



CITY OF MOUNTAIN VIEW

MEMORANDUM

Public Works Department

DATE: June 1, 2021

TO: Council Transportation Committee

FROM: Marichrisse Hoang, Associate Civil Engineer
Robert Gonzales, Principal Civil Engineer
Ed Arango, Assistant Public Works Director/City Engineer

VIA: Dawn S. Cameron, Public Works Director

SUBJECT: **Calderon Avenue Bike Lanes, Mercy Street to El Camino Real, Project 20-47**

RECOMMENDATION

Recommend that the City Council approve plans and specifications for Calderon Avenue Bike Lanes, Mercy Street to El Camino Real, Project 20-47.

BACKGROUND

Calderon Avenue is a minor arterial street that runs from El Camino Real to Evelyn Avenue. The street has a moderate average daily traffic volume of 6,900 (pre-COVID-19) and a posted speed of 30 miles per hour. Calderon Avenue connects to other existing bike facilities nearby, including those along Phyllis Avenue, Dana Street, and West Evelyn Avenue, and serves destinations such as the Mountain View Transit Center, Edith Landels Elementary School, Benjamin Bubb Elementary School, El Camino Real, and Stevens Creek Trail (see Figure 1).

The City's 2015 Bicycle Transportation Plan Update (Bicycle Transportation Plan), including the draft AccessMV Plan, identified Calderon Avenue as a recommended bicycle route with the implementation of Class II bicycle lanes for enhancing access for users of all ages and abilities (see Attachment 1). Class II bicycle lanes are defined as designated signed, striped, or stenciled one-way travel bicycle lanes on both sides of the roadway. This design can provide a safe and more comfortable facility for biking by providing delineation between bicyclists and adjacent vehicle traffic.



Figure 1: Bike Facilities and Destinations near Calderon Avenue

In 2017, Class II bicycle lanes were implemented on Calderon Avenue between Mercy Street and Evelyn Avenue. Approximately nine on-street parking spaces were removed to accommodate the new bicycle lanes within the existing street width.

Calderon Avenue Bike Lanes, Mercy Street to El Camino Real, Project 20-47, proposes to complete the bicycle network on Calderon Avenue by filling the gap between El Camino Real and Mercy Street with dedicated Class II bicycle facilities. New 6’ wide bicycle lanes are proposed in both directions of Calderon Avenue for consistency with the Bicycle Transportation Plan and the existing bicycle lanes on Calderon Avenue from Mercy Street to Evelyn Avenue.

ANALYSIS

The project area (see Figure 2) consists of one vehicular lane in each direction, and vehicles are allowed to park along both sides of the street unless prohibited by signage or red curb. There is no striping for bicycle lanes.

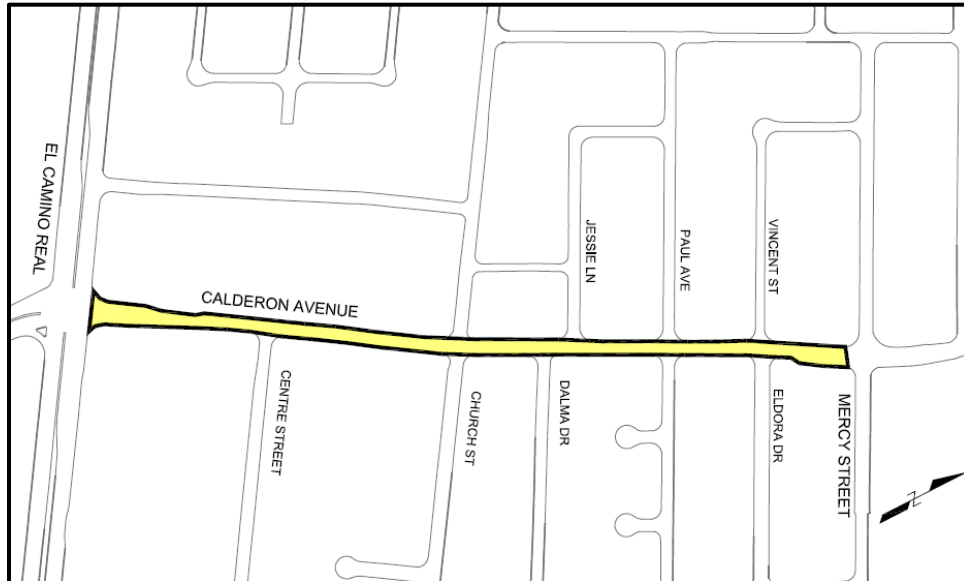


Figure 2: Project Area

The Calderon Avenue curb-to-curb width between El Camino Real and Mercy Street varies between 36' and 52' (see Figure 3). This constraint limits the ability to accommodate both the existing on-street parking and the proposed bicycle lanes along a majority of the project area.

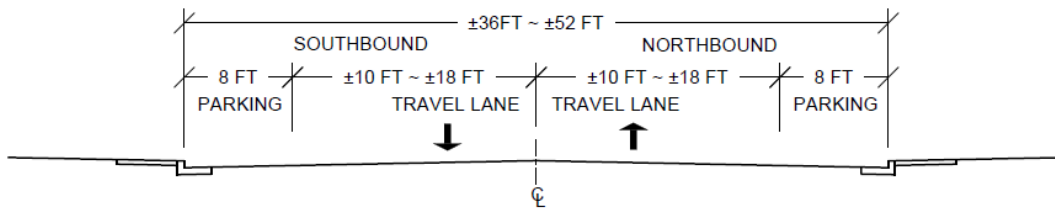


Figure 3: Typical Section Existing on Calderon Avenue

Parking Utilization

Using a 20' vehicle parking space length, there are approximately 64 unmarked on-street parking spaces available within the project segment. To help analyze parking utilization between El Camino Real and Mercy Street, staff conducted field surveys to count parked vehicles during various times and on different days.

The parking data was collected at various times between 12:00 noon and 10:00 p.m. on a Tuesday, Wednesday, Friday, and Sunday in April 2021. During the daytime survey period, staff observed a range of 21 to 33 vehicles parked along the project area. During an evening parking survey conducted on Sunday, April 25 at approximately 10:00 p.m.,

20 parked vehicles were observed. The survey results with parking occupancy rates are shown in Table 1.

Table 1: Parking Survey Vehicles Observed

	El Camino Real to Centre	Centre to Church	Church to Jessie/Dalma	Jessie/Dalma to Paul	Paul to Vincent/Eldora	Vincent/Eldora to Mercy	Total Spaces Available	
Spaces Available	4	22	7	12	12	7	64	
Date of Survey							Total Occupied Spaces	Occupancy Rate
Wednesday April 14 at 3:00 p.m.	4	21	0	3	0	5	33	52%
Friday April 16 5:00 p.m.	3	18	1	2	0	4	28	44%
Tuesday April 20 1:00 p.m.	3	19	0	3	1	4	21	33%
Sunday April 25 10:00 p.m.	4	9	0	3	0	4	20	32%
Average Occupancy Rate	88%	66%	4%	23%	2%	61%		

Among the surveys conducted, high parking utilization was observed between El Camino Real and Church Street and between Vincent Street/Eldora Drive to Mercy Street.

Parking Impacts of Initial Proposal

The initial improvement plan followed the City's design standards, which include 11' wide vehicle travel lane (preferred 10' minimum), 3' striped buffer (if space allows), 6' bicycle lane, and 8' parking lane. Applying these standards to the project area, the proposed improvements would require removing 58 of the 64 available parking spaces due to the constraint of the existing curb-to-curb widths in order to include a Class II bicycle lane and vehicle lane for both directions of travel. In summary, all parking would be removed except for six spaces in the Vincent Street/Eldora Drive to Mercy Street segment.

The block-by-block application of the design standards and the parking impacts are described further below.

El Camino Real to Centre Street

The segment of El Camino Real to Centre Street widens to four lanes at the intersection of El Camino Real to allow for turning movements. This segment will be restriped but will still include the same number of vehicle travel lanes currently existing. On-street parking is already prohibited along this section with the exception to four on-street parking spaces south of Centre Street that would be impacted with the addition of the bicycle lanes.

Centre Street to Jesse Lane/Dalma Drive

Between Centre Street and Jesse Lane/Dalma Drive (Figure 4), the curb-to-curb length slightly widens to approximately 40', which allows for a striped buffer next to each direction of the bicycle lane. This buffer provides added separation between vehicles and bicyclists. With the buffer added in both directions of travel, there is not enough space for parking along this section.

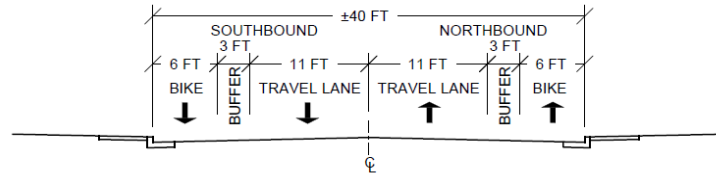


Figure 4: Proposed Typical Section between Centre Street and Dalma Drive

Jessie Lane/Dalma Drive to Vincent Street/Eldora Drive

Between Jessie Lane/Dalma Drive and Vincent Street/Eldora Drive (Figure 5), the curb-to-curb measurement is approximately 36'. With the addition of the proposed bicycle lane, this section cannot accommodate on-street parking.

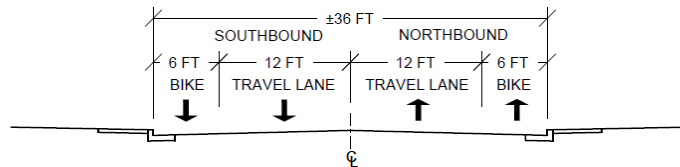


Figure 5: Proposed Typical Section between Jessie Lane and Vincent Street

Vincent Street/Eldora Drive to Mercy Street

Between Vincent Street/Eldora Drive and Mercy Street (Figure 6), the curb-to-curb width is sufficient for the majority of the existing available on-street parking to remain along with the proposed bicycle lanes. Of the seven spaces available, six spaces can be retained.

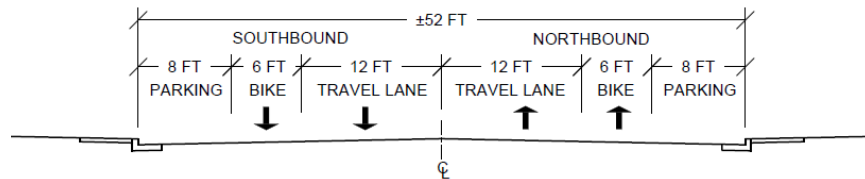


Figure 6: Proposed Typical Section between Vincent Street and Mercy Street

Community Outreach

Staff held a virtual community meeting on April 29, 2021. A notice was sent to 245 property owners and residents on Calderon Avenue between Mercy Street and El Camino Real.

Nine members of the public attended the meeting. Staff presented the project goal of installing Class II bicycle lanes resulting in the removal of 58 of the 64 on-street parking spaces. Two polls were conducted to ask attendees if they live on Calderon Avenue and how often they use on-street parking. Four attendees responded that they live along the project area, three attendees responded that they either park their cars on Calderon Avenue daily or most of the week, and one attendee responded they do not park on the street. During the meeting, members of the public expressed concern for the proposed removal of the parking spaces in the project area as well as the impacts it may have to parking availability on the side streets adjacent to Calderon Avenue.

Community members also requested speed calming improvements, such as bulb-outs, for consideration. Vehicle speeds are anticipated to be reduced with the addition of bike lanes and narrower vehicle travel lanes. Staff evaluated the implementation of other improvements and does not recommend implementation of such improvements. The installation of bulb-outs at the Church Street intersection is not necessary as this is already a four-way stop. Installation of a bulb-out or modification of the curb radius at Centre Street will be reviewed by staff as part of a future project.

Following the meeting, staff received emails from four residents who mentioned their property was located between Church Street and Centre Street. Each resident stated the on-street parking on Calderon Avenue is the only parking available to them to access their residence and requested staff to reconsider the proposed parking removal. Staff

received comments from one owner of a rental property that relies on on-street parking for their property on the same street segment.

Proposed Parking Removal

Staff has since reevaluated the initial improvement plan and identified an option for the segment between Centre Street and Church Street to retain additional on-street parking while still providing Class II bicycle lanes (Figure 7). The layout was modified to eliminate the 3’ buffers, reduce lane widths to 10’, and maintain parking on the east side of the street. This results in removing only the nine spaces on the west side of Calderon Avenue and maintaining the existing 13 spaces on the east side of Calderon Avenue.

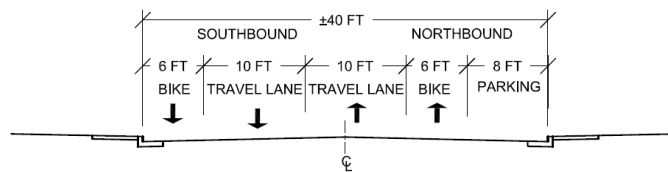


Figure 7: Revised Proposed Cross Section between Church Street and Centre Street

At the same time, on-street parking utilization between Church Street and Jessie Lane was observed to be very low (only one parked car observed just one time). Staff, therefore, continues to recommend removing the seven parking spaces and installing striped buffers in both directions along this segment.

Other segments were evaluated for potential reconfiguration but are constrained by the existing curb-to-curb width, and parking would still need to be removed with the addition of the bicycle lanes. The above modifications are incorporated into the final design, and the project now proposes to remove 45 on-street parking spaces (originally 58) and retain 19 spaces in the project area (see Table 2).

Table 2: Parking Spaces to be Removed

	El Camino Real to Centre	Centre to Church	Church to Jessie/Dalma	Jessie/Dalma to Paul	Paul to Vincent/Eldora	Vincent/Eldora to Mercy	Total Spaces
Spaces Available	4	22	7	12	12	7	64
Removed – Initial Proposal	4	22	7	12	12	1	58
Removed – Final Design	4	9	7	12	12	1	45

FISCAL IMPACT

Calderon Avenue Bike Lanes, Mercy Street to El Camino Real, Project 20-47, is funded with \$570,000 from the Valley Transportation Authority’s 2016 Measure B program. There is sufficient funding for the project. The estimated project cost is as follows:

Construction	\$375,000
Construction Contingency	37,500
Construction Inspection and Testing	25,000
City Project Management	35,000
Consultant Services	46,200
Miscellaneous	<u>16,500</u>
Subtotal	\$535,200
City Administration	<u>34,800</u>
TOTAL PROJECT COST ESTIMATE	<u>\$570,000</u>

NEXT STEPS

Staff will take approval of the plans and specifications, with the modifications of lower parking removals between Church Street and Centre Street, to Council as a Consent Calendar item in June 2021. With Council’s approval of the project, construction is anticipated to begin in fall 2021 and be completed by spring 2022. Advance public noticing would occur prior to and during construction.

PUBLIC NOTICING

Agenda posting. Noticing for this meeting included a mailer to residents and property owners within 750’ of the project site and an announcement on the City website.

MH-RG-EA/EP/6/PWK
901-06-01-21M

Attachment: 1. Map of Recommended Bicycle Improvements from 2015 Mountain View Bicycle Transportation Plan Update

cc: PWD, APWD – Arango, PCE – Gonzales, ACE – Hoang

