



DATE: March 3, 2015

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Modify Parking Regulations on Portions of Hope and View Streets**

RECOMMENDATION

Adopt a Resolution to Modify Parking Restrictions on the East and West Side of Hope Street between Evelyn Avenue and Villa Street and the East Side of View Street between Evelyn Avenue and Villa Street, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

On November 25, 2014, the City Council approved a conceptual plan for integrated transit, bicycle, and pedestrian facilities/improvements in the Shoreline Boulevard Corridor between the Downtown Transit Center and North Bayshore Area.

One of the near-term improvements identified in the Shoreline Boulevard Corridor Study (Corridor Study) was the need to establish new shuttle loading zones on Hope and View Streets during the weekday morning peak period (7:00 a.m. to 10:00 a.m.). The new loading zones were recommended as a way to alleviate some of the congestion that occurs at the Downtown Transit Center each weekday morning when more than 100 public buses and private employer and other shuttles utilize the Downtown Transit Center to pick up VTA and Caltrain riders, particularly Caltrain Baby Bullet riders, to complete their morning commutes to work.

The two Downtown Transit Center circular driveways used by the buses and shuttles have limited vehicle storage capacity, particularly the smaller inner loop designated for private employer and other shuttles, resulting in the vehicles backing up on/along Evelyn Avenue as they wait for an available space in the driveway loop to pick up passengers. The goal of establishing the additional shuttle loading zones is to provide other close and convenient, and perhaps quicker, alternatives for private employer and other shuttles to use when picking up passengers. This, in turn, should reduce some of the congestion at/near the Downtown Transit Center and on/along Evelyn Avenue.

The designation of these additional parking areas as shuttle loading zones for morning commute purposes is intended to provide immediate relief to some of the traffic congestion in the area while a longer-term, more comprehensive master planning effort for the Downtown Transit Center is undertaken (another Corridor Study recommendation scheduled for City Council discussion on March 3, 2015).

Staff is also aware that the VTA is reviewing its policy for third-party use of its properties and there may be the need for additional changes to shuttle operations and parking at/near the Downtown Transit Center once the VTA has completed its review. A date for VTA Board action on potential changes to the policy has not yet been determined. City staff will continue to monitor and provide input into the policy review process—particularly the issue of charging a fee for free to the public shuttles such as MVgo. Depending on the policy changes approved by the VTA, City staff may return to the Council with additional recommendations for parking modifications at/near the Downtown Transit Center.

ANALYSIS

Currently, both sides of Hope Street and the west side of View Street, between Evelyn Avenue and Villa Street, are subject to a two-hour parking restriction on weekdays and Saturdays between 9:00 a.m. and 6:00 p.m. The proposed parking regulation modifications would establish new shuttle loading zones at these locations during the weekday morning peak period (7:00 a.m. to 10:00 a.m.). Existing parking regulations on those portions of Hope and View Streets would apply at all other times.



The proposed parking modifications would affect 24 parking spaces on Hope Street and 14 spaces on View Street. To assess the impact of the proposed change, parking counts were taken between 8:00 a.m. and 10:00 a.m. on September 30 and October 1, 2014. The results of the counts showed that parking occupancies on Hope and View Streets did not exceed 52 percent and that occupancies in nearby off-street parking lots did not

exceed 45 percent. There is adequate parking supply in the immediate area to accommodate the existing morning parking demand on those blocks, so any parking impacts are expected to be minimal.

If the recommended parking regulation modifications are approved by the City Council, staff estimates that the signs and striping for the new shuttle loading zones can be installed in approximately four weeks.

FISCAL IMPACT

The estimated cost of the new signage and striping required to implement these modified parking restrictions is \$6,000 and will be funded by the City's annual street maintenance budget.

ALTERNATIVES

1. Do not approve the recommended parking restriction modifications.
2. Approve other parking restriction modifications.
3. Provide other direction to staff.

PUBLIC NOTICING

In addition to the City's standard agenda posting requirements, notices were sent to residents/property owners within 300' of the proposed parking modifications, the Central Business Association, and the Old Mountain View Neighborhood Association.

If the recommended parking regulation modifications are approved by the City Council, staff will reach out to the private employer and other shuttles using the inner loop of the Transit Center to let them know about, and encourage them to use, the additional loading zone facilities available for the morning commute peak period.

Prepared by:

Linda Forsberg
Transportation and Business Manager

Approved by:

Michael A. Fuller
Public Works Director

Daniel H. Rich
City Manager

LF/7/CAM
901-03-03-15CR-E

Attachment: 1. Resolution

cc: APWD—Solomon, TE, PC, File