

KEY NORTH BAYSHORE DISTRICT TRANSPORTATION MONITORING STUDIES AND INITIATIVES

- **North Bayshore Circulation Feasibility Study 2.0:** This study will help direct North Bayshore Precise Plan transportation policies and priority transportation projects that will have an effect on gateway trip volumes. This work will be completed in fall 2020.
- **Gateway Master Plan:** This Plan will include a new mix and intensities of land uses at the gateway site at Shoreline Boulevard/U.S. 101. The project will use modeling work from the North Bayshore Circulation Feasibility Study 2.0 to help evaluate the number of new vehicle trips that may be expected from different gateway land use alternatives and the effect these alternatives may have on the North Bayshore gateways and area streets. This work will be brought back to Council following completion of the Circulation Feasibility Study.
- **New Residential Uses:** The Precise Plan expects a substantial amount of new housing will be built, which will result in a significant amount of “trip internalization” in North Bayshore and, therefore, help reduce the number of inbound trips to the District. However, it is unclear how much or when this housing will be built or what the actual internalization rate will be. The Precise Plan analyzed a 27 percent morning peak-hour internalization rate for the residential trips, which is similar to Mountain View’s current live-work percentage, but higher levels of internalization may be possible in North Bayshore given the large number of jobs nearby and the convenience of living so close to them.
- **Effectiveness of Transportation Improvement Projects:** The Precise Plan assumes that existing capacity at all existing gateways will be fully utilized. The Precise Plan also includes priority transportation projects to improve the effectiveness of the multi-modal transportation system in the area. These projects, all of which are at some stage of planning or implementation, include: northbound U.S. 101 off-ramp realignment; Plymouth Street/Space Park Way realignment; Shoreline Boulevard dedicated transit lane; Shoreline Boulevard bicycle tracks; Charleston Road transit corridor improvements; bicycle/pedestrian bridge over U.S. 101; U.S. 101 Frontage Road; and the Inigo Way extension.

The City expects these improvements to increase travel options for transit, biking, and walking in North Bayshore and to improve traffic flow at key “hot spots.” However, it is unknown how effective these new improvements will be until they are built.

- **Project Trip Cap Compliance:** Each new North Bayshore development is required to meet their project-level trip cap through their Transportation Demand Management (TDM) Plan and site trip cap monitoring. New developments such as the Broadreach office, Google Charleston East, Shashi Hotel, and the Microsoft campus will have to monitor their project-level vehicle trips and demonstrate compliance with their approved TDM Plans. If not, they will be assessed financial penalties and be required to modify their TDM Plan until they are in compliance. While the City expects all projects to comply with their trip caps, this will not be known until projects are built and their vehicle trips are monitored.
- **Reduction of Existing Vehicle Trips:** To implement the Precise Plan's ambitious transportation objectives, existing single-occupancy vehicle (SOV) trips within North Bayshore must be reduced to accommodate additional North Bayshore development. The Precise Plan expresses this shift as a mode-share target of 45 percent SOV, and 10 percent carpool, which is what the Plan's Environmental Impact Report (EIR) studied as a combined mode-share target. The City cannot require existing businesses to reduce their SOV rates; however, when area multi-modal improvements and services are completed, the expectation is that some of the existing SOV trips will shift to other modes.
- **TMA (Transportation Management Association) Services:** The TMA operates the MV-GO transit shuttle in North Bayshore. The TMA can help the City achieve its district trip cap goals through their existing shuttle services and potentially through other actions as well. For example, as new residential units are built in North Bayshore, the expectation is that TMA services will expand to cater to residential uses and perhaps offer other services that help both existing and new businesses in the area reduce their vehicle trips. However, the extent of any new services and their effectiveness will not be known until later.
- **New Development and Strategies—Looking Ahead:** The report notes that additional planned North Bayshore projects will have an impact on vehicle trips on Shoreline Boulevard. These projects will need to demonstrate how they comply with the Precise Plan's trip cap policies through their TDM Plans or other conditions. For example, the Charleston East project has an employee headcount restriction for all of Google's holdings in North Bayshore. This headcount restriction will remain in place until the planned U.S. 101 off-ramp project is completed.
- **Planned Improvements:** Several Shoreline Boulevard gateway improvements are in the planning stages (bus lane, ramp realignment, Shoreline bicycle track and bridge, etc.) which will add vehicle capacity and help shift SOV trips to other modes. However, these projects will not be completed for several years, and the timing may not be completely in alignment with the completion of key development projects such as Charleston East and Microsoft.