



**DATE:** December 3, 2019

**CATEGORY:** Consent

**DEPT.:** Public Works

**TITLE:** **Shoreline Boulevard Transit Lane and Utility Improvements, Project 18-43 – Various Actions**

### **RECOMMENDATION**

1. Acting as the Shoreline Regional Park Community, authorize the transfer and appropriation of Shoreline Regional Park 2018 A Bond Proceeds in the amount of \$1,000,000 from Shoreline Transit Lane Property Acquisition, Project 18-47, to Shoreline Boulevard Transit Lane and Utility Improvements, Project 18-43. (Four votes required)
2. Acting as the Shoreline Regional Park Community, authorize the transfer and appropriation of Shoreline Regional Park Community funding in the amount of \$500,000 from Shoreline Boulevard Transit Lane and Utility Improvements, Project 16-58, to Shoreline Boulevard Transit Lane and Utility Improvements, Project 18-43. (Four votes required)
3. Approve plans and specifications for the Shoreline Boulevard Transit Lane and Utility Improvements and authorize staff to advertise the project for bids.
4. Authorize the City Manager to award the construction contract to the lowest responsible bidder if the low bid and construction contingency of \$1,800,000 are within the project budget.
5. Authorize the City Manager to execute a professional services agreement with CSG Consultants for Shoreline Boulevard Transit Lane and Utility Improvements, Project 18-43, for a total not-to-exceed fee of \$450,000.

### **BACKGROUND**

In 2013, the City's Shoreline Regional Park Community Transportation Study studied transportation strategies to minimize traffic impacts from anticipated increased growth in the North Bayshore Area. The Study identified and the Council approved mode-

share targets to reduce the single-occupancy vehicle (SOV) trips to 45 percent and to increase the transit use to 35 percent for North Bayshore. In 2014, the “Shoreline Boulevard Transportation Corridor Study” (Corridor Study) evaluated transit, bicycle, and pedestrian strategies to address mobility issues on Shoreline Boulevard and provided a phased implementation program for transportation improvements. The Corridor Study identified a dedicated transit lane in the median on Shoreline Boulevard between Middlefield Road and Space Park Way as well as improvements to pedestrian and bicycle facilities to enhance the safety and mobility for all modes of travel within the Shoreline Boulevard corridor.

On September 6, 2016, Council approved the conceptual design for the Shoreline Boulevard Transit Lane and Utility Improvements. On September 3, 2019, staff presented the major components of the project’s final design to Council, and Council approved the mitigation for Heritage tree removal.

## **ANALYSIS**

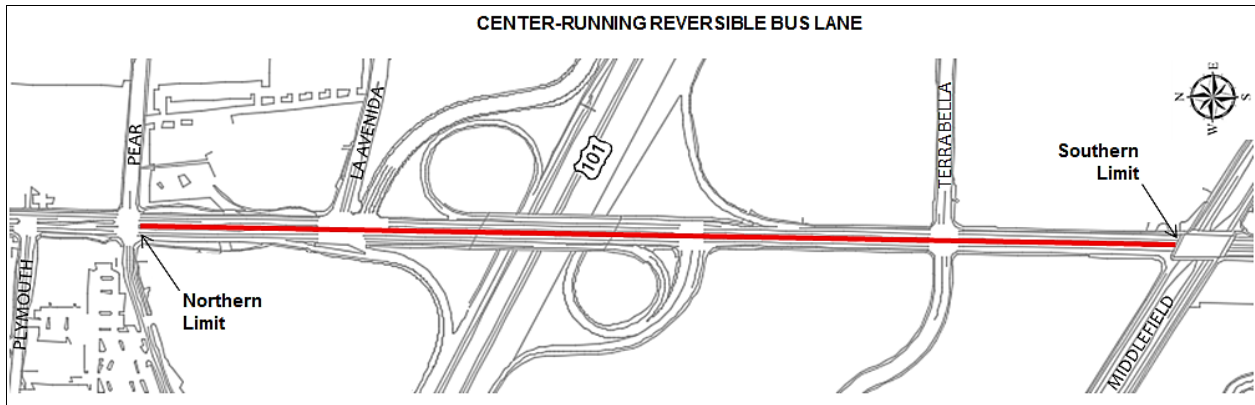
### **Dedicated Reversible Transit Lane**

A new 12’ wide single dedicated transit lane with a 2’ wide raised buffer will be constructed in the median on Shoreline Boulevard between Middlefield Road and Pear Avenue. The total length of the transit lane will be approximately two-thirds of a mile (see Figure 1). The new transit lane will replace the existing two-way left-turn lane or landscaped median and will not eliminate existing vehicle lanes.

The dedicated transit lane will improve the “last-mile” connection for transit service between North Bayshore and the Downtown Transit Center by operating in the peak travel direction to allow transit vehicles to bypass northbound congestion in the morning and southbound congestion in the afternoon.

New bus stops within the transit lane are planned at Terra Bella Avenue and Pear Avenue. The existing curbside transit stops will remain in use for transit traveling in the off-peak direction or for any transit vehicles not using the transit lane.

**Figure 1: Limits of Shoreline Boulevard Transit Lane**

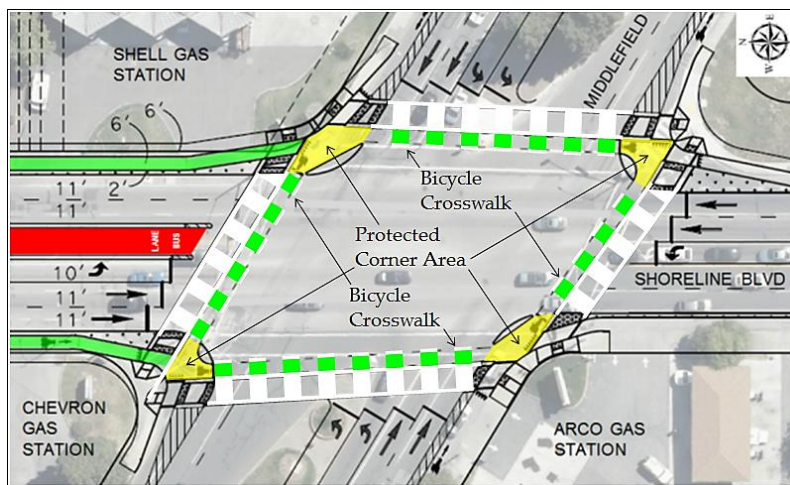


### **Bike Lane Improvements**

The project will construct protected bike lanes with a 2' wide raised buffer on Shoreline Boulevard between Middlefield Road and Terra Bella Avenue. The buffer provides a physical barrier protecting bicyclists from vehicles. Bike lanes between Terra Bella Avenue and Pear Avenue will be widened to 6' and enhanced with high-visibility green bike lane pavement markings at several locations.

A protected intersection will also be constructed at the Shoreline Boulevard/Middlefield Road intersection (see Figure 2). The protected intersection provides physical barriers protecting both pedestrians and bicyclists waiting to cross the street. It also provides dedicated bicycle crosswalks adjacent to the pedestrian crosswalks.

**Figure 2: Protected Intersection at Shoreline Boulevard/Middlefield Road**



### **Pedestrian Improvements**

The project also includes new sidewalks and crosswalks to improve the pedestrian experience and meet the current Americans with Disabilities Act (ADA) standards. Crosswalks within the Highway 101 overpass will be enhanced to make pedestrians more visible to drivers.

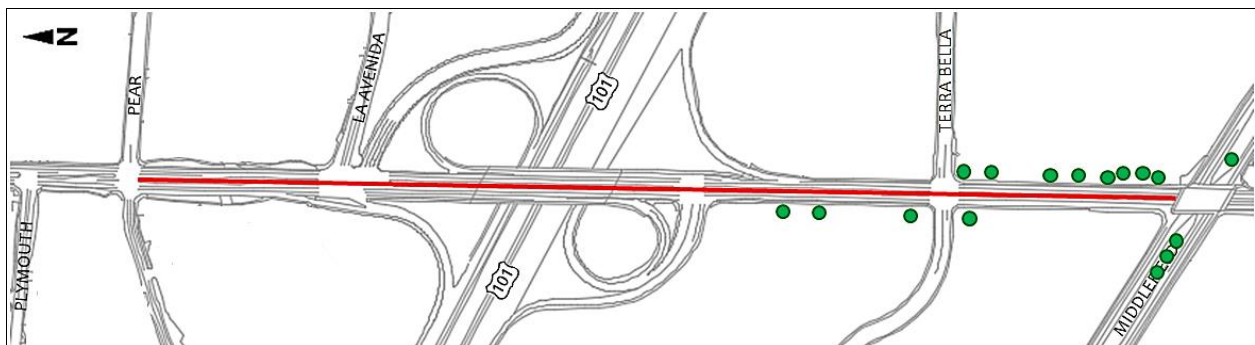
### **Utility Improvements**

The project scope includes installing approximately 5,000' of utility pipe, including a new 16" water transmission main and upsizing existing sewer pipes to 21" on Shoreline Boulevard between Middlefield Road and Highway 101. These utility improvements will replace the current aging infrastructure and prepare for growth in North Bayshore. Installing the underground utility work in this project avoids disruptions to the transit lane and adjacent property owners that would occur if this utility work is constructed as a separate project in the future.

### **Heritage Tree Removal**

The project requires the removal of 16 Heritage trees (see Figure 3). Staff presented the Heritage tree removal and the proposed mitigation to the Parks and Recreation Commission (PRC) on April 18, 2018 and December 12, 2018. On September 3, 2019, the Council approved the removal and mitigation of these 16 Heritage trees at 2:1 replacement ratio with 24" box trees. The replacement trees will be planted at various locations within the project limits. Staff will also look for opportunities to plant additional trees outside of the project area.

**Figure 3: Locations of Heritage Tree Removal**

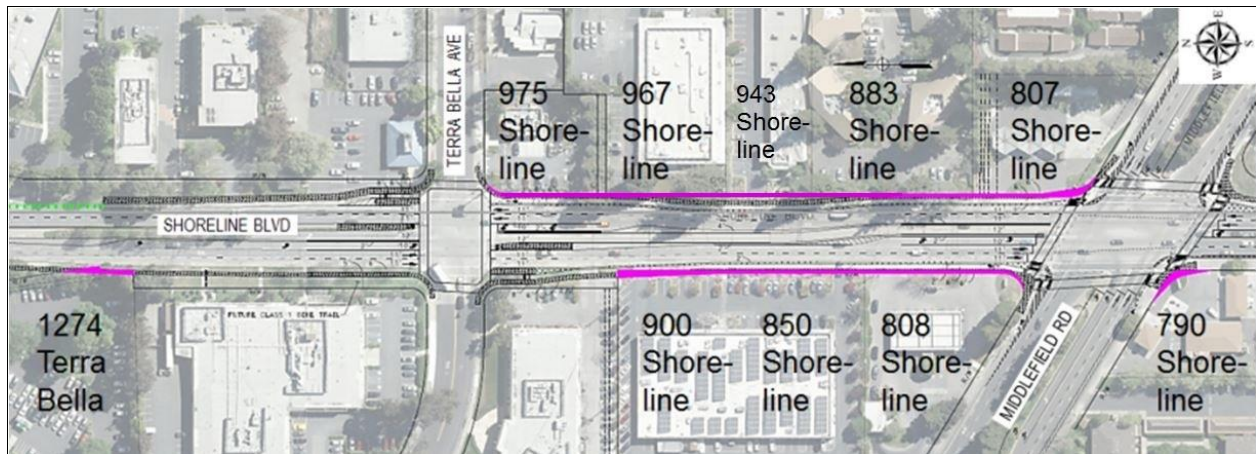


### **Right-of-Way Acquisition**

The project requires the acquisition of up to 6' of additional right-of-way (see Figure 4) along the property frontage from nine parcels on Shoreline Boulevard between West Middlefield Road and Highway 101. Negotiations commenced with each of the property owners in October 2017, and agreements were reached with four of the owners. On May 23, 2019, Council adopted Resolutions of Necessity for the acquisition by eminent domain on portions of the remaining five properties. Since then, two property owners have entered into agreements with the City, and eminent domain proceedings have been dismissed. There is also a preliminary agreement with another property owner, which when signed, will result in a third dismissal.

The remaining two property owners consented to a request for an Order of Possession, and the Superior Court granted the Order of Possession giving the City title to the property necessary for the project. Negotiations will continue with these two property owners on compensation. It is expected, therefore, that the City will have all of the property rights necessary for construction of the project before award of the construction contract.

**Figure 4: Right-of-Way Acquisitions Needed for Project**



### **Public Outreach**

Staff held a community meeting and a shuttle/transit operator meeting on July 26, 2016 and August 16, 2016, respectively. Input from these meetings was taken into consideration in the conceptual design approved by Council on September 6, 2016. Another shuttle/transit operator meeting was held on May 14, 2019 to discuss the use and operation policy for the transit lane with shuttle and transit operators.

Numerous other meetings were held with individuals and property owners to discuss the project, impacts, and its broader benefits.

### **Construction Management and Inspection Services**

With the high traffic volumes on Shoreline Boulevard, most of the significant construction activities will be occurring in the evenings, early mornings, or weekends to minimize disruptions. The off-hour construction activities would be challenging for City staff to oversee due to heavy construction workloads during normal business hours. Staff recommends hiring CSG Consultants to perform construction management and inspection services for a not-to-exceed contract amount of \$450,000.

### **Project Schedule**

Plans and specifications for the project are complete and available for viewing in the Public Works Department. The Caltrans permit is in process and expected in the next one to two months. To expedite the project schedule, staff recommends the approval of plans and specifications in advance of securing the Caltrans permit. Staff will award the construction contract only after receiving the permit.

If recommended actions are approved, construction is expected to begin in spring 2020 and be completed by the end of 2021.

### **California Environmental Quality Act (CEQA)**

In accordance with the requirements of the California Environmental Quality Act (CEQA), the North Bayshore Precise Plan (NBPP) Final Environmental Impact Report (FEIR) provided program-level review for the project. The project-level CEQA review was conducted, and the findings concluded that no new significant impacts or impacts of substantially greater severity would result from the project than were discussed in the FEIR. Pursuant to CEQA Guidelines Section 15164, an EIR Addendum was prepared. On March 21, 2017, the City Council adopted a resolution to certify the Addendum to the NBPP FEIR.

**Cost Estimate**

The estimated total project cost is as follows:

Construction	\$12,000,000
Construction Contingency	1,800,000
Construction Inspection and Testing	450,000
Miscellaneous	<u>26,000</u>
 Subtotal	 \$14,276,000
 City Administration @ 6.5%	 <u>928,000</u>
 TOTAL ESTIMATED COST	 <u>\$15,204,000</u>

Based on the current cost estimate and with the funding transfer, there is sufficient funding for the construction costs of the project.

**FISCAL IMPACT**

The design of the Shoreline Boulevard Transit Lane and Utility Improvements is funded under Project 16-58 with a total budget of \$2,955,000. This funding is used for design consultants, staff time, and permits. There is sufficient funding remaining to continue supporting staff time and consultant costs through construction and to transfer \$500,000 to the Shoreline Transit Lane and Utility Improvements, Project 18-43.

The right-of-way costs associated with the project are funded from Shoreline Transit Lane Property Acquisition under Project 18-47 with a budget of \$4,260,000. There are sufficient funds to complete right-of-way costs for the project and to transfer \$1,000,000 to the Shoreline Boulevard Transit Lane and Utility Improvements, Project 18-43.

With the recommended fund transfer, the construction for the Shoreline Transit Lane and Utility Improvements, Project 18-43, has a total funding of \$15,204,000. The funding sources include Shoreline Community Fund (including Shoreline Community Bond Funds), Water and Wastewater Funds (both capacity charges and North Bayshore development impact fee), Capital Improvement Program (CIP) Reserve Fund, and contribution from a North Bayshore development.

## **CONCLUSION**

Staff is seeking a fund transfer to support the current project costs and approval of the plans and specifications for the Shoreline Transit Lane and Utility Improvements Project. Staff will advertise the project for bids if these recommended actions are approved. Construction is expected to begin in spring 2020 and be completed by the end of 2021. With the heavy workload and night work, staff is seeking approval to hire consultants to assist with construction management and inspection services.

## **ALTERNATIVES**

1. Do not approve plans and specifications and authorization to bid the project and place the project on hold.
2. Provide other direction.



**PUBLIC NOTICING**

In addition to the City’s standard agenda posting requirements, notices were distributed to residents and businesses within 1,000’ of the project site, individuals on the City’s project update e-mailing list and City’s bicycle and pedestrian e-mailing list, the Bicycle/Pedestrian Advisory Committee, and attendees of the public outreach meetings.

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