Park Avenue
Multimodal Improvements

Introduction

Park Avenue serves as a part of San Jose's Primary Bikeway Network. Together with San Fernando Street and San Antonio Street, the corridor provides a continuous east-west connection through San Jose. The goal of the Park Avenue project is to provide high-quality bicycle facilities on Park Avenue from downtown San Jose to the Santa Clara city limits. The San Jose Department of Transportation has secured three grants to accomplish this. These three grants are from the following funding sources: federal Community Design and Transportation, the state Bicycle Transportation Account, and the federal Highway Safety Improvement Program. Together, these three grants will fund the installation of buffered and standard bicycle lanes, new pedestrian curb ramps, and necessary signal modifications creating an enhanced bicycle-friendly corridor linking our downtown to the City of Santa Clara.

In addition to the improvements proposed by the Department of Transportation, the Environmental Services Department has secured grant funding to install "green street treatments" which will pre-treat storm water run-off through the use of bioswales and bioretention areas. These would be installed at various locations along Park Avenue but will not have any impact on parking or traffic flow.

This report describes parking impacts in the three major segments of the project. These areas are Sunol Street to Race Street, McDaniel Avenue to Race Street, and Montgomery Street to Market Street. Each area has a unique character and therefore unique opportunities to create this bicycle-friendly corridor.

Data Collection

Data was collected during three time periods, weekday afternoon (approximately 1:00pm), weekday evening (approximately 7:00pm), and Saturday afternoon (approximately 1:00pm). These counts were conducted by City Staff.

Sunol Street to Race Street

Background Information

The Park Avenue Multimodal Project includes the installation of bicycle lanes between Race Street and Sunol Street. In order to accomplish this, parking will be removed along the westbound travel lane. This will eliminate thirty-five (35) parking stalls. Based on parked vehicle counts conducted by City staff, peak utilization of available on-street parking on the blocks between Race Street and Sunol Street is 70 to 76%. The parking along the westbound travel lane is less utilized than along the eastbound travel lane.

Private, off-street parking lots adjacent to this section of Park Avenue have an approximate capacity of 132 vehicles; however, many commercial buildings do not have access to these off-street facilities. Almost all of the residences within this segment of Park Avenue have the capacity to park at least one vehicle on their premises (in or adjacent to a driveway). There are no public parking facilities within this area, only private off-street lots dedicated to individual businesses.

Data

See following page.

Discussion

The existing on-street parking capacity between Race and Sunol streets is sixty-six (66) vehicles. This project will remove 35 stalls resulting in a remaining capacity of 31 stalls. Average utilization along this segment, as a whole, is at 49 vehicles. This means that on average 18 vehicles will need a place to park.

Land use adjacent to Park Avenue includes residential and general commercial. Based on our data collection it appears that sufficient capacity exists along side streets, off-street lots, and individual residential driveways to accommodate the expected number of vehicles above the future on-street capacity within this segment of Park Avenue. Additionally, on average, the utilization of the parking stalls along the westbound travel lane is lower than along the eastbound travel lane. The project will remove the parking along the westbound travel lane (the north side of the street) in order accommodate standard 5-ft wide bicycle lanes in both directions of travel.

Yellow Pins = Commercial Off-Street
Green Pins = Residential Driveways

Side Street Parking Capacity (Within 200' of Park)

Street	Capacity
Sunol N/S	12 (RPP)
Sunol S/S	1
Cleaves N/S	14 (RPP)
Cleaves S/S	13
Morrison N/S	9 (RPP)
Morrison S/S	13
Lincoln S/S	9
Rainier N/S	9 (RPP)
Race N/S	4
Race S/S	8
TOTAL	**92 (44 RPP)**

Off Street Parking Facility Capacity

Nearest Cross Street	Capacity
Race Street N/S	34
Race Street S/S	15
Rainier Ave N/S	7
Lincoln Ave S/S	19
Cleaves Ave N/S	6
Sunol Street S/S	16
TOTAL	**97**

McDaniel Avenue to Race Street

Background Information

The Park Avenue Multimodal Project includes the installation of buffered bicycle lanes on Park Avenue between Race Street and McDaniel Avenue.

Data

The majority of the blocks within this segment have an average parking utilization lower than 50%. The highest-utilization areas are those with commercial uses, such as restaurants, small shops, services, and coffee shops.

Side Street Parking Capacity (Within 200' of Park)

Street	Capacity
McDaniel S/S	16
Naglee S/S	1
Naglee N/S	0
Magnolia N/S	12
Calaveras S/S	14
Hester N/S	12
Hester S/S	8
Yosemite S/S	7
Yosemite N/S	13
Mariposa N/S	14
Meridian S/S	4
Norton S/S	7
Grand S/S	12
Tillman N/S	7
TOTAL	**127**

Off Street Parking Facility Capacity

Nearest Cross Street	Capacity
McDaniel S/S	26
Naglee S/S	8
Naglee N/S	49
Magnolia N/S	17
Calaveras S/S	53
Hester N/S	9
Yosemite S/S	11
Meridian S/S	55/10
Tillman N/S	28
TOTAL	**266**

Discussion

Businesses are clustered around four intersections within this portion of Park Avenue: Race Street, Meridian Avenue, Hester/Calaveras Avenue, and Naglee Avenue.

McDaniel to Naglee
Between Naglee Avenue and McDaniel Avenue, there are several businesses including a restaurant, a coffee shop, a pharmacy, a dry cleaner, a mini-mart, a shipping/mailing store, a salon, and some professional offices. These businesses all have off-street parking facilities available.

This project will remove all on-street parking (nine stalls) between McDaniel Avenue and Naglee Avenue. The average utilization of six vehicles will all need to find another parking location. This represents only 6% of the total available off-street and side street parking and therefore should not have a significant impact on the ability of vehicles to park close to their destination.

Calaveras to Hester
Between Calaveras Avenue and Hester Avenue, there are several businesses including a garden center, a restaurant, a mini-mart, a barber shop, a ballet school, and professional offices. Most, but not all, of these businesses have access to off-street parking facilities.

This project will remove all parking along the westbound lane (two stalls) and seven stalls along the eastbound lane, which will result in a net loss of nine stalls. The existing capacity of this block is 15 stalls with an average utilization of six vehicles. The proposed capacity of six stalls will match the existing utilization and therefore a significant problem is not anticipated. The combined parking capacity of off-street lots and side streets in this area is 124 stalls.

Yosemite to Meridian
This block is characterized by residential uses on the north side and commercial uses on the south side.

This project will remove seven stalls along the westbound travel lane. This represents parking along residences, not directly in front (these two homes front on side streets). The average utilization on this block is two vehicles. The total side street and off-street capacity is 111 vehicles.

Meridian to Race
This section is predominantly residential with some commercial uses near Meridian Avenue and Race Street.

This project will remove all 15 parking stalls along both travel lanes. The current average utilization of on-street parking in this section of Park Avenue is eight vehicles, all of which will need to find parking elsewhere. Total off-street, side street, and private

driveway capacity is 71. The average utilization represents 11% of the combined off-street and side street capacity.

Remainder of Segment

In addition to the commercial sections discussed above, the project will affect additional residential properties by removing all parking along the westbound travel lane between McDaniel Aveneue and Race Street. From Yosemite Avenue to Hester Avenue, this parking removal will be adjacent to eight residential properties, all of which front on the side streets. From Magnolia Avenue to Naglee Avenue, the parking removal will be adjacent to 12 residential properties, many of which front on side streets. All have either driveways and off-street parking or parking available on the side street on which the property fronts.

Montgomery Street to Market Street

Background Information

The Park Avenue project will install bicycle lanes on Park Avenue between Montgomery Street and Market Street. Currently, there are only shared roadway pavement markings (sharrows) between Montgomery Street and Delmas Avenue.

Data

Existing on-street parking in this segment of Park Avenue and current utilization is as follows:

Discussion

Parking removal would occur along the eastbound travel lane between Montgomery Street and Josefa Street. Average utilization for this segment is between five and six cars with a proposed capacity of five cars. This should not present a significant impact.

Parking removal will also occur along the eastbound travel lane between Montgomery Street and Gifford Avenue. This will result in the removal of 10 parking stalls immediately adjacent to the concrete islands in front of the Museum Park apartment complex. This segment had an average parking utilization of 83%, which means on average there are 20 to 21 vehicles parked. The proposed capacity of 15 means that on average five to six cars would need to find parking on the opposite side of Park Avenue, off-street or on a side street. This residential complex has on-site parking facilities available (approximately 100 spaces) and the side street capacity on Gifford Avenue and San Carlos Street immediately adjacent to the complex is 42.

Parking removal will also occur along the westbound travel lane between Almaden Boulevard and Gifford Avenue, eliminating six time-limited parking stalls. Off-street capacity at the Parkside residences (between Delmas Avenue and Sonoma Street) is approximately 161 and the side streets immediately adjacent to the complex are all included in the Parkside Residential Permit Parking zone. The three parking stalls that will be removed between Sonoma Street and Gifford Avenue will result in one or two vehicles having to park elsewhere. This will most likely occur across Park Avenue where there is, on average, one stall available. Staff could also explore the possibility of removing RPP restrictions for the first 100-200 feet on Gifford Street north of Park Avenue in order to accommodate any impacted business customers.

Additionally, the loading zones in front of Adobe (between Almaden Boulevard and SR-87) will be removed. During the counts taken for this analysis, the average utilization was 13%, meaning that only a few vehicles were present, and sometimes none at all. This item will be coordinated with Adobe.

Conclusion

This project will remove approximately 168 parking stalls on Park Avenue in order to install continuous standard or buffered bicycle lanes between Market Street and the Santa Clara city limits, a distance of approximately three miles. The project will also necessitate the relocation of the current loading zone in front of the Rosicrucian Museum on Park Avenue near Naglee Avenue. There is adequate remaining parking on Park Avenue in off-street commercial lots, residential properties, and on side streets within 200 feet of Park Avenue to satisfy the parking demand in the corridor.