



DATE: June 22, 2021

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Calderon Avenue Bike Lanes, Mercy Street to El Camino Real, Project 20-47 – Approve Plans and Specifications and Authorize Bidding**

RECOMMENDATION

1. Approve plans and specifications for Calderon Avenue Bike Lanes, Mercy Street to El Camino Real, Project 20-47, as recommended by the Council Transportation Committee, and authorize staff to advertise the project for bids.
2. Authorize the City Manager to award the construction contract to the lowest responsible bidder if the bid is within the project budget.

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), as well as the adopted 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. Class II bicycle lanes are defined as designated signed, striped, or stenciled one-way travel bicycle lanes on both sides of the roadway. In 2017, Class II bicycle lanes were implemented on Calderon Avenue between Mercy Street and Evelyn Avenue.

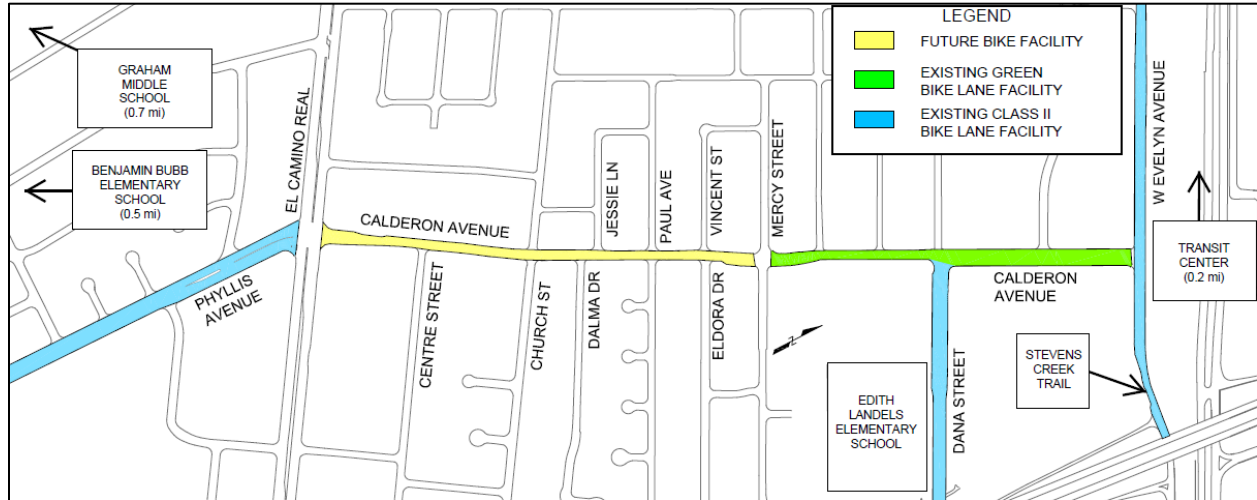


Figure 1: Bike Facilities and Destinations near Calderon Avenue

Calderon Avenue Bike Lanes, Mercy Street to El Camino Real, Project 20-47, will 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 recommended in both directions of Calderon Avenue for consistency with the Bicycle Transportation Plan, AccessMV Plan, and the existing bicycle lanes on Calderon Avenue from Mercy Street to Evelyn Avenue.

On June 1, 2021, the Council Transportation Committee (CTC) considered the recommended plans for the project (see Attachment 1 to this Council report) and unanimously recommended Council approval with one modification that is described below. This modification has been incorporated into the plans and specifications recommended for Council approval.

ANALYSIS

The Calderon Avenue curb-to-curb width between El Camino Real and Mercy Street varies between 36’ and 52’. 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.

In April 2021, staff conducted parking surveys to count parked vehicles in the approximately 64 unmarked on-street parking spaces during various times and on different days. Among the surveys conducted, high parking utilization was observed between El Camino Real and Centre Street, Centre Street to Church Street, and Vincent Drive/Eldora Drive to Mercy Street.

The initial improvement plan followed the City's design standards, which include an 11' wide vehicle travel lane (preferred 10' minimum), 3' striped buffer (if space allows), 6' bicycle lane, and 8' parking lane (if space allows). Applying these standards, the proposed improvements originally identified removing 58 of the 64 available parking spaces along the project segment. In summary, all parking was proposed to be removed except for six spaces in the Vincent Drive/Eldora Drive to Mercy Street segment.

The June 1 CTC memo (Attachment 1 to this Council report) provides a detailed analysis of the observed parking utilization rates, cross sections illustrating how the City's design standards described above were applied block-by-block, and the block-by-block parking impacts.

Community Outreach

Staff held a virtual community meeting on April 29, 2021. The purpose of the meeting was to present the project goal of installing Class II bicycle lanes and gather input on the removal of on-street parking spaces. A notice was sent to 245 property owners and residents on Calderon Avenue between El Camino Real and Mercy Street. Nine members of the public attended the meeting. During the meeting, members of the public expressed concern for the proposed removal of parking spaces and the impacts it may have to parking availability on the side streets adjacent to Calderon Avenue.

Following the community meeting, staff received emails from five residents who mentioned their property was located between Centre Street and Church 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.

A notice was also sent to 1,190 property owners and residents within 750' of the project site for the CTC meeting on June 1, 2021. At the CTC meeting, several members of the public spoke in favor of installing the bike lanes, and three residents along Calderon Avenue raised concerns about the loss of parking. The CTC also received over 20 emails (see [June 1, 2021](#) CTC meeting) about the project—most were from the general community in support of the project and three from residents with concerns about the loss of parking.

Participants at the community meeting and the public speaking at the CTC meeting also raised concerns about the speed of traffic along Calderon Avenue and suggested that the posted speed limit should be lowered from 30 miles per hour to 25 miles per hour. According to the last speed survey conducted in 2018, the 85th percentile speed was 31.6

miles per hour, and lowering the speed limit to 25 miles per hour would not be enforceable. However, based on past experience, it is anticipated that vehicle speeds will lessen with the addition of bike lanes and narrower vehicle travel lanes.

Revised Parking Removal Plan

After the April 29, 2021 community meeting, staff reevaluated the proposed improvements in an effort to retain on-street parking where possible while still providing bike facilities. Staff modified the travel lane width and street layout between Centre Street and Church Street to remove only nine spaces (originally 22) and retain the 13 spaces on the east side of the block.

Staff presented this revised plan to the CTC on June 1. The CTC was supportive of this approach and requested that staff also evaluate preserving the two on-street parking spaces on the east side of Calderon Avenue between Church Street and Jessie Lane. Staff has determined it is feasible to retain these two spaces and has revised the plans and specifications accordingly.

With these modifications, the final design would now remove 43 parking spaces and retain 21 parking spaces of on-street parking in the project area (see Table 1).

Table 1: Parking Spaces to be Removed

	El Camino Real to Centre Street	Centre Street to Church Street	Church Street to Jessie Lane/Dalma Drive	Jessie Lane/Dalma Drive to Paul Avenue	Paul Avenue to Vincent Drive/Eldora Drive	Vincent Drive/Eldora Drive to Mercy Street	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	5	12	12	1	43

The CTC also requested that a reduction in the speed limit along Calderon Avenue be evaluated following the installation of the proposed improvements. If Council approves the recommended project, staff will conduct a speed survey after the construction of the bike lanes to see if the street will qualify for a reduced speed limit.

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. 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>

There is sufficient funding for the project.

CONCLUSION

The project will install Class II bicycle lanes along Calderon Avenue between El Camino Real and Mercy Street and is consistent with the City's 2015 Bicycle Transportation Plan Update and AccessMV Plan. Due to the constraint of existing curb-to-curb widths along the project segment, removal of on-street parking is required to accommodate the addition of bicycle lanes. Based on staff analysis, input from the community and CTC direction, the final plans propose removing 43 of the 64 on-street parking spaces available and retaining 21 spaces. If the recommended action is approved by Council, construction is anticipated to start in fall 2021.

ALTERNATIVES

1. Do not approve plans and specifications and authorization to bid the project and place the project on hold.
2. Provide other direction.

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.

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Attachment: 1. Council Transportation Committee Memo, June 1, 2021

cc: APWD – Arango, PCE – Gonzales, PCE – Shah, ACE – Hoang, SMA – Goedicke, SMA – Doan, PA – Li, cmvgis@mountainview.gov, File (20-47)