



DATE: March 21, 2017

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Shoreline Boulevard Bus Lane and Utility Improvements, Project 16-58 – Certify Addendum to the FEIR for the North Bayshore Precise Plan**

RECOMMENDATION

Adopt a Resolution Certifying an Addendum to the North Bayshore Precise Plan Final Environmental Report for the Shoreline Boulevard Bus Lane and Utility Improvements, Project 16-58, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

In November 2014, the City Council adopted the North Bayshore Precise Plan (NBSPP) to implement the General Plan's vision for North Bayshore regarding land use, sustainability, habitat preservation, economic development, and mobility. The NBSPP identified several key priority transportation improvements to support the planned growth and development in the area and to support increases in transit use, bicycling, and walking. The Final Environmental Impact Report (FEIR) for the NBSPP included a Transportation Demand Management (TDM) program that recommends the creation of a reversible bus lane on Shoreline Boulevard to improve transit alternatives and reduce single-occupancy vehicle trips.

The FEIR provided program-level environmental review of the Shoreline Boulevard Bus Lane and Utility Improvements, Project 16-58 (Bus Lane Project). The Bus Lane Project required an Addendum to the FEIR be completed to determine if any additional significant environmental impacts would result (see Addendum attached to the Resolution – Exhibit A). The City has developed a more detailed plan for the Bus Lane Project and pursuant to CEQA guidelines, the City acting as the Lead Agency shall evaluate the impacts of the Bus Lane Project at a project level to determine whether or not it affects the conclusions in the FEIR before proceeding.

The 12' wide reversible bus lane would be located in the median on Shoreline Boulevard between Middlefield Road and Pear Avenue (Figure 1). The lane would

operate northbound on weekday mornings and southbound on weekday afternoons and would be open to public and private buses/shuttles. The project also includes closure of the left-turn lane from northbound Shoreline Boulevard to the southbound State Route (SR) 85 on-ramp (subject to approval by Caltrans) and buffered bike lanes between Middlefield Road and Terra Bella Avenue.

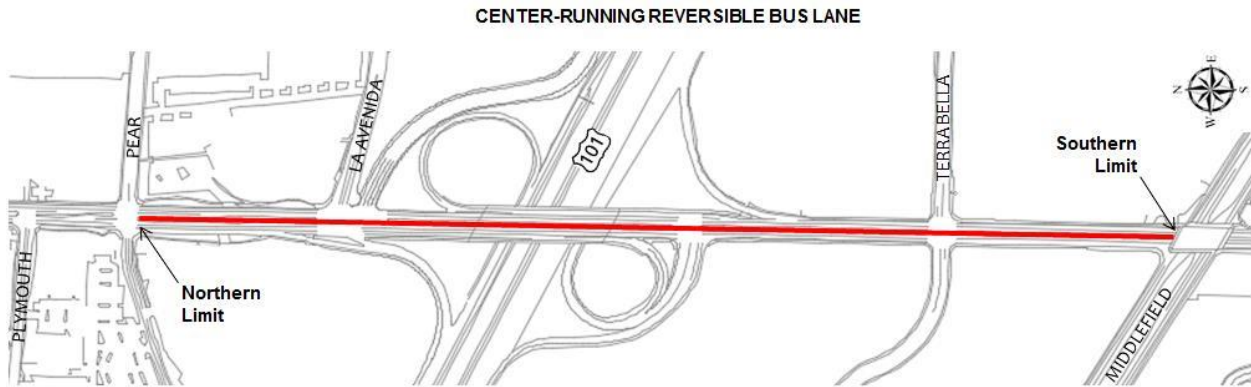


Figure 1 – Limits of Bus Lane Project

ANALYSIS

A review of the environmental impacts of the Bus Lane Project focused on the following:

1. Aesthetic/biological impacts associated with the removal of median islands and trees.
2. Traffic impacts on the operations of the intersections along Shoreline Boulevard to be crossed by the bus lane, including Middlefield Road, Terra Bella Avenue, U.S. 101 southbound ramp, U.S. 101 northbound ramp/La Avenida, and Pear Avenue.
3. Traffic impacts associated with the redistribution of vehicle trips due to the elimination of left-turns to SR 85 from northbound Shoreline Boulevard.

Findings

The project-level environmental impacts from the proposed Bus Lane Project were evaluated and compared to the impacts identified in the FEIR to determine if the Bus Lane Project would cause any new impacts or impacts of greater severity than those identified in the FEIR. A summary of the findings from the Addendum to the FEIR follows:

1. The removal of median islands and approximately 80 trees (13 are Heritage trees) would alter the aesthetics of the roadway but would not negatively impact views of the mountains, or take away from the street's functionality as a gateway. Potential locations adjacent to the project site for replacement trees will be identified. The previously approved FEIR and the Addendum both concluded these impacts to be less than significant.
2. The FEIR concluded that there would be significant and unavoidable traffic impacts at the Middlefield Road and Pear Avenue intersection. The FEIR also stated that the enhancements to transit operations could potentially improve the overall reliability of transit service in congested areas, but would not improve intersection operations and delays to an acceptable level. The Bus Lane Project will implement a transit signal phase at these two intersections to facilitate buses transitioning into and out of the bus lane. The Addendum concluded these activities will not result in any new significant traffic impacts in addition to those identified in the FEIR. Overall transit improvements are anticipated because in balance the reduction in travel time for transit passengers will exceed the travel time increase for other corridor users.
3. The elimination of left turns to SR 85 from northbound Shoreline Boulevard would require traffic to be redirected to Middlefield Road and Moffett Boulevard to access SR 85. The traffic at the intersection of Shoreline Boulevard and Middlefield Road had been previously identified in the FEIR as a location of a significant and unavoidable impact.

Summary

The project-level environmental impact assessment concluded that no new significant impacts or impacts of substantially greater severity would result from the Bus Lane Project than were discussed in the FEIR. Pursuant to CEQA Guideline Section 15164, no subsequent EIR is required and an EIR Addendum was appropriately prepared.

FISCAL IMPACT

There is no fiscal impact associated with the recommendation. The Shoreline Boulevard Bus Lane and Utility Improvements Design, Project 16-58, is funded with \$2,363,000 from the Shoreline Regional Park Community Fund, \$444,000 from Water Capacity fees, and \$148,000 from Wastewater Capacity fees, for total funding of \$2,955,000.

ALTERNATIVES

1. Do not adopt the Resolution Certifying an Addendum to the North Bayshore Precise Plan Final Environmental Impact Report.
2. Provide other direction.

PUBLIC NOTICING – Agenda posting.

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AC/7/CAM
913-03-21-17CR-E

Attachment: 1. Resolution Certifying Addendum to the North Bayshore Precise Plan Final Environmental Impact Report

cc: APWD – Solomon, PCE – Au, CTE, USM, SCE – Muench, SCE – Chang, AAI – Goedicke, F/c