



DATE: December 3, 2019

CATEGORY: Unfinished Business

DEPT.: Public Works

TITLE: **Oversized Vehicle Parking on Certain Streets Adjacent to Class II Bikeways**

RECOMMENDATION

Adopt a Resolution Designating Streets, or Portions Thereof, Where Oversized Vehicle Parking Adjacent to Class II Bikeways is Prohibited Pursuant to Mountain View City Code Section 19.79.3, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

On September 24, 2019, the City Council introduced an Ordinance Amending Articles I and VIII of Chapter 19 of the Mountain View City Code Related to Oversized Vehicle Parking on Certain Streets Adjacent to Class II Bikeways, and adopted the ordinance on October 22, 2019. Council voted unanimously both to introduce and adopt the ordinance.

Council also directed staff to evaluate certain streets adjacent to Class II Bikeways and return before the end of the year with a resolution prohibiting parking of oversized vehicles on specified streets adjacent to Class II bikeways. Class II bikeways are on-street lanes for bicycles delineated by striping and stencils. A map showing Class II bikeways and where parking exists is included as Attachment 2 to the Council report.

ANALYSIS

Public Works Department staff identified all locations where parking is currently allowed adjacent to Class II bikeways and took measurements to determine the existing width of the bike lanes and parking lanes. Staff compared those dimensions to the recommended widths used in the design of Class II bikeways adjacent to parking and determined that the majority of locations did not have the desired Class II bikeway width if installed with current parking width standards. The recommended minimum width for a Class II bike lane is 5' for streets with posted speed limits up to 30 mph and

6' for streets with posted speed limits up to 40 mph. Curbside parking lanes are generally 8' in width. An oversized vehicle is defined as one greater than 7' wide, 22' long, or 7' high. With the addition of mirrors and up to 18" between the vehicle and the curb (the legal distance a vehicle may park from the curb), staff's analysis indicates that where Class II bikeways exist adjacent to curbside parking, there is a high likelihood that oversized vehicles will encroach in the bike lane given their size and the width of the parking lane.

In addition to the above analysis, staff has received many complaints from cyclists and drivers regarding oversized vehicles encroaching into existing Class II bikeways, which can force the cyclist to move into the vehicle lanes to avoid the oversized vehicles.

Through land use and sustainability policies, educational programs, and capital improvement projects, the City is encouraging use of bicycling as an alternative to single-occupancy vehicle travel. Reducing encroachment of parked vehicles into Class II bikeways furthers this goal.

The locations identified by staff where parking is currently allowed adjacent to Class II bikeways are listed in a table included in the attached resolution, which designates those streets, or portions thereof, where oversized vehicle parking is prohibited pursuant to and consistent with City Code Section 19.79.3. Prior to enforcement of the locations where oversized vehicles are prohibited when parked adjacent to Class II bikeways, staff will install signage to give adequate notice of the parking restriction. It is anticipated that signage will be installed by the end of March 2020.

FISCAL IMPACT

There is sufficient funding from the Bike Lane Improvement Project (18-67) for the purchase and installation of signage necessary to implement this resolution.

ALTERNATIVES

1. Do not adopt the resolution.
2. Provide other direction.

PUBLIC NOTICING

All routine Council agenda notice and posting procedures were followed with a notice to be published in the *San Jose Post Record*. A copy of the report was sent to the County, Community Services Agency (CSA), MOVE, and stakeholder group members.

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Attachments: 1. Resolution
2. Bicycle Lane Map (Class II Bikeways)

cc: CTE, STE – Lopez, ACE – Galang