



City of Sunnyvale

Agenda Item

21-0200

Agenda Date: 4/15/2021

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Recommend to City Council to Accept the findings of a Post-Construction Report and to Retain the Existing Configuration of the Maude Avenue Class II Bike Lanes between Borregas Avenue and Fair Oaks Avenue

BACKGROUND

Class II Bicycle Lanes on Maude Avenue between Borregas Avenue and Fair Oaks Avenue have been a part of Sunnyvale's transportation plans for many years. It was included in the 1998 Sunnyvale Bicycle Opportunities Study, 2000 Bicycle Capital Improvement Program Study and the 2006 Sunnyvale Bicycle Plan. In the Sunnyvale Active Transportation Plan, which was adopted by City Council on August 25, 2020 (RTC No. 20-0249), the recommended bicycle facility for this segment are Class II buffered bike lanes.

Kimley-Horn and Associates (KHA) analyzed and designed the implementation of bike lanes on Maude Avenue (Attachment 2). To guide the design, a community outreach meeting was held on March 8, 2016 to discuss various geometric configurations. The majority of the attendees preferred to leave the roadway geometrics as-is (no bike lanes), followed by a preference for removal of on-street parking to facilitate bike lanes. Only a small percentage of attendees favored removal of the two-way center turn lane to facilitate bike lane installation. On April 21, 2016, the Bicycle and Pedestrian Advisory Commission (BPAC) approved an action recommending that the City Council select Alternative 1 - Removal of On-Street Parking and to install a 6-foot bicycle lane and a 2-foot buffer. Subsequently, on May 17, 2016, the City Council authorized Alternative 1 - Remove all on-street parking and install bike lanes from Fair Oaks Avenue to Borregas Avenue. The motion was carried by a 4-2 vote. (RTC No. 16-0357)

On March 5, 2019, a construction contract was awarded to Redgwick Construction Company to install new bike lanes along Maude Avenue from Borregas Avenue to Fair Oaks Avenue. At the bid opening, the bids came in higher than the available construction budget. Staff evaluated several cost saving measures; the slurry seal east of Sunnyvale Avenue was eliminated and the thermoplastic paint requirement was replaced with pavement paint. Since the removal of on-street parking might have resulted in some vehicular parking shift onto adjacent streets within the neighborhood, staff committed to monitor the improvements for at least six months to determine if the bicycle lanes east of Sunnyvale Avenue should be permanently installed in the future (RTC No. 19-0091).

In August 2020, the on-street parking removal on Maude Avenue and the installation of the bicycle lanes was completed.

The City Council is scheduled to consider this item on May 4, 2021.

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EXISTING POLICY

Resolution No. 793-16 Complete Streets Policy (and Resolution No. 896-18 amending Resolution No. 793-16): the City wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards.

General Plan Chapter 3 Land Use and Transportation:

- **Goal LT-3:** An Effective Multimodal Transportation System - Offer the community a variety of transportation modes for local travel that are also integrated with the regional transportation system and land use pattern. Favor accommodation of alternative modes to the automobile as a means to enhance efficient transit use, bicycling, and walking and corresponding benefits to the environment, person-throughput, and qualitative improvements to the transportation system environment.
- **Policy LT-3.8:** Prioritize safe accommodation for all transportation users over non-transport uses. As city streets are public spaces dedicated to the movement of vehicles, bicycles, and pedestrians, facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.
- **Policy LT-3.9:** As parking is the temporary storage of transportation vehicles do not consider parking a transport use of public streets.
- **Policy LT3-10:** Prioritize street space allocated for transportation uses over parking when determining the appropriate future use of street space.

ENVIRONMENTAL REVIEW

The action to maintain the newly installed Class II bike lanes is categorically exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301(a) as it involves the maintenance or repair of an existing facility, which includes public owned facilities, involving negligible or no expansion of use beyond which presently exists.

DISCUSSION

Pre-construction Observations - Thursday July 9, 2020

In July 2020, prior to the removal of the on-street parking and installation of the Class II Bike Lanes on Maude Avenue, a pre-construction parking occupancy study was performed where parking observation was conducted on a typical weekday between 11:00 p.m. and 12:30 a.m. on Maude Avenue and in the surrounding neighborhood streets to ascertain the existing pre-project parking demands in the area, as shown in Attachment 3.

As part of the data collection effort, on-street parking observation was conducted on streets parallel to Maude Avenue as well as on streets that intersect with Maude Avenue. These streets were included for evaluation of potential parking impacts to the surrounding streets/neighborhoods once the on-street parking on Maude Avenue was removed.

Along the Maude Avenue corridor, the majority of the properties are single family homes or multi-family residential units; there is a church located on the northeast corner of Maude Avenue and Morse Avenue; Bishop Elementary School is located on the southeast corner of the Maude

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Avenue/Sunnyvale Avenue intersection. A few commercial developments are located on the north side of Maude Avenue between Borregas Avenue and Bayview Avenue. Given that most of the developments along the corridor and in the surrounding neighborhood area are residential, parking data was collected on a typical weeknight between 11:00 p.m. and 12:30 a.m. when most of the residents would be anticipated to be home and parking demand would be the highest. The initial pre-parking removal study was conducted in July 2020 during the COVID-19 pandemic; however, since the data was collected late at night when most residents were expected to be home and the County was under a Shelter In Place Order with non-essential businesses closed, any changes in traffic patterns due to the pandemic would have a negligible impact on the study and may conservatively cause a higher parking demand due to business closures.

As shown in Attachments 4 and 5, there were 127 on-street parking spaces available on Maude Avenue between Borregas Avenue and Fair Oaks Avenue before the project. Out of the 127 on-street parking spaces, 117 were removed as part of the Maude Avenue Streetscape and Bike Lane Project, leaving 10 angled parking spaces on the south side of Maude Avenue between Sunnyvale Avenue and Bayview Avenue. Of the 117 parking spaces to be removed, 72 of them were occupied (62%).

On the adjacent streets within the neighborhood, there was a total of 876 on-street parking spaces available (including the 10 angled parking spaces on the south side of Maude Avenue), and of which, 609 were occupied (70%).

Post-Construction Parking Study - Thursday, January 21, 2021 and Wednesday February 10, 2021

The post-construction parking data was collected on two different weeknights to verify the validity of the information and they were conducted on Thursday, January 21, 2021, and then again on Wednesday, February 10, 2021. The data was collected during the same time-period as the pre-parking removal study time-period (between 11:00 p.m. and 12:30 a.m.) and are summarized in Attachment 4 and graphically on Attachment 5.

In reviewing the post-construction parking study data, the adjacent streets within the neighborhood saw an increase in on-street parking demand on both January 21, 2021 and February 10, 2021, with an increase of 14 vehicles and 4 vehicles, respectively, bringing the occupancy from 70% to 71% on January 21, 2021, and remained at 70% on February 10, 2021. The street that saw the highest increase in on-street parking demand was Bayview Avenue between Maude Avenue and Taylor Avenue: there is a total of 60 on-street parking spaces available on this segment, and for the Pre-Parking Removal Study, 31 vehicles were parked along this segment (approximately 52% occupied). During the Post Study on January 21, 2021, there were 43 vehicles parked on Bayview Avenue, bringing the occupancy percentage to 72%; and on February 10, 2021, 36 vehicles were parked on this segment, with an occupancy of 60%. Based on the data, staff believes that a few things may have occurred: (1) the majority of the vehicles that were parked on Maude Avenue prior to the on-street parking removal were parking on the on-street parking spaces due to convenience and are now parking in on-site parking spaces of the property where they reside, (2) some vehicles may have been secondary vehicles and have since been sold, or (3) due to COVID-19's impact on the economy and remote work environment, some residents may have elected to relocate from the area.

The post study data is showing that with the removal of 117 on-street parking spaces, staff is only observing a very small increase in the number of vehicles (ranges from 4-14 vehicles) now parking on nearby surrounding streets. As a result of this information, staff is recommending that the bike

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lanes, as installed on Maude Avenue, remain.

On March 4, City staff attended a Sunnyvale Neighbors of Arbor Including La Linda (SNAIL) neighborhood meeting to update residents on the project. Residents provided comments that they experienced increased parking demands on Arbor and Worley Avenues.

FISCAL IMPACT

There is no fiscal impact to acceptance of the post-construction report. It is anticipated that as part of the 2022 slurry seal project, the pavement paint will be replaced with thermoplastic striping on this segment of Maude Avenue.

Should the post-construction report not be accepted and alternate direction to staff be provided, it may be necessary to provide additional funding for consultant expertise and modification of signing and striping.

PUBLIC CONTACT

Public contact was made through posting of the Bicycle and Pedestrian Advisory Commission agenda on the City's official-notice bulletin board, on the City's website, and the availability of the agenda and report in the Office of the City Clerk.

ALTERNATIVES

1. Recommend to City Council to Accept the findings of a Post-Construction Report and to retain the existing lane configuration of the Maude Avenue Class II Bike Lanes between Borregas Avenue and Fair Oaks Avenue
2. Recommend to City Council to Not Accept the findings of a Post-Construction Report on the Maude Avenue Class II Bike Lanes between Borregas Avenue and Fair Oaks Avenue and provide alternate direction to staff.

RECOMMENDATION

Alternative 1: Recommend to City Council to Accept the findings of a Post-Construction Report and to retain the existing configuration of the Maude Avenue Class II Bike Lanes between Borregas Avenue and Fair Oaks Avenue

Based on the Pre-Parking Removal and Post study results, the small increase in the number of on-street parking demand on adjacent streets is not indicative of a need to change the roadway geometrics from what was installed.

Furthermore, this improvement complies with the City's Complete Streets Policy, the actions identified in the ATP, as well as the policy in General Plan, where the City will design streets for all users, prioritize street space allocated for transportation uses over parking, and provide safe access to city streets for all modes of transportation.

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Reviewed by: Teri Silva, Assistant City Manager
Approved by: Kent Steffens, City Manager

ATTACHMENTS

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1. Placeholder for Report to Council
2. Maude Avenue Roadway Allocation Study
3. On-Street Parking Study Area
4. On-Street Parking Pre- and Post-Construction Study Summary
5. On-Street Parking Pre- and Post-Construction Study Figure