City Council Questions
February 25, 2020 Council Meeting

ITEM 4.2 FAYETTE PARK, PROJECTS 13-36 AND 16-32-VARIOUS ACTIONS

1. Appropriations from the Park Land Dedication Fund and the Construction/Conveyance Tax are recommended for this item. What is the fund balance for each of these funds?

The uncommitted balance for Park Land Dedication (PLD) Fund as of January 31, 2020 is approximately $4.53 million. The Construction/Conveyance (C/C) Tax Fund balance as of January 31, 2020 is approximately $5.77 million. There is sufficient funding for the appropriation requests of $400K from PLD and $200K from C/C Tax.

2. In the future, can staff include the fund balances in the Fiscal Impact section when appropriations from the funds are requested? This is helpful information, particularly in items like 7.1, when the appropriation requests are significant.

Staff's practice is to confirm that there are sufficient fund balances before submitting an appropriation request to Council. Fund balances from the last published financial reports or month-end statements could be included in Fiscal Impact sections if so desired by Council. However, most mid-year Capital Improvement Program (CIP) requests are not a significant amount compared to the overall fund balance. If an appropriation request will significantly drawdown a fund balance, staff would call this out in the Council Report.

3. The Dean (the Prometheus project across the street) includes dedication of land for a park. Is the future park frontage also along Fayette Drive? If yes, what is the naming convention for a new park when an existing park is already named after the same street?

The proposed future park associated with The Dean development does have its frontage along the north side of Fayette Drive. The City's policy for naming parks or other City facilities (Policy No. K-17) does not specify any special naming convention when two parks front on the same street. Naming a park after the adjacent street is just one of the naming options in the Council's policy. Other naming options include choosing a park name based on a historical figure, a local landmark, or, if those do not produce an appropriate name, other names can be considered that do not fall under the policy guidelines.

ITEM 4.8 VARIOUS ACTIONS IN SUPPORT OF SAFE PARKING (EXTENSION OF OPERATION AT SHORELINE AMPHITHEATRE LOT B THROUGH LEASE TO COUNTY OF SANTA CLARA AND RELATED ACTIONS AND SPONSORSHIP OF STATE LEGISLATION)

1. Have any vehicles started using the Shoreline lot? If so are they all passenger vehicles?

MOVE has processed three vehicles to use the lot so far, including one that is slightly longer than an average van, a truck with a trailer, and a truck with the camper shell.

2. If 25% of Shoreline Lot B is used by passenger vehicles, does that mean 21 oversized vehicles and 14 passenger vehicles will fit in Lot B?

If 25% of the spaces were permitted to be used for passenger vehicles, that would allow for up to 14 passenger vehicles (with passenger cars doubling up in oversize vehicle stalls where feasible). However, the total vehicle maximum would not exceed 30 per the ordinance. The intent would be to allow for some flexibly in vehicle mix to address the service needs of those registering for safe parking.

3. Will all of the city's criteria for participating in safe parking lots be used if the County leases the lots? That is, people who can prove they were a resident of MV, families with children in Mountain View school districts, elderly, disabled, etc.?

The City's Safe Parking ordinance participant criteria (provided below) will be used for the Shoreline lot.

Participant preferences
A safe parking program provider shall develop a preference list toward available parking spaces with the following preferences:

A. First preference shall be given to families with students enrolled in a school district school within Mountain View.
B. Second preference shall be given to those who: (1) had, within the past five (5) years from adoption of this provision, a legal address or resident address for purposes of voter registration in the City of Mountain View; or (2) work in Mountain View.
C. Third preference shall be given to seniors.
D. Fourth preference shall be given to a person with a disability under the Americans with Disabilities Act.

ITEM 7.1 RENGSTORFF PARK AQUATICS CENTER REPLACEMENT, DESIGN, PROJECT 18-38-PROGRAMMATIC SCOPE OPTIONS

1. What changes are being proposed in terms of the number of parking spaces? Can the number of parking spaces be increased?

The Scope Options presented in the Staff Report are very preliminary and subject to revisions during the design process, but all Options project an increase of approximately ten on-site parking spaces by modifying the existing parking lot to a more efficient layout. Any further increases in on-site parking count would require expansion of the parking lot into other park spaces (such as the skate park) or removal of additional heritage and non-heritage trees.

2. Why did staff decide not to do concessions? Could we design the area near the parking to allow an area that would work for food trucks so that we could have some times with food?

The baseline project scope was developed based on current operations of the pool facilities. Currently, the City does not offer concessions at either pool. Staff felt with the addition of concessions, it would require additional hourly staff to support and may not be a viable business

operation based on pool/staff scheduling constraints. Staff will further assess the question of including concessions during the conceptual design process.

3. Can you please break out MV resident results from non-resident results for the survey that is referenced on page six of the staff report?

Staff Response: Of the 148 responses, 127 were from residents and 21 from non-residents. Below are the survey results by resident and non-resident:

Resident Responses

Facility Elements	Percent (%)*	Aquatic Programs	Percent (%)*
Shade Structures	91.3	Recreation Swim	85.0
Shallow Water	77.9	Swim Lessons	72.4
Deep Water	71.6	Lap Swim	69.3
Seating/Picnic Tables/ Viewing Areas	74.8	Lifeguard/Safety Courses	54.3
Toddler Area/Pool	67.7	Youth Swim Team	51.9
25-Meter Lap Lanes	62.9		
50-Meter Lap Lanes	59.0		
Diving Boards and Diving Area	58.0		
Green Space	59.0		

Non- Resident Responses

Facility Elements	Percent (%)*	Aquatic Programs	Percent (%)*
Shade Structures	52.3	Recreation Swim	47.6
Shallow Water	42.8	Swim Lessons	61.9
Deep Water	71.4	Lap Swim	76.2
Seating/Picnic Tables/ Viewing Areas	33.3	Lifeguard/Safety Courses	66.6
Toddler Area/Pool	38.0	Youth Swim Team	47.6
25-Meter Lap Lanes	61.9		
50-Meter Lap Lanes	66.6		
Diving Boards and Diving Area	38.0		
Green Space	23.8		

4. Would people be able to do party rental of the fun pool?

Staff anticipates with the option of two pools available at the facility that each pool, the "fun" or "fast water" pool, could be reserved independently or the full aquatic facility could be reserved. In addition, staff will be evaluating offering "birthday packages" where an individual may reserve the multi-purpose room to host a birthday party, but attendees would participate in swim during the open recreation swim program with the public.

5. When was Eagle Park Pool last renovated? Is Eagle Park Pool scheduled to be replaced/renovated in the future?

The most significant renovation was completed in 2007 and included the complete resurfacing of the pool, and replacement of associated drains and pool deck and reinstallation of the 1-meter diving board. Over the last few years, Eagle Park Pool has had minor repairs to the facility. Most recent improvements included replacement of the chlorine system in 2017, repairs to ventilation in the pump room and replacement of drain grates in 2018, and resurfacing the locker room and lobby floors in 2020. Eagle Park Pool is not scheduled to be replaced or renovated at this time.

6. Would Eagle Park Pool be a more appropriate location for a 50-meter pool (Option 3), if the Council would like to consider that option in the future?

Staff has not explored this site for a 50-meter pool and would need to study if a pool of this size and associated parking and amenities could fit at Eagle Park if Council would like staff to look into this.

ITEM 7.2 MOUNTAIN VIEW SHUTTLE STUDY

1. Can you please share the results of the survey for MV residents only cited on page 2 of the staff report?

Pages 24 to 29 of the Shuttle Study report provided to Council off-agenda on November 27, 2019 (link provided on page 3 of the February 25, 2020 Council Report) provides the survey results in tables with columns indicating responses for Mountain View residents, Mountain View seniors, and Mountain View youth. These pages are attached for reference. Below are some key results:

- **70% of the 628 respondents were Mountain View residents and for the most part, the results were similar between all respondents and only Mountain View residents. Notable exceptions were:**
  - **Residents had a lower use of Caltrain and MVgo Shuttle and somewhat higher use of Community Shuttle compared to all respondents**
  - **Residents had a somewhat higher demand for shuttle service after 7 p.m. and a higher demand for weekend shuttle services than all respondents**

- **Comparing Mountain View seniors responses to all Mountain View residents responses related to the Community Shuttle, notable differences were:**
  - **Seniors had a much higher use of the Community Shuttle and lower use of Caltrain and VTA bus/light rail**
  - **Seniors indicated less demand for early (6 a.m. - 9 a.m.) and late (7 p.m. - midnight) service**
  - **Seniors leaned more toward favoring 30-minute frequency while residents leaned more toward 15-minute frequency**

- **Comparing Mountain View youth responses to all Mountain View residents responses related to the Community Shuttle, notable differences were:**
  - **Youth had a much higher use of the Community Shuttle and VTA bus/light rail with lower use of Caltrain**

- **Youth indicated much higher demand for early (6 a.m. - 9 a.m.) and mid-afternoon (3 p.m. -7 p.m.) service – when school starts and ends**
- **Youth indicated much less demand for weekend service**

2. Did staff look at expanding the hours and increasing frequency during morning and evening commute hours, and not increasing the frequency during the entire day?

Although this specific scenario was not looked at, a similar scenario was estimated. The annual additional cost to increase the service hours to 6 a.m. – 6:45 p.m., with 15-minute frequencies during peak a.m. and p.m. commute hours and 30-minute frequencies midday, weekdays only, was $2.0 million. Increasing frequency for even part of the day requires additional vehicles, which is a major contributor to the high costs associated with increasing frequency.

3. For Route 51, is there historical data showing how many people get on and off the bus at MV stops?

Staff does not currently have this information available. We will submit a request to VTA for the boarding numbers for the Route 51 bus stops in Mountain View and provide this information to Council once it is received.

4. For Route 52, is there historical data showing how many people get on and off the bus at MV stops?

Staff will include Route 52 bus stop boarding numbers in the request to VTA.

5. Would on demand service be serving one rider or multiple riders at the same time? Do we have any data on this from Cupertino's pilot?

On-demand service can serve more than one rider at a time, but loads are typically fairly low. The Cupertino pilot has only been in operation for a short time, but performance reports should be available soon.

6. Could you please clarify whether or not community shuttle information could be added to the Transit app that VTA uses as described on page 17 of the staff report?

The Community Shuttle is already included on the Transit App.

7. The staff report says that the Community Shuttle "Daily ridership exceeds 600 riders and carries more riders per hour of service than VTA routes, including El Camino Real service." Does staff know how this compares with other more densely developed cities like for example SF? I understand that transit service in SF is much larger than shuttle service in Mountain View, but is there any way to make comparisons of rides per hour in places with various densities? Are there some standard expected numbers for different densities?

   Staff does not have specific information available comparing riders per hour based on various densities in other cities. It is well established in the transit industry that higher densities are more conducive to transit usage, making transit more effective in these areas. Some pertinent information can be found in the National Transit Database. According to this database, for the

50 largest transit operators, the average number of riders per vehicle service hour is 34. These larger operators tend to be serving urban areas with higher levels of density. For system sizes that are comparable to VTA, the range is 25 to 35 average riders per vehicle service hour. VTA is currently listed as performing at a system wide average of 20 riders per vehicle service hour.

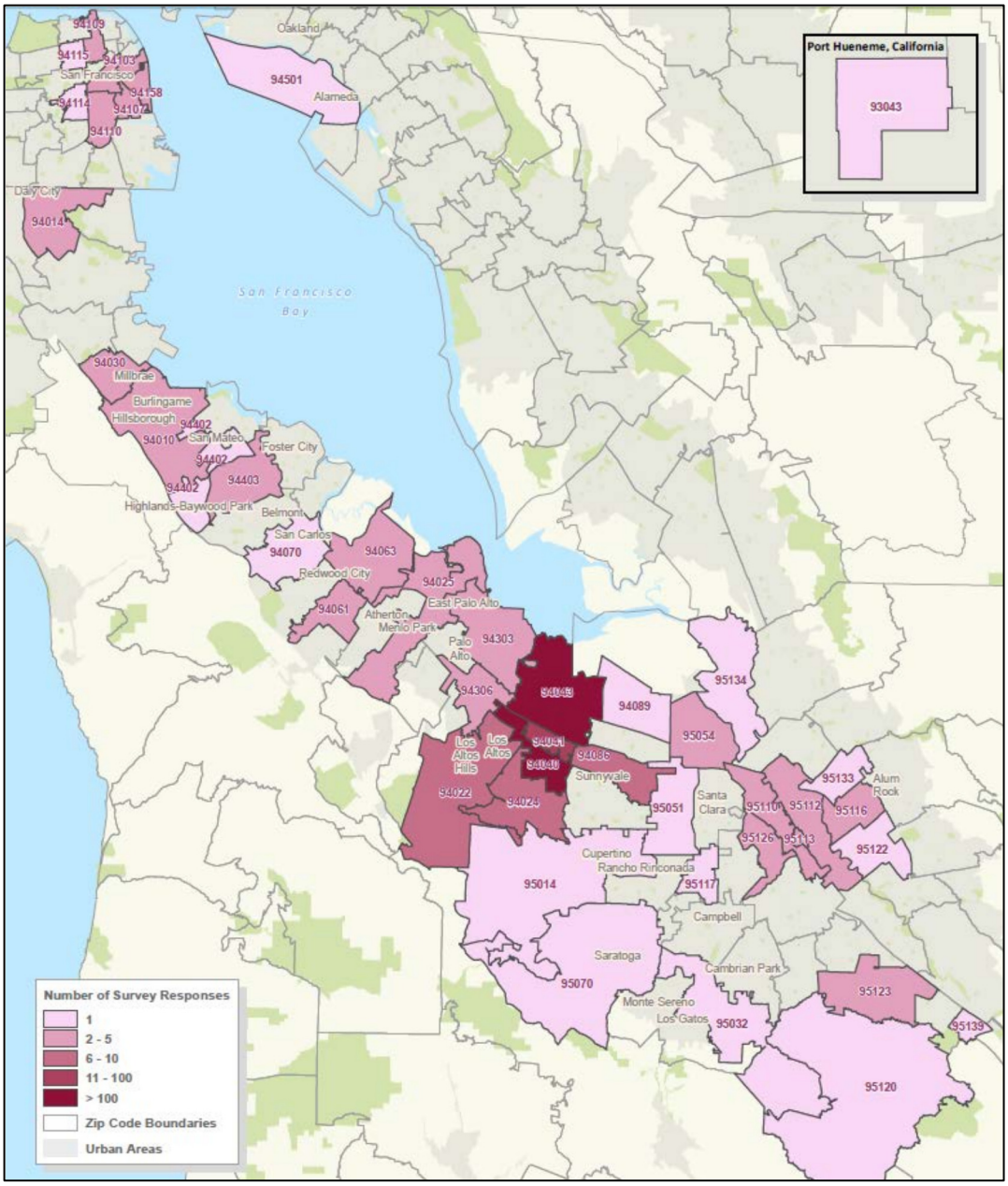
8. 80% of Measure P funds are to be used for transportation needs. The two shuttle systems have different goals but combined the staff report describes those goals or possible goals as: (1) reducing congestion in the city (2) serving specific populations such as low-income people, seniors and students (3) reducing need for parking near the transit center and (4) reducing the city's carbon footprint. Which of these goals best align with the intent of Measure P?

   On June 26, 2018, the Council adopted a resolution specifying an intention to use the Measure P funds to improve traffic congestion in the City. Specifically, it resolved: "While the ballot measure is a general tax and may legally be used for unrestricted general governmental purpose, the City Council intends to spend approximately 80 percent of the revenue generated by the business license tax on transportation and innovative transit solutions to improve traffic congestion in the City of Mountain view, including, but not limited to: bicycle, pedestrian, and vehicle-separated routes across the railroad tracks, new transit systems to employment centers, and the community shuttle."

Respondent Distribution

In total, 628 people responded to the survey, with residents of ZIP codes 94040, 94041, and 94043 accounting for 70 percent of responses. (See Figure 12 for a map of the response distribution across the Bay Area by ZIP code.) Youth respondents (under 19 and over the age of 10) accounted for 10 percent of total responses. Eleven percent of all respondents and 13 percent of Mountain View respondents were seniors (ages 65 and older). Familiarity with the Mountain View Community Shuttle was higher among Mountain View residents (74 percent) when compared to all survey respondents (68 percent). Among Mountain View residents, 87 percent of those over age 65 were familiar with the shuttle and 71 percent of youth respondents indicated familiarity with the Community Shuttle.

Figure 12: Survey Responses by ZIP Code



Frequent Transit Usage by Provider

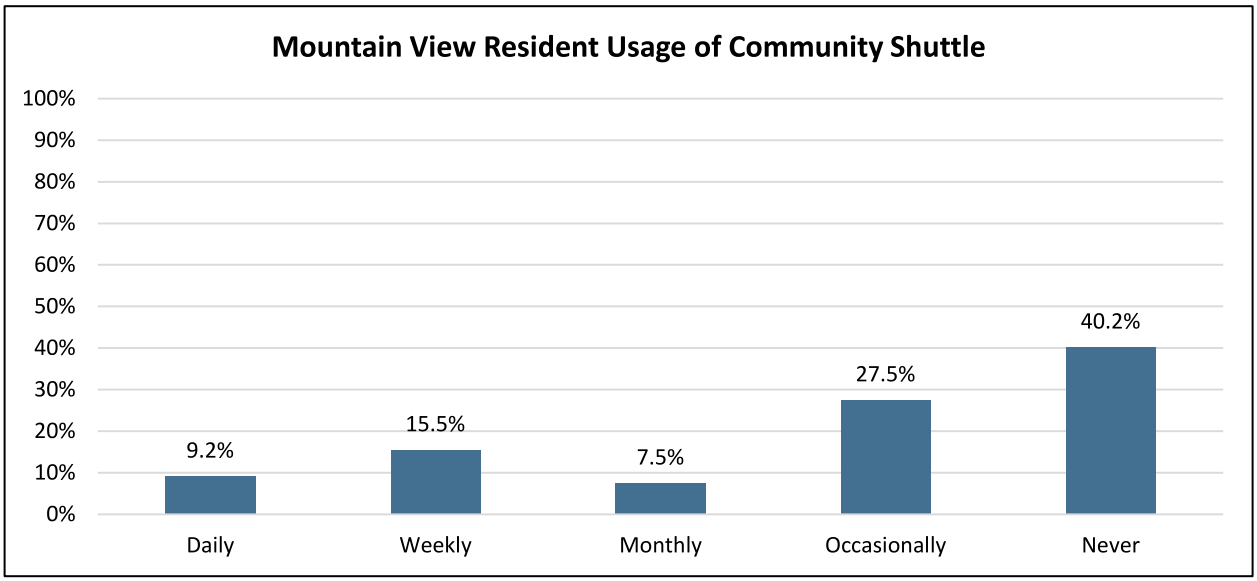
Respondents were asked which regional transit services they used at least once a week. Of all listed services (Community Shuttle, Caltrain, VTA bus/light rail, and MVgo shuttle), Caltrain had the most responses, as shown in Table 6.

Table 6: Respondent Transit Usage by Provider

Service Provider	All Respondents	All MV Residents	MV Seniors (Age 65+)	MV Youth (Ages 10-18)
Caltrain	36.2%	29.5%	17.3%	8.1%
Community Shuttle	22.1%	24.7%	32.1%	29.3%
VTA Bus/Light Rail	20.3%	19.9%	9.8%	26.3%
MVgo Shuttle	12.9%	6.9%	6.3%	0.0%

While the Mountain View Community Shuttle was the second most frequented form of transit among all respondents (22.1 percent) and City residents (24.7 percent), it was the most frequented form of transit for Mountain View seniors (32.1 percent) and youth (29.3 percent). Figure 13 shows the breakdown of Community Shuttle usage by all Mountain View residents. Less than ten percent of Mountain View respondents reported using the Community Shuttle daily.

Figure 13: Mountain View Resident Usage of Community Shuttle



Factors Contributing to Transit Use

Respondents were asked how changes to ten different service factors would impact their transit usage. Table 7 summarizes the results of respondents who indicated a change in the factor would make it "extremely likely" or "somewhat likely" they would use transit more frequently. The most influential factors were improved frequency, proximity to preferred destinations, longer service span, and proximity to home/trip origin. While the data for all respondents compared to Mountain View residents

were largely similar, there were noticeable trends among Mountain View seniors and youth, compared to the general populations. Overall, every factor was less likely to encourage City seniors to ride transit more frequently than the total respondent population, with the exception of providing more comfortable vehicles and bus stops. Youth respondents indicated accessible information and improved safety would make them more likely to use transit at a higher percentage than all City responses.

Table 7: Factors Contributing to Transit Usage

Factors	All Respondents	All MV Residents	MV Seniors (Age 65+)	MV Youth (Ages 10-18)
More Frequent Transit	91.5%	90.7%	80.8%	92.7%
Transit Closer to Places I Want to Go	90.0%	90.0%	83.3%	90.2%
Extended Transit Hours	85.3%	86.0%	76.9%	81.0%
Transit Closer to Home	80.1%	80.1%	75.0%	80.0%
Better Connections to Regional Transit	74.3%	72.7%	66.0%	64.1%
Traffic Congestion	60.8%	59.6%	56.9%	58.5%
Easier to Find/Understand Transit Information	56.0%	54.9%	50.0%	73.2%
Gas Price Increase	40.7%	39.4%	34.0%	39.5%
Vehicles and Bus Stops More Comfortable	40.1%	38.5%	46.0%	40.5%
Safer Transit	38.0%	38.0%	30.0%	51.4%

Mountain View Community Shuttle Interest by Time of Day and Day of Week

The Community Shuttle currently operates daily between 10 AM and 6 PM. This service span limits trip-making to midday and late afternoon trips. The survey asked respondents about the time of day and day of week they would be most interested in using transit service. The afternoon peak (between 3 and 7 PM) was the most popular time of day across all groups. The second most in-demand service period was the morning peak (between 6 and 9 AM). While most of the afternoon peak (three of the four hours) is covered by the current service span, none of the morning peak is covered. Respondents also indicated a sizable demand for transit service in the evening, after 7 PM. Responses are summarized in *Table 8.*

These results indicate that the current service span is not serving the full range of customer demand throughout the day. Expanding service earlier into the morning would enable students and commuters to use the shuttle for their trip to school or connection to Caltrain, respectively. Service later into the evening would capture regional commuters returning home to Mountain View after 6 PM on Caltrain or VTA as well as connecting non-resident employees in Mountain View to Caltrain outbound service at later hours.

Table 8: Customer Demand by Time of Day

Time	All Respondents	All MV Residents	MV Seniors (Age 65+)	MV Youth (Ages 10-18)
6am - 9am	59.1%	58.7%	41.1%	66.7%
9am - 12 Noon	50.0%	53.6%	64.3%	23.8%
12 Noon - 3pm	46.4%	49.7%	67.9%	45.2%
3pm - 7pm	78.5%	79.0%	69.6%	83.3%
7pm - Midnight	45.4%	50.3%	41.8%	14.3%
Midnight - 6am	6.0%	7.2%	3.6%	0.0%
Never	4.1%	1.8%	3.6%	0.0%

Community Shuttle service on weekdays generated the most interest, compared to weekend days, across all response groups (all survey respondents, City residents, City seniors, and City youth). See Table 9. Saturday service was more popular than Sunday service among all respondents, City residents, and City seniors. While a vast majority of City youth were interested in weekday service, only about a quarter (28.6 percent) showed interest in Saturday or Sunday service.

Table 9: Customer Demand by Time of Day

Day	All Respondents	All MV Residents	MV Seniors (Age 65+)	MV Youth (Ages 10-18)
Weekday	87.4%	88.9%	89.1%	90.5%
Saturday	56.8%	63.7%	70.9%	28.6%
Sunday	49.8%	55.9%	49.1%	28.6%
Never	4.3%	2.1%	3.6%	2.4%

Minimum Shuttle Frequency

Consistent with industry-wide findings, Mountain View survey respondents indicated that improved service frequency was the factor most likely to encourage them to use transit more often. (See Table 7) The survey asked respondents to select the minimum frequency required for them to use the Community Shuttle. The service currently operates every 30 minutes on weekdays and every 60 minutes on weekends, and the survey findings indicate that the shuttle would need to operate at least every 15 minutes to be considered attractive to the majority of respondents. (About 47 percent indicated 15-minute frequency as their threshold, 32 percent would accept 30-minute, and 3 percent indicated 60-minute frequency was sufficient for them to use shuttle service. Combined, nearly 83 percent of respondents would use service that operates every 15 minutes or less frequently, representing the majority of respondents.) In our outreach, seniors placed a higher priority on longer service hours over frequency improvements.

Table 10: Minimum Shuttle Frequency for Customers to Consider Shuttle Service

Frequency	All Respondents	All MV Residents	MV Seniors (Age 65+)	MV Youth (Ages 10-18)
Every 10 minutes	13.5%	13.6%	1.8%	21.4%
Every 15 minutes	47.2%	45.3%	41.8%	45.2%
Every 30 minutes	32.2%	36.3%	49.1%	31.0%
Every 60 minutes	3.3%	3.0%	1.8%	0.0%
None of the above	3.8%	1.8%	5.5%	2.4%

Usage of Transportation Network Company (TNC) Services

To better gauge the transportation landscape in Mountain View, survey respondents were asked how often they used services from TNCs such as Uber and Lyft. A majority of all respondents, City residents, City seniors, and City youth indicated they had either never used a TNC service or used them less than once a month. For those who do utilize TNCs, 'One to three times a month' seems to be the most common frequency. Those ages 65 and older (seniors) and between 10 and 18 (youth) used TNCs less than the average respondent and City resident, with zero percent of City seniors and 7.1 percent of City youth using Uber or Lyft at least once a week.

Table 11: Frequency of TNC Usage

Frequency	All Respondents	All MV Residents	MV Seniors (Age 65+)	MV Youth (Ages 10-18)
Every day	1.8%	0.9%	0.0%	0.0%
A few times a week	11.4%	10.5%	0.0%	7.1%
One to three times a month	24.4%	24.1%	13.0%	19.0%
Once a month	8.5%	8.4%	7.4%	9.5%
Occasionally, less than once a month	37.3%	39.0%	40.7%	40.5%
Never	16.6%	17.1%	38.9%	23.8%

Access to Caltrain and VTA Light Rail Services

When asked how they access Caltrain and VTA light rail stations, walking and driving oneself were the most popular responses among all survey respondents (36.7 percent and 25 percent, respectively) and City residents (42.8 percent and 25.5 percent, respectively). City youth and seniors also reported walking or driving oneself as the top two responses, though these cohorts were more likely to use the Community Shuttle or be dropped off than other response groups.

Table 12: Most Commonly Used Access Modes for Caltrain and VTA Service

Method	All Respondents	All MV Residents	MV Seniors (Age 65+)	MV Youth (Ages 10-18)
Walk	36.7%	42.8%	41.2%	38.9%
Drive myself	25.0%	25.5%	27.5%	27.8%
Bike/scooter	10.0%	10.2%	2.0%	5.6%
Carpool/dropped off	8.8%	8.3%	15.7%	13.9%
MVgo Shuttle	6.5%	1.2%	2.0%	0.0%
Mountain View Community Shuttle	6.5%	6.4%	11.8%	13.9%
Take an Uber/Lyft/Taxi	5.6%	5.7%	3.9%	2.8%
VTA bus or light rail	4.9%	4.3%	0.0%	5.6%
Company Shuttle	0.2%	0.0%	0.0%	0.0%

Top Destinations

Respondents were also asked to list destinations in the City of Mountain View that they would access via transit. Top destinations included: Downtown, San Antonio Center, Mountain View Transit Center (Caltrain Station), Mountain View High School, and Mountain View Civic Center. The Community Shuttle serves all of these locations except for Mountain View High School, which was listed by 46 percent of City youth. Popular destinations not currently served by the shuttle included: Shoreline Park, Rengstorff Center, Los Altos High School, and Googleplex.

Table 13: Top Destinations Accessed by Transit

Destinations	All Respondents	All MV Residents	MV Seniors (Age 65+)	MV Youth (Ages 10-18)
Downtown	28.7%	30.5%	29.5%	20.5%
San Antonio Center	25.8%	28.8%	29.5%	7.7%
Mountain View Caltrain Station	21.0%	18.0%	8.2%	0.0%
Mountain View High School	9.9%	11.9%	1.6%	46.2%
Mountain View Civic Center	9.3%	11.0%	13.1%	5.1%
Grant Park Plaza	7.4%	9.0%	14.8%	0.0%
El Camino Hospital	7.0%	7.0%	14.8%	2.6%
Shoreline Park	6.2%	8.4%	6.6%	10.3%
Century Cinema 16	5.8%	6.1%	3.3%	5.1%
Rengstorff Center	5.2%	6.7%	11.5%	5.1%
Los Altos High School	3.5%	3.5%	0.0%	12.8%
Crittenden Middle School	3.3%	4.7%	0.0%	15.4%
Miramonte Avenue & Cuesta Drive	3.3%	4.1%	9.8%	2.6%
Cuesta Park	3.1%	3.8%	0%	0.0%
Googleplex	3.1%	3.5%	1.6%	0.0%
German International School of Silicon Valley	3.1%	2.6%	0.0%	5.1%