

City of Mountain View

Shoreline Boulevard – U.S. 101 to Space Park Way Design Concepts



Submitted by
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ATTACHMENT A—SCOPE OF WORK

TASK 1: KICKOFF MEETING TO CONFIRM STUDY AREA, PROJECT SCHEDULE, AND DEVELOP BASE MAP

The Nelson\Nygaard team will participate in a project kickoff with the City to confirm the extents of the study area and project schedule. A base map will also be developed as part of this task.

Deliverable: Updated Project Schedule

TASK 2: CONFIRM FUTURE SITE PLAN, LAND USES, AND DEVELOPMENT PLANS FOR STUDY AREA

The Nelson\Nygaard team will work with City staff, property owners, and developers to confirm, as feasible, the proposed development plans for the study area, particularly the adjacent Lester, SyWest, and Caltrans parcels. While we understand these plans are still being developed, it is important to have as good of an understanding of the size/type of land uses so that we may develop an appropriate design and properly analyze traffic conditions.

TASK 3: DEVELOP DESIGN CONCEPTS

The Nelson\Nygaard team will develop and evaluate up to three (3) future design concepts for traffic operations on Shoreline between U.S. 101 and Plymouth/Space Park. Design concepts will include the key multimodal and complete streets components approved as part of the North Bayshore Specific Plan and Shoreline Boulevard Corridor Study, including protected bicycle lanes, median transit lane, intersection improvements, and pedestrian/streetscape enhancements. Design elements/options may include, but are not limited to:

- Closing northbound left turns at Pear and shifting left turn movements to Plymouth/Space Park
- Realignment of Plymouth/Space Park
- Adding a northbound right turn lane at Pear
- Realignment of northbound U.S. 101 off ramp (assumes that the primary designs and traffic analysis for the off ramp will be developed as part of a separate project, yet this scope will coordinate with that effort)

- Other treatments as appropriate

Final drawings will include “conceptual” designs, similar to the graphics developed as part of the Shoreline Boulevard Corridor Study, and shall not be considered detailed design or construction documents.

Major changes to the North Bayshore Precise Plan or development plans in the study area that would necessitate significant revisions to the design concepts would require a budget augmentation.

TASK 4: CONDUCT TRAFFIC ANALYSIS AND VISSIM SIMULATION

The team will analyze the future traffic conditions in the study area for each of the design concepts developed in Task 3. The traffic evaluation will focus on the a.m. peak-hour future conditions and would include the following components:

- Traffic volumes from the North Bayshore Precise Plan EIR (existing + project)
- Higher future left turn volumes (TBD in discussions with City) reflecting more intense development in the vicinity of Shoreline and US-101.
- Requirements of the reversible bus lane and the lane’s capacity and demand.
- Incorporate an estimate of bicycle and pedestrian demand at Pear and Plymouth/Space Park, reflecting the transit usage from the stop at Pear, cycle track usage and other pedestrian requirements.

Nelson\Nygaard team will develop and implement a VISSIM simulation for the project area with a simulation for each of the design concepts developed in Task 3.

Under this task, we will develop VISSIM simulation model for existing conditions from Middlefield Road to Charleston Road in both directions because under existing conditions the queues during the a.m. peak hour extends beyond the intersection of Shoreline Boulevard/Terra Bella Avenue in the northbound direction during the a.m. peak period. In addition, the model will be developed to cover a four hour period, selected in consultation with the project team and City of Mountain View staff. The model will be developed to calibrate and validate the existing conditions. The calibrated model will be used to evaluate future and proposed conditions.

In order to calibrate the model for existing conditions, we propose to collect existing peak period counts (four hours peak), queue lengths, and conduct field observations at all intersections along Shoreline Boulevard between Charleston Road and Middlefield Road (8 intersections).

TASK 5: PROJECT MEETINGS

The budget as proposed also includes staff and travel time for up to three (3) in-person meetings. Meetings could include, but are not limited to: City Council Hearing, Planning Commission Hearing, meeting with City staff, or a meeting with developers. Additional meetings would require a shift in budget or a budget augmentation.

TASK 6: DRAFT AND FINAL TECHNICAL MEMORANDUM

The Nelson\Nygaard team will develop a Draft Technical Memorandum summarizing the design alternatives and traffic analysis. Based on one set of non-conflicting comments, we will prepare a Final Technical Memorandum based on City revisions.

Deliverable: Draft + Final Technical Memorandum