



DATE: September 28, 2022

TO: Bicycle/Pedestrian Advisory Committee

FROM: Kathryn Robertson, Associate Civil Engineer
Robert Gonzales, Principal Civil Engineer
Dawn S. Cameron, Public Works Director

SUBJECT: Shoreline Boulevard Pathway Improvements, Project 21-37

RECOMMENDATION

Receive an update on the Shoreline Boulevard Pathway Improvements Project.

BACKGROUND

The pathway on the east side of Shoreline Boulevard, from Wright Avenue to Villa Street, is in very poor condition due to aging asphalt and tree roots uplifting the pathway in various locations (see Figure 1). The existing pathway also has steep longitudinal slopes that exceed the maximum standards established by the Americans with Disabilities Act (ADA) (see Figure 2).



Figure 1: Existing Poor Asphalt



Figure 2: Existing Steep Slope Condition

In Fiscal Year 2014-15, Shoreline Boulevard Pathway Improvements, Project 15-32, was established to reconstruct the pathway from Wright Avenue to Villa Street and provide various improvements, including new curb, pathways, lighting, landscaping, irrigation, and retaining walls.

In summer 2014, four firms responded to the City's Request for Proposals (RFP) to provide engineering design services for Shoreline Boulevard Pathway Improvements, Project 15-32, and on [October 14, 2014](#), Council authorized a professional services agreement with BKF Engineers (BKF) and Council subsequently authorized an amendment on [June 26, 2018](#).

On February 25, 2015, the Bicycle/Pedestrian Advisory Committee (BPAC) received an update and provided pedestrian- and bicycle-related comments regarding the preliminary design. The project design was completed in 2016; however, the project did not proceed into construction due to the lack of funding and staffing resources. In 2019, Shoreline Boulevard Pathway Improvements, Project 15-32, was closed out and the remaining funds were unencumbered as part of the Fiscal Year 2019-20 Capital Improvement Program (CIP) approval to make funds available for other priority projects.

On [July 8, 2014](#), in support of this project, Council authorized the filing of an application for funding assigned to the Metropolitan Transportation Commission and committing any necessary matching funds. The City was not successful in obtaining this grant funding.

On [June 21, 2016](#), Council authorized staff to apply for the One Bay Area Grant (OBAG) Program Cycle 2 funding in the amount of \$1,996,000 from the Santa Clara Valley Transportation Authority (VTA). At that time, the project was ranked below the available OBAG funding line and the City was not awarded an OBAG grant. Due to another city relinquishing their OBAG grant funding, the VTA Board approved the City of Mountain View to receive \$1,996,000 in OBAG2 funding for construction of the project on November 4, 2021. A key requirement to receiving these Federal grant funds is the timely use of the funds to avoid forfeiture. The City must be ready to advertise the project for construction in early 2023.

On [June 14, 2022](#), Council authorized a professional services agreement with BKF Engineers (BKF) to finalize the design and provide construction support. Prior to proceeding to construction of the Shoreline Boulevard Pathway project, the plans and specifications need to be updated to comply with revised Caltrans standards, incorporate the improvements related to the Shoreline Boulevard/Villa Street intersection and traffic signal project currently under construction, and compile a new bid package.

DISCUSSION

There have been no substantial changes made to the project since the BPAC supported the project and new alignment in 2015 (see Figure 3). These improvements are being made to accommodate all ages and abilities, for both cyclists and pedestrians.

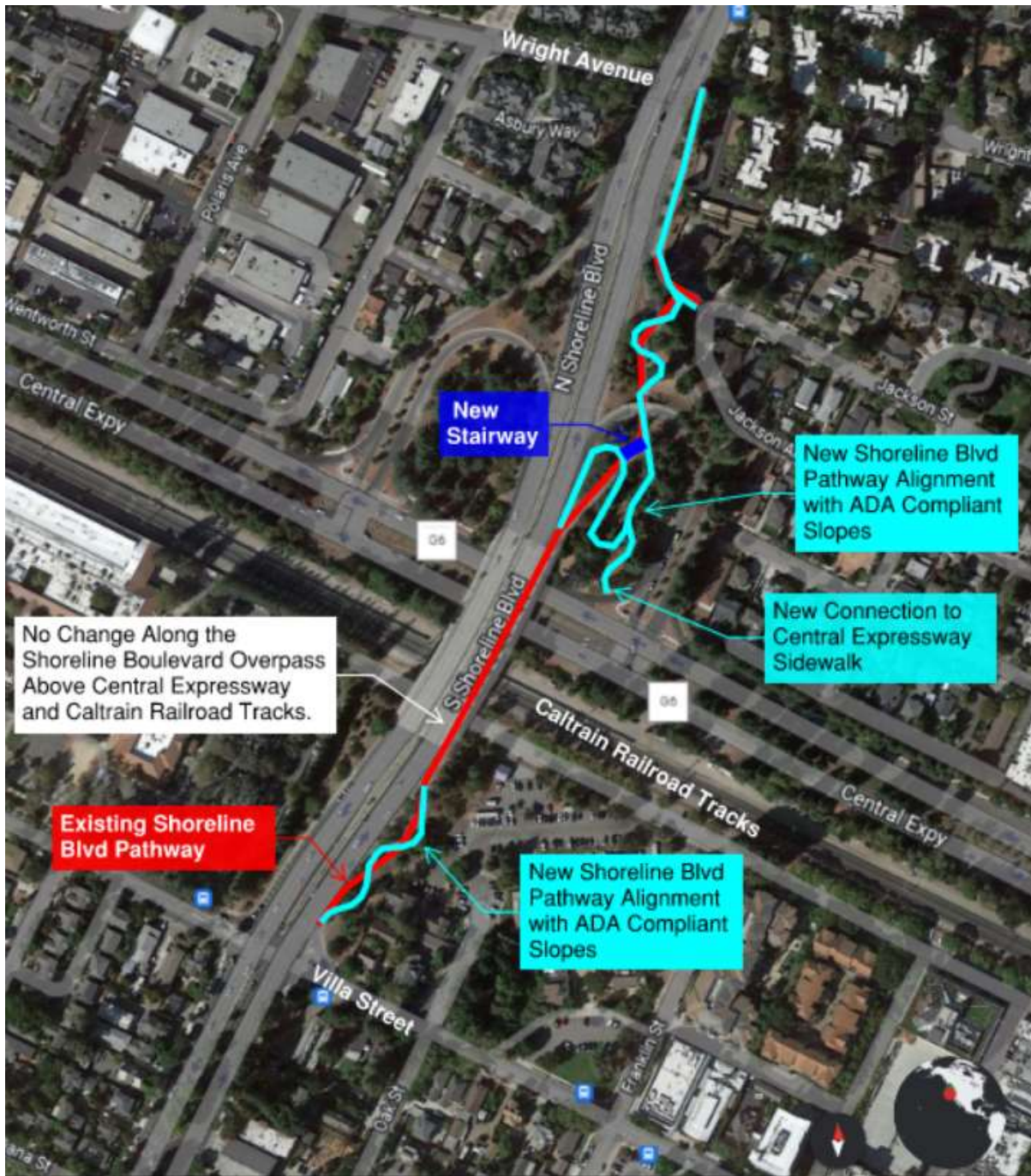


Figure 3: Project Layout Map

The project limits are from Villa Street (south limits) to Wright Avenue (north limits), and the pathway improvements include:

- Replacing the existing pathway with a 10' wide bicycle/pedestrian path that meets ADA-accessibility requirements;
- Installing retaining walls;
- Adding lighting; and
- Enhancing planting and irrigation.

In addition to the above elements, the following sections provide specific design information of the four segments of the project.

Segment 1—Villa Street to Shoreline Boulevard Overpass Structure:

The new pathway will be parallel to and generally follow the existing alignment, with some added minor meandering to meet ADA requirements for longitudinal slopes.

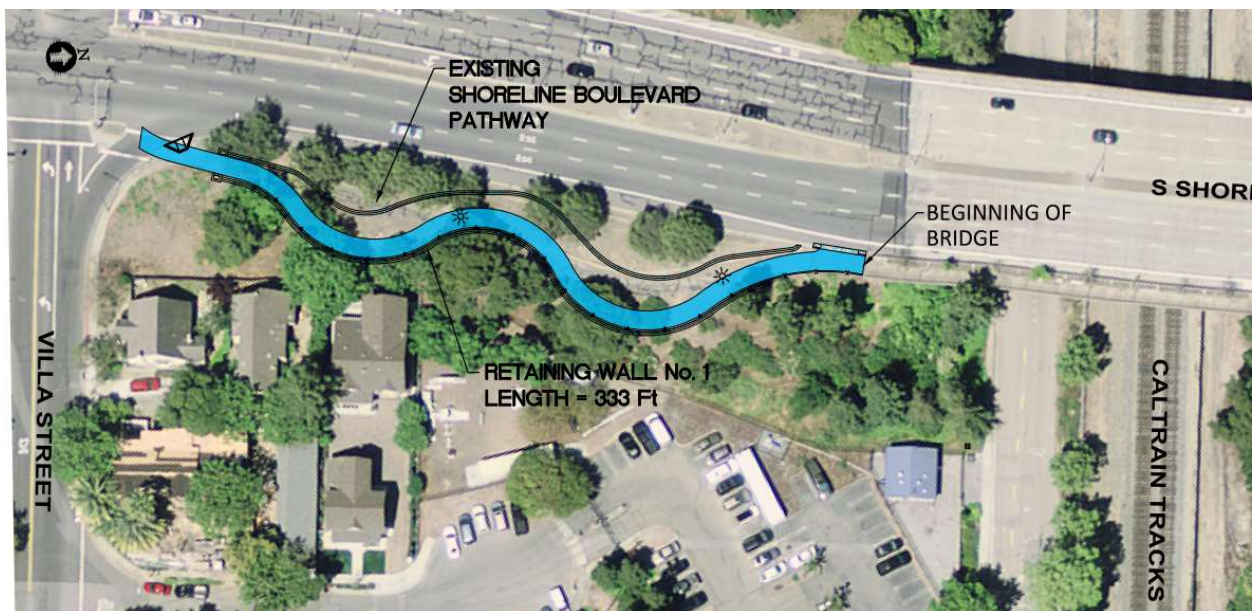


Figure 4: Villa Street to Shoreline Boulevard Overpass Structure

Segment 2—Shoreline Boulevard Overpass Structure:

No improvements are proposed to the Shoreline Boulevard overpass structure as it was not part of the project scope as approved by City Council or the grant. Staff has received recent community input requesting to widen this structure to better accommodate pedestrian and bike users. Improvements to this structure would require substantially more funding, would not be an eligible use for the grant funds, and would require three to four years to design and construct once funding is secured. This infrastructure improvement could be considered as part of the City's Capital Improvement Program in the future. The project addresses the current need to upgrade the existing pathway, and to avoid jeopardizing the grant funding, the project will need to start construction in 2023.



Figure 5: Shoreline Boulevard Overpass Structure

Segment 3—Shoreline Boulevard Overpass Structure to Northbound Shoreline Boulevard/Central Expressway On-Ramp:

This segment will have significant alignment changes. There are two elevation constraints, the path must rise to meet the Shoreline Boulevard overpass, and it must be lowered with enough clearance to go under the on-ramp. Due to the significant elevation difference between the overpass and underpass, two switchbacks are required to achieve ADA slope standards. A stairway with a bike channel and handrails will allow people to bypass the switchbacks if they choose. A new connection to the Central Expressway sidewalk will also be added.

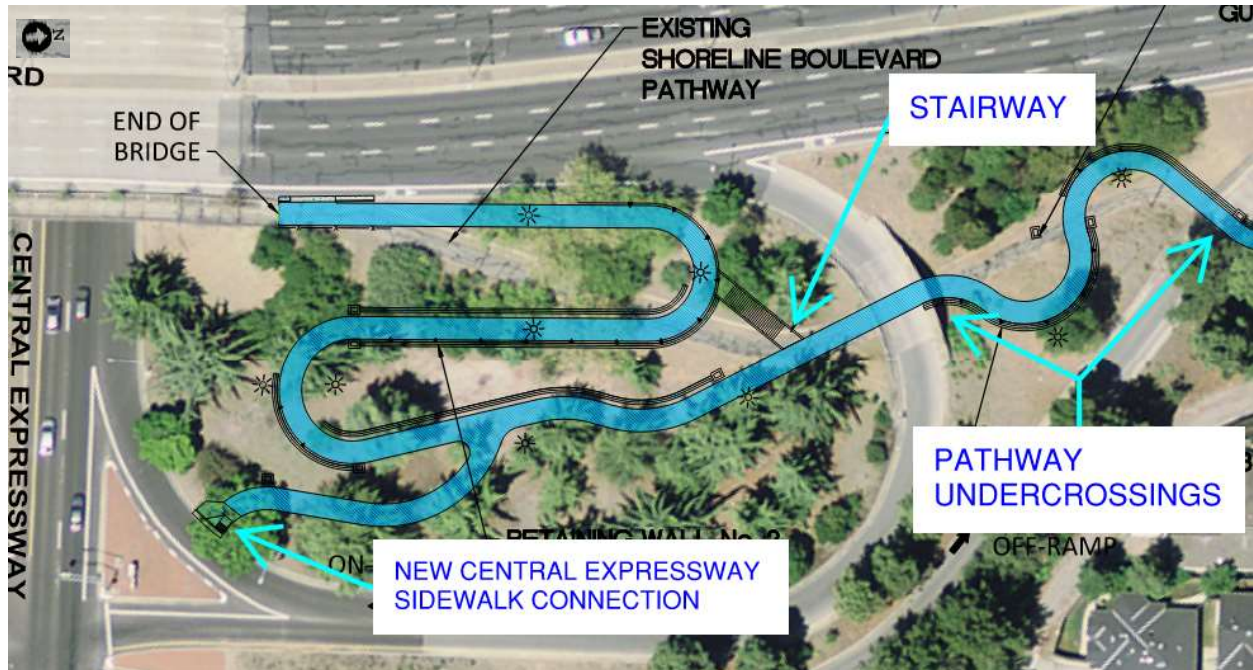


Figure 6: Shoreline Boulevard Overpass Structure to Northbound Shoreline Boulevard/Central Expressway On-Ramp

Segment 4—Northbound Shoreline Boulevard/Central Expressway On-Ramp to Wright Avenue:

This segment of path will have minor alignment meandering to achieve ADA slope standards. The project maintains the two undercrossings of the Central Expressway on- and off-ramps from/to northbound Shoreline Boulevard. By keeping the pathway and vehicular road grade separated, it avoids two points of conflict, as shown in Figure 7, between pedestrian/bicycles and vehicles.

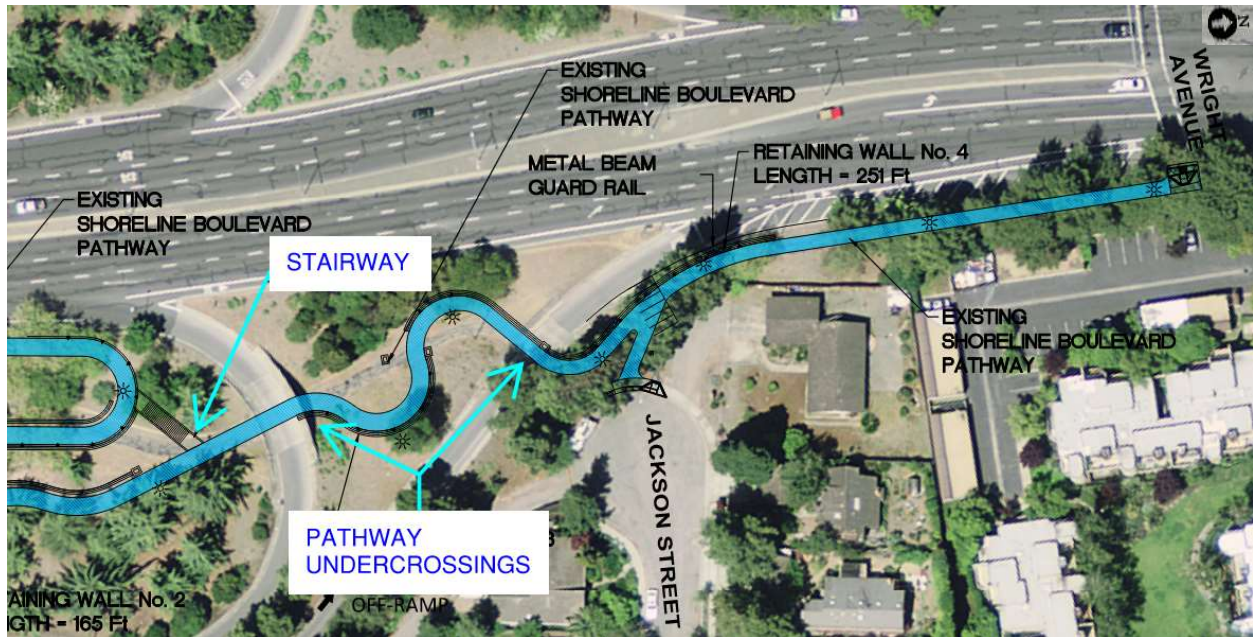


Figure 7: Northbound Shoreline Boulevard/Central Expressway On-Ramp to Wright Avenue

CONCLUSION

The City received OBAG2 grant funding for the Project in 2021, and additional design and construction funding has now been appropriated to the Project. The Shoreline Boulevard pathway improvements will achieve the following:

- Remove the existing Shoreline Boulevard pathway and construct a shared 10' wide bike/pedestrian path that meets ADA-accessibility requirements (longitudinal slope not to exceed 5% and cross slopes not to exceed 2%);
- Connect Shoreline Boulevard pathway to the sidewalk along Central Expressway;
- Construct a stairway with bike channel to provide a shorter path;
- Improve safety by adding lighting and brightening the underpasses; and
- Enhance planting and irrigation.

Once the design is complete, the City will advertise for construction.

NEXT STEPS

Staff will be bringing the project to the Parks and Recreation Commission in December 2022. Final design of the project is expected by spring 2023. Following completion, staff will take the project to Council to allocate City funds supplementing the grant funding and approve plans and specifications. Construction would begin in summer 2023 to meet the grant deadline.

If the BPAC proposes major design changes to the project, additional steps will be taken before the project proceeds into final design. Staff would take the BPAC's feedback to the Council Transportation Committee for consideration and possible recommendation to the City Council. This change in project timing may jeopardize the City's ability to meet the grant funding deadlines, and the City may also need to reconsider funding sources and scheduling associated with the construction phase of the project.

PUBLIC NOTICING

In addition to the standard agenda posting, notices were mailed to property owners and residents within 750' of the project site.

~~KR-RG-DSC/1/PWK~~

~~952-09-28-22M~~

cc: PWD, APWD—Arango, PCE—Gonzales, ACE—Robertson