing residential units over the City's current General Plan. The ECRSP area could have more mixed-use and transit-oriented development creating a more walkable community. The City is also currently in the development process of the Active Transportation Plan (ATP), which includes the Bicycle Master Plan, Pedestrian Safety and Circulation Plan, and the Safe Routes to School Plan. Both the ECRSP and the ATP will evaluate the bicycle and pedestrian needs along the El Camino Real Corridor and provide recommendations on the types of bicycle and pedestrian facilities that best serve the corridor. The recommendations provided in two plans will be coordinated and consistent.

The two adjacent cities, Mountain View and Santa Clara, have recently adopted plans with proposed bicycle facilities on El Camino Real. The City of Mountain View adopted the El Camino Real

Streetscape Plan on October 1, 2019. The Streetscape Plan includes public improvement design guidelines to create a more pedestrian, bicycle and transit friendly boulevard environment that identifies the corridor as a welcoming destination. The Streetscape Plan includes various types of proposed bike facilities on El Camino Real, depending on space availabilities. These facilities include Class II bike lanes (for locations with space constrained), Class II buffered bike lanes, and Class IV cycle tracks (for locations with long gaps between commercial driveways). The City of Santa Clara adopted the Bicycle Master Plan Update 2018 on September 24, 2019, which proposed to install Class IV separated bikeway on El Camino Real from city limit to city limit. Installation of Class IV separated bikeways will be evaluated on streets that can accommodate a minimum five-foot bikeway (not including gutter pan), three-foot buffer and have infrequent driveway conflicts.

Since El Camino Real serves as a regional corridor which connects the two neighboring cities, it should be evaluated to determine the most appropriate bicycle facilities that are similar to the bike improvements which Mountain View and Santa Clara are proposing.

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

The Study will include a review of existing bicycle usage and future forecasted usage on El Camino Real. It will also evaluate the most appropriate bicycle facilities for each segment of El Camino Real based on roadway widths and travel patterns, and to be consistent with our Complete Streets policy. The Study will also include an on-street parking study to determine the existing on-street parking usage and whether on-street parking could be removed. In addition, the Study will include identification of potential driveway consolidations, as well as locations with long gaps between commercial driveways where Class IV bikeways could be implemented. The Study will also evaluate other bicycle improvements for locations with right-of-way constraints. In addition, the Study will evaluate possible bike routes parallel to El Camino Real. Lastly, the Study will include public outreach to businesses and residents along the El Camino Real Corridor and gather feedback from them on their preferred bicycle facilities on this corridor.

**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:	\$ 200,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would be for consultant services to perform the study as listed under the Key Elements of the Study, as well as to conduct community outreach activities. City staff will work with the consultant throughout the project process in the development of parking study, the recommended improvements, as well as the public outreach efforts.

#### **Cost to Implement Study Results**

Unknown. Study would include assessment of potential costs, including capital and operating, as well as revenue/savings for recommended improvements that are within the public right-of-way.

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

Council-Approved Work Plan: Yes

Council Study Session: Yes

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

**STAFF RECOMMENDATION**

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The City is currently developing its Active Transportation Plan (ATP), which includes updating the City's Bicycle Master Plan. As part of the ATP, the plan will evaluate the existing bicycle network, and provide recommendations for new bicycle facilities or improvements to existing bicycle facilities. Evaluation of bicycle facilities on El Camino Real from a holistic citywide network connectivity and accessibility for all users would be included as part of ATP. The City is concurrently preparing the El Camino Real Specific Plan, which will evaluate and make recommendations on transportation network, including bicycle facilities, on El Camino Real and the immediate roadway network in the area. The El Camino Real Specific Plan will also develop detailed cross sections of the corridor allocating the public right of way serving needs of all transportation network users and unify under a cohesive vision for the area.

Prepared by: Lillian Tsang, Principal Transportation Engineer

Reviewed by: Chip Taylor, Director, Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



# City of Sunnyvale

## Agenda Item

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**20-0140**

**Agenda Date: 2/27/2020**

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### 2020 COUNCIL STUDY ISSUE

#### **NUMBER**

DPW 20-05

**TITLE** Evelyn Avenue Multi Use Trail and Bikeway Study

#### **BACKGROUND**

**Lead Department:** Public Works  
**Support Departments:** Office of the City Manager  
Office of the City Attorney  
**Sponsor(s):** Bicycle and Pedestrian Advisory Commission  
**History:** 1 year ago: N/A  
2 years ago: N/A

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

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

This study will evaluate the potential of installation of a two-way Class I or Class IV bicycle facility on the north side of Evelyn Avenue between Bernardo Avenue and the Caltrain Station.

Evelyn Avenue is a two-lane east-west arterial that extends from the city limits at Mountain View, passes by the Sunnyvale Caltrain Station, through the Sunnyvale downtown district, then continues to Reed Avenue. It is located immediately south of the Caltrain railroad tracks from the western city limits to downtown Sunnyvale. Between the western city limits and Florence Street, and between S. Wolfe Road and Reed Avenue, Evelyn Avenue has a posted speed limit of 35 miles per hour (mph). Through downtown Sunnyvale, Evelyn Avenue has a posted speed limit of 30 mph. Sidewalks are present along both sides of the roadway for most of the corridor, except for the segment between the western city limits and Florence Street, where sidewalk is only present on the south side of the street. Class II bike lanes are present for the entire corridor, and on-street parking is permitted along certain segments of the roadway. There is also a center two-way left turn lane or median island on Evelyn Avenue for almost the entire corridor.

In January 2017, Councilmember Klein (now Mayor Klein) proposed a similar Study Issue to evaluate the development of a Class I bicycle and Pedestrian Trail along Evelyn Avenue adjacent to the Caltrain railroad tracks, between Sunnyvale and Mountain View. This Study Issue (DPW 17-12) was co-sponsored by Vice Mayor Larsson (now Councilmember Larsson) and Councilmember Melton (now Vice Mayor Melton). Councilmember Klein discussed this as an opportunity to create a pedestrian and bike friendly connection between Downtown Sunnyvale and Downtown Mountain View and connect two Caltrain Stations. The final categorization in 2017 for this Study Issue was Priority C, meaning the study would only be absorbed in the current year (2017) if capacity presented itself; if not, it would carry forward for City Council consideration in the next Study Issue cycle.

This Study Issue was brought back to City Council for ranking at the 2018 Study Issues Workshop. The City Council voted 7-0 to drop this Study Issue for two reasons: 1. Staff was getting ready to begin the Bicycle Plan Update (currently known as the Active Transportation Plan), and bicycle improvements on Evelyn Avenue would be included in the evaluation; 2. BPAC had other bicycle improvement priorities in the city. As a result, this Study Issue was dropped at the 2018 Study Issues Workshop.

The City is currently in the development process of the Active Transportation Plan (ATP), which includes the Bicycle Plan, Pedestrian Safety and Circulation Plan, and the Safe Routes to School. The ATP will evaluate the bicycle and pedestrian needs along the Evelyn Avenue Corridor and provide recommendations on the types of bicycle and pedestrian facilities that best serve the corridor.

On the eastern end of the corridor, Evelyn Avenue connects to the Lawrence Station Area Plan (LSAP) area via Aster Avenue, and to Santa Clara via Reed Avenue. Both Aster Avenue and Reed Avenue are part of the Lawrence Station Area Plan area, where the City is currently reviewing the potential roadway configuration for the two streets to better serve the land uses in the LSAP. The recommendations provided in the LSAP will be coordinated and consistent with the ATP.

There are two other projects Sunnyvale is currently working on that are in close proximity of Evelyn Avenue:

- **Bernardo Avenue Pedestrian/Bicycle Undercrossing** - Sunnyvale and Mountain View are currently working on a joint project to evaluate the alignment of a pedestrian/bicycle undercrossing under the existing Caltrain railroad track and Central Expressway at Bernardo Avenue. The alignment of the undercrossing ramp on the south side of the railroad tracks would likely be parallel to Evelyn Avenue.
- **Caltrain Grade Separations at Sunnyvale Avenue and Mary Avenue** - Sunnyvale is currently conducting a feasibility study on grade separating the railroad tracks at Sunnyvale Avenue and Mary Avenue. Several alternatives are being evaluated, which includes depressing Evelyn Avenue at Mary Avenue.

The City of Mountain View developed the Mountain View Transit Center Master Plan in March 2018, where they plan to incorporate a two-way Class IV Cycle Track along the north side of Evelyn Avenue from the eastern end of the Mountain View Transit Center to the Stevens Creek Trail/State Route 85 by removing one westbound travel lane. Eastbound Evelyn Avenue will remain as a two-lane roadway with a Class II bike lane. Between the Stevens Creek Trail and the Mountain View/Sunnyvale City Limits, which is approximately one-mile in distance, the existing Class II bike lane on both sides of Evelyn Avenue would remain.

Since Evelyn Avenue is identified as a Cross-County Bicycle Corridor in the Santa Clara Valley Transportation Authority (VTA) Countywide Bicycle Plan (May 2018) that connects neighboring cities, it should be evaluated to determine the most appropriate bicycle facilities that are similar to the bike improvements along the corridor.

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

The Study will include a review of existing bicycle usage and future forecasted usage on Evelyn

Avenue. It will also evaluate the most appropriate bicycle facilities for each segment of Evelyn Avenue based on roadway widths and travel patterns, and to be consistent with the Complete Streets policy and the recently adopted Vision Zero Plan. The Study will evaluate the feasibility of installing a two-way Class I Multi-Use path on the north side of the roadway between Bernardo Avenue and the Sunnyvale Caltrain Station. This will include the coordination with Caltrain to determine right-of-way constraints. The Study will perform an on-street parking study to determine the existing on-street parking usage and whether on-street parking could be removed. In addition, the Study will evaluate the feasibility of removing the two-way center turn lane and the potential operation impacts to the corridor. The Study will also alternatively study whether a Class IV Bikeway can be constructed along the same stretch in lieu of a Class I facility. The Study will also evaluate other bicycle improvements for locations with right-of-way constraints as well as improvements at the intersections along the corridor. In addition, the Study will evaluate how the proposed Bernardo Avenue undercrossing and the Grade Separations at Sunnyvale and Mary Avenues will interact with the bicycle and pedestrian facilities on Evelyn Avenue. Lastly, the Study will include public outreach to businesses and residents along the Evelyn Avenue Corridor and gather feedback on the preferred bicycle facilities on this corridor. The City will coordinate with the City of Mountain View to determine the feasibility of providing a continuous Class I or Class IV two-way facilities on the north side of Evelyn Avenue at the Sunnyvale/Mountain View city limits.

**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:	\$ 350,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would 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 process in the development of parking study, the recommended improvements, as well as the public outreach efforts.

##### **Cost to Implement Study Results**

Unknown. Study would include assessment of potential costs, including capital and operating, as well as revenue/savings for recommended improvements that are within the public right-of-way.

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

Council-Approved Work Plan: Yes

Council Study Session: Yes

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

#### **STAFF RECOMMENDATION**

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

The City is currently developing its Active Transportation Plan (ATP), which includes updating the City's Bicycle Master Plan. The ATP plan will evaluate the existing bicycle network, and provide recommendations for new bicycle infrastructure or improvements to existing bicycle facilities and prioritization of the projects for implementation. Therefore, this study issue should be deferred until

the ATP has been adopted, when we can consider this in relation to the recommended overall bicycle network.

Prepared by: Lillian Tsang, Principal Transportation Engineer

Reviewed by: Dennis Ng, Transportation and Traffic Manager

Reviewed by: Chip Taylor, Director, Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



# City of Sunnyvale

## Agenda Item

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20-0141

Agenda Date: 2/27/2020

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### 2020 COUNCIL STUDY ISSUE

#### **NUMBER**

DPW 20-06

**TITLE** Create Safer Streets by Narrowing Travel Lanes

#### **BACKGROUND**

**Lead Department:** Public Works

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

**Sponsor(s):** Bicycle and Pedestrian Advisory Commission

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

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

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

The Bicycle and Pedestrian Advisory Commission requested the City evaluate a narrowed 10' vehicular lane standard in an effort to create safer streets. This study would evaluate whether reducing the City's standard lane widths to 10' is: 1) feasible and 2) would create safer streets.

There are two potential benefits to reducing the standard dimension for lane widths on City maintained roadways to 10 feet. First, it is expected that vehicle speeds will be lowered if travel lane widths are narrowed. The 2010 Highway Capacity Manual (HCM) shows that there is a direct correlation between free flow speed and lane widths with wider lanes leading to higher free flow speeds. It is assumed that narrowing lanes to 10 feet will lead to lower travel speeds and safer streets. The second benefit to narrowing lanes is that the additional roadway width could be reallocated to incorporating complete street designs that would benefit bicyclists and pedestrians. Some examples of reallocating roadway widths from vehicular travel lanes to other uses may include installing a sidewalk or pedestrian path where one does not exist, installing bicycle lanes where bicycle lanes do not exist, or installing a painted buffer or physically separated bicycle lane where there are existing bicycle lanes.

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

The Study will include several components to fully evaluate the need for a City policy to reduce lane widths to 10 feet as a design standard. First, the Study will evaluate the design criteria used by the City and compare them to industry guidelines. Then the Study will determine the impact that reducing lane widths to 10 feet will have on the turning capability of large vehicles such as fire trucks, buses, and semi-trailers. The Study will include the effect of narrowing lanes on arterials will have on travel speeds, capacity, and traffic diversion to other roadways with less capacity. Also, the Study will include a safety analysis with a review of collisions to determine the effect lane widths will have on various types of streets and users, including motorcyclists, bicyclists, and motorized scooters. In



addition, the Study will review policies neighboring jurisdictions have on narrower lane widths to determine the effect on safety and how the excess roadway width was used for other purposes. Based on the result of the Study, a recommendation will be made on whether there is a need to set a policy to change the standard lane width to 10 feet and how to allocate the excess roadway width for other purposes such as pedestrian paths, bike lanes, or bicycle separation. Lastly, a public outreach component will be included as part of the study.

**Estimated years to complete study:** 2 years

### **FISCAL IMPACT**

#### **Cost to Conduct Study**

Level of staff effort required (opportunity cost):	Moderate
Funding Required for Non-Budgeted Costs:	\$ 200,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would 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, as well as the public outreach efforts.

#### **Cost to Implement Study Results**

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

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

Council-Approved Work Plan: Yes

Council Study Session: Yes

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

### **STAFF RECOMMENDATION**

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

City staff uses numerous federal, state, and local resources as a guide in roadway design. Additionally, staff references guidance materials from various transportation organizations in the development of roadway designs. For example, *A Policy on Geometric Design of Highways and Streets*, 7<sup>th</sup> edition (2018) by the American Association of State Highway and Transportation Officials states the following in the "Local Roads and Streets" chapter:

Lanes for moving traffic preferably should be 10 to 11 feet wide, and in industrial areas they should be 12 feet wide. Where the available or attainable width of right-of-way imposes severe limitations, 9-foot lanes can be used in residential areas, and 11-foot lanes can be used in industrial areas. Added turning lanes where used at intersections should be at least 9 feet wide, and desirably 10 to 12 feet wide, depending on percentage of trucks.

Apart from these resources, City staff uses plans and policies adopted by the City to incorporate the associated roadway requirements into proposed roadway designs.

As a practice, City staff develops a comprehensive roadway design based on these professional documents and other design considerations such as roadway type, design speed, number of lanes, bike lanes, parking lanes, private driveway access, public transit routes, emergency vehicle routes, truck routes, intersection turning movements, roadway alignment, school locations, land uses, and median locations. Therefore, developing a policy mandating that all travel lanes shall be 10 feet in width is not practical.

In addition, the City is currently developing its Active Transportation Plan (ATP), and as part of the ATP, the plan will establish visions, goals, policies and actions for the Bicycle Master Plan, Pedestrian Master Plan and Safe Routes to School Plan. One of the proposed actions for the Bicycle Master Plan is to evaluate opportunities to narrow lanes to the City's current standard of 11-foot lanes, or to 10-foot lanes under unique circumstances, to create or expand bicycle facilities. Given this action will be proposed in the ATP to achieve the goals and policies, a study issue to evaluate whether a policy should be in placed is not warranted.

Prepared by: Ralph Garcia, Senior Transportation Engineer  
Reviewed by: Dennis Ng, Transportation and Traffic Manager  
Reviewed by: Chip Taylor, Director, Public Works  
Reviewed by: Teri Silva, Assistant City Manager  
Approved by: Kent Steffens, City Manager



# City of Sunnyvale

## Agenda Item

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20-0142

Agenda Date: 2/27/2020

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### 2020 COUNCIL STUDY ISSUE

#### **NUMBER**

DPW 20-07

**TITLE** Personal Transportation Vehicles (PTV) Usage on City Streets, Sidewalks and Bike Lanes

#### **BACKGROUND**

**Lead Department:** Public Works

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

**Sponsor(s):** Bicycle and Pedestrian Advisory Commission

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

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

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

Personal Transportation vehicles (PTV) such as bicycles, scooters, segways, skateboards, and roller blades, both manual and motor propelled, are increasing in popularity as an alternative transportation mode. The Sunnyvale Municipal Code currently identifies where a person can ride a bicycle; however, it does not provide a clear explanation on where a person can operate a PTV. The California Vehicle Code (CVC) has some regulations relating to PTV, but it is not comprehensive. Moreover, the CVC allows local jurisdictions to adopt additional regulations. There are potential safety issues related to the sharing of sidewalks and roadways with PTV, vehicles, and pedestrians, which need to be addressed through modifications of the Sunnyvale Municipal Code.

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

The Study will include a review of various types of manual and motor propelled PTV. Based on federal, state and City regulations and policies, the Study will provide policy recommendations to regulate the use of these devices within the City right of way (i.e., sidewalk, roadway, bike lanes, etc.). The recommendations would also include safety equipment requirements, travel speed limits, and age limits for use of PTV.

**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:	\$100,000
Funding Source:	Will seek budget supplement

The cost associated with this Study will be for consultant services to gather and evaluate the existing and future data on PTV, perform research and analysis on various PTV mobility options, review data from other jurisdictions, and lead the public and stakeholders outreach effort. City staff will work with the consultant to review existing policies, design guidelines and standards, recommend changes to existing usage and operation standards, and propose new regulations, guidelines and standards if necessary.

**Cost to Implement Study Results**

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

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

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

**STAFF RECOMMENDATION**

Drop. This policy issue does not merit discussion at a future Study Issues Workshop.

The City launched a Dockless Bikeshare Pilot Program in December 2018, which included electric bikes. However, the service provider terminated the operation in Sunnyvale in March 2019. Given the short duration of the pilot program, the City did not have significant data to evaluate the usage of dockless bikes and the potential issues associated with the use of dockless and motorized bikes.

Although there was no significant data obtained from the Dockless Bikeshare Pilot Program, CVC Section 21235, amended by Assembly Bill No. 2989 in September 2018, and CVC Section 21280 et. seq. defines and regulates the operation of motorized scooters and electric personal assistive mobility devices (which includes segways) on streets and sidewalks. CVC Section 21235 states that an operator of a motorized scooter shall not operate a motorized scooter on a highway with a speed limit in excess of 25 miles per hour unless the motorized scooter is operated within a Class II or Class IV bikeway; operate a motorized scooter without a valid driver's license or instruction permit; operate a motorized scooter upon a sidewalk, except as may be necessary to enter or leave adjacent property; or leave a motorized scooter lying on its side on any sidewalk, or park a motorized scooter on a sidewalk in any other position, so that there is not an adequate path for pedestrian traffic. These regulations are currently adequate to govern the operation of PTVs on City streets and sidewalks; however, the CVC allows cities to adopt additional local regulations.

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