

City Council Questions

September 3, 2019 Council Meeting

4.3 IMMEDIATE REPAIRS TO SEWAGE PUMP STATION, PROJECT 17-48-AMEND THE PROJECT BUDGET AND AUTHORIZE PROFESSIONAL SERVICES AGREEMENT

1. The staff report indicates that the City issued an RFP to “two local firms.” Why only two? Are there no other firms that would potentially be interested in this work?

Due to the unexpected departure of a key staff member in the Construction Section, time was of the essence in securing construction support for this project. To expedite the procurement process, staff issued an RFP to two reputable firms with whom the City has experience and that also have known experience with providing construction management and inspection services for sanitary sewer projects.

7.1 USE OF UNMANNED AIRCRAFT SYSTEMS (DRONES) IN SUPPORT OF CITY OPERATIONS

1. Can UAS be used in code enforcement cases?

Yes. UAS can be used by any department as long they have developed a department specific policy and follow the City Council Policy as well as all FAA regulations.

2. What is the “City’s records’ retention schedule?” Can staff provide examples for how long data is likely to be retained?

The City’s Records Retention Schedule is a master schedule defining how long certain records are retained by each specific department.

Specific to the UAS program for the police department, video related data will be retained in the same schedule as our Officer Worn Camera data which is two years unless it is needed for court or is evidence of a crime.

3. Do departments have an estimate of how many drones they intend to purchase over the next year/two years?

The Police Department is currently looking at several options but estimates two, one general purpose UAS and one smaller UAS. The Fire Department is looking to acquire a drone through a joint grant with the San Jose Fire Department.

4. Will there be any facial redaction from photos taken?

If facial redaction or other redaction is required, it will be conducted in accordance with current Public Records Act requirements.

5. "Part 107" is defined in the Policy but never actually referenced. Is the language "current FAA rules and regulations" intended to refer to Part 107?

Yes and any other rules and/or regulations or changes as they occur.

6. Part 107 does not appear to reference any specific training regarding privacy, nor does it seem to include any privacy regulations. What FAA rules or regulations is the Council Policy intending to reference related to "regular training?"

The FAA requires pilot recertification (Part 107) every two years to remain certified. Regular internal, department specific training, will be conducted at intervals determined by each UAS department program manager.

7. Under this Policy, could contractors or other third-parties be authorized to use UAS technology to conduct City business?

The policy is intended to govern operations by City departments. Contractor or third-parties using UAS technology are governed by existing laws and/or contract provisions.

8. The Policy references "an approved digital evidence management system" that will store the data collected. Is this system SOC 2 or ISO 27001 compliant?

The policy does not require SOC 2 or ISO 27001 compliance. However, the Police Department's current digital evidence management system is ISO 27001 compliant.

ITEM 8.1 SHORELINE BOULEVARD TRANSIT LANE AND UTILITY IMPROVEMENTS, PROJECT 16-58-PROJECT UPDATE AND RELATED ITEMS

1. If bus traffic is light, can the lane be re-purposed, for example, as an HOV lane?

Yes, the lane could be repurposed or have expanded uses in the future if conditions warrant.

2. Signals along Shoreline from Plymouth to Middlefield are synchronized. Will the bus lane receive pre-emptive signaling, and what will the effect be on vehicle flow on Shoreline Blvd.? Or will buses merely bypass the queues but still wait for the normal signal changes (non-pre-emptive signals)?

The current design does not include pre-emptive signaling for the bus lane. Buses will merely bypass the queues and arrive at the terminal intersection and wait for their green light phase within the signal cycle.

3. Will pre-emptive signaling be used at the terminal points of the bus lane (that is, entering and exiting the dedicated lane), and how will that affect traffic flow?

The current design does not include pre-emptive bus signals at the terminal points. There will, however, be a "queue-jump" of approximately 15 seconds that will allow buses to exit the bus lane at the terminal points to re-enter the general use traffic lanes ahead of other vehicles. The terminal points are not at the Shoreline/NB 101 off-ramp.

- Will right-turn-on-red be permitted at the protected intersection at Middlefield and Shoreline? If not, what will be effect on traffic?

Right-turn-on-red is permitted at the Middlefield/Shoreline intersection, except during the 15-second queue jump phase.

- Can staff provide some detail on expected operational use of the dedicated lane? Specifically – how will the transit stations be determined; if one bus stops at a transit station that another needs to bypass, is there a means by which the second bus can skip ahead in the lane; etc.?

The current proposal is to allow vehicles meeting the California Vehicle Code definition of a bus, which is a vehicle that has a minimum capacity of 10 passengers or greater, to use the lane.

The current project will have two sets of median bus stops (each direction) at Terra Bella Avenue and Pear Avenue. These bus stops are in close proximity of existing curb side bus stops.

If a bus stops in the dedicated bus lane, the other buses will have to wait behind it. The medians will be able to accommodate two buses to pick up or drop off passengers at a time.

- I vaguely recall a project to install protected bus lanes on Middlefield Road. Is that accurate?

Staff does not recall a plan for a protected bus lane on Middlefield Road. The City’s Bike Plan includes dedicated bike lanes on Middlefield Road. In the five year CIP, there is a project proposed to study a bikeway on Middlefield Road from Whisman Road to the Sunnyvale city limit.

- What is the latest mode share split into North Bayshore?

The latest and historic mode share split for North Bayshore is shown below:

TABLE 1: Historical Inbound Morning Peak Hour Mode Split Comparison

Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019
SOV	51%	55%	53%	60%	56%	52%	49%	52%	52%	56%
HOV	12%	12%	14%	17%	14%	13%	15%	14%	12%	11%
Transit	33%	26%	26%	17%	23%	28%	32%	30%	32%	31%
Bike	3%	6%	6%	5%	6%	6%	3%	3%	3%	2%
Ped	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- What year do we expect the mode share split to reach 35% transit into North Bayshore?

Staff does not have a firm target for when the City will reach 35% transit use. As shown in the table, the past four monitoring periods have been pretty constant at 30%-32%. Several factors over the next few years that may increase transit use include:

- **Infrastructure:** Opening the Shoreline Reversible Transit Lane and Charleston Transit Corridor improvements;
- **TDM:** New developments will generally have improved mode splits, and several major new developments will occupy in the next few years;
- **Services:** The shuttle study currently underway may identify some opportunities for increased transit ridership through a combination of the TMA, Community Shuttle, or other shuttle services.

9. Will buses be able to get on the reversible lane mid-way, for example from Middlefield?

Buses will be able to enter and exit at Middlefield, as it is the southerly terminus of the project. The current plan does not allow entry or exit at points other than the northerly and southerly terminal points. Operations could be modified in the future if conditions warrant.

10. I've been told that the vast majority of buses now get to N Bayshore not on Shoreline, but from the San Antonio or Amphitheater exits off 101. How many buses are there going down Shoreline during am and pm commute hours now?

MVgo operates approximately 20 trips on Shoreline during both AM and PM commute hours. Google operates approximately 60 trips on Shoreline during the AM commute hours and 40 trips during the PM commute hours.

11. Do we know of plans by Google and other companies in North Bayshore to increase the number of buses using this route? Are there any plans to increase the number of buses going from the downtown train station to North Bayshore via Shoreline?

While staff knows of no specific plans to increase the number of buses using this route, the company and TMA representatives with whom staff met are supportive of the project and look forward to travel time savings on the Shoreline corridor. Transit operators tend to revise routes based on traffic conditions, so as infrastructure is built (including the bus lane) and traffic patterns change with development activity, operators will adjust routes accordingly.

12. Would it be feasible to make the reversible bus lane a bus and carpool lane? Would carpool enforcement be straightforward or problematic?

While operation of the lane could be changed in the future, staff has not studied this alternative. Careful consideration would have to be given to the capacity of the lane, signal operations, and other factors.

13. How many North Bayshore employees (number and percentage) currently use the Mountain View Transit Center to get to work and where do they come from (north or south)?

Staff does not have a current count of North Bayshore employees using the Transit Center. The TMA runs several shuttles into North Bayshore.

14. Currently few transit vehicles use the Shoreline Gateway (*Fehr & Peers*, May 2019) and even fewer use Shoreline Blvd. south of 101. How many transit vehicles are forecast to use the bus lane in the

morning and evening commute hours (7-10am and 4-7pm) and how were these numbers determined?

A projection of about 100 buses will use the bus lane during the AM peak one-hour period. No PM projection is available at this time.

15. It seems like the bus lane will not benefit evening transit vehicles where the congestion is mostly north of the end of the bus lane. What is the estimated time savings for the morning and evening commutes? Have surveys been done to see if the time savings will increase ridership?

The bus lane will benefit the morning commute more than the evening commute, particularly under current conditions. The estimated time savings for buses traveling in the bus lane are four and one-half minutes for the morning and less than one minute for the evening commute.

16. Will transit vehicles which aren't carrying passengers be allowed to use the bus lane? Google runs shuttles to its building at 1001 N. Shoreline, but the shuttles are generally empty going north in the morning.

Empty buses/shuttles are allowed to use the bus lane as long as they have 10 or more passenger-carrying capacity.

17. During times when the bus lane is not needed, why can't cars be allowed to use the bus lane to get to the SB 85/101 on-ramp from NB Shoreline Blvd.? What is that ramp usage during a typical week?

Allowing cars to use the bus lane to access SB 85 onramp during times when the bus lane is closed would introduce unwanted complexity and potential confusion. Reserving the lane for buses only will reduce the likelihood that other vehicles will access the lane when it is used by buses.

The typical volume using the NB Shoreline to SB 85 onramp is 55 and 89 cars during the AM and PM peak hour, respectively.

18. Where will bus stops be located, and how will passenger movements be prevented from disrupting Shoreline traffic if stops are located in the median?

There are two median bus stops at Terra Bella (one on each side) and one median bus stop at Pear (on south side) planned for the project. Pedestrians crossing Shoreline from the median will have a crosswalk button and will wait for their light within the signal cycle.

19. Since the bike lane will no longer be available for right-turns at Middlefield and Shoreline, what will be the effect on traffic, especially if Shoreline is backed up and the right-turners can't proceed?

The traffic analysis for the project showed little or no impact to the queue on Middlefield Road due to loss of the dedicated right turn lane. The benefit is that vehicles will no longer block the bike line while waiting to turn right.

20. The Shoreline Corridor is a complicated one with closely spaced intersections, transit stops, and driveways. Why hasn't a micro simulation been done so that more accurate and realistic forecasting can be done? How much confidence is there in the current forecasting tools given that they do not accurately calculate LOS at some key intersections?

Micro-simulation was done using VISSIM modeling software to compare delay and LOS between existing and "Built Project" scenarios at intersections along the Shoreline Bus Lane corridor. "VISSIM" is an acronym for a German phrase.