



DATE: September 8, 2020

CATEGORY: Consent

DEPT.: Public Works

TITLE: **East Whisman Area Transit-Oriented Development Improvements, Phase II: Ellis Street Improvements, Project 16-48 – Various Actions**

RECOMMENDATION

1. Approve receipt of \$90,000 from Google LLC, and appropriate the funds to the East Whisman Area Transit-Oriented Development Improvements, Phase II: Ellis Street Improvements, Project 16-48. (Five votes required)
2. Authorize the City Manager to amend the professional services agreement with BKF Engineers for the East Whisman Area Transit-Oriented Development Improvements, Phase II: Ellis Street Improvements, Project 16-48, to add an additional \$105,000 for a total agreement amount of \$351,812.

BACKGROUND

The East Whisman area between Middlefield Road and U.S. 101 is served by the Santa Clara Valley Transportation Authority (VTA) Middlefield Light Rail Transit (LRT) Station to the south and the Bayshore/NASA LRT Station to the north. While the Middlefield LRT Station is convenient to commuters traveling to the southern portion of the East Whisman area, the Bayshore/NASA LRT Station is separated from the area by U.S. 101. The existing pedestrian route under U.S. 101 requires pedestrians to use a narrow sidewalk along the west side of Ellis Street and requires bicyclists to share the roadway on Ellis Street and Manila Drive.

The East Whisman Area Transit-Oriented Development (TOD) Improvements, Project 16-48, was developed to provide pedestrian, bicycle, and other complete street improvements to improve access to LRT and through the area. The project was divided into two phases. The design and construction of Phase I improvements for Middlefield Road between Whisman Road and Bernardo Avenue is complete.

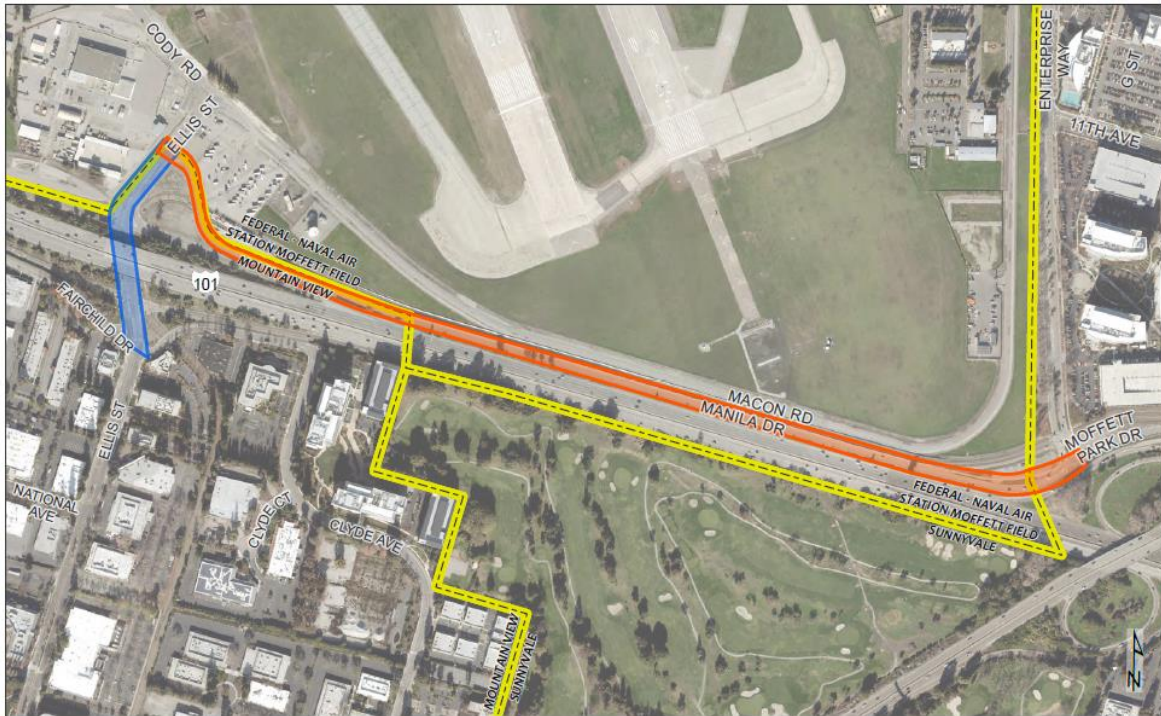
Phase II provides for complete street improvements on Ellis Street between Fairchild Drive and Manila Drive. It is currently in design. The scope of work includes geometry

modifications at three locations (Ellis Street and Fairchild Drive; and Ellis Street and the U.S. 101 on- and off-ramps), sidewalk widening, storm drainage, striping, pavement markings (including green bike lanes), lighting, and traffic signal modifications.

A Professional Services Agreement with BKF Engineers (BKF) was executed on June 15, 2016, and amended on May 7, 2019, to design both phases of the East Whisman Area TOD Improvements.

Manila Drive Project

As the design of Phase II was progressing, Google approached the City regarding a proposed improvement project along Manila Drive, between Ellis Street and Enterprise Way (see Figure 1 for project locations). The project, Manila Drive Bicycle Connector, proposes to construct a multi-use pathway for pedestrians and bicyclists, and includes pavement striping and associated improvements on Manila Drive. The objective of the project is to improve connectivity between the North Whisman area in Mountain View and the Moffett Park area in Sunnyvale, including access to the Bayshore/NASA LRT Station. This project is consistent with the City Council goal to Develop and Implement Comprehensive and Innovative Transportation Strategies to Achieve Mobility, Connectivity, and Safety for People of All Ages.



Project Locations Map

-  Google proposed multi-use pathway on Manila Avenue between Ellis Street and Enterprise Way.
-  East Whisman Area Transit-Oriented Development Improvements.
-  Phase II: Ellis Street Improvements.
-  Municipal Boundary

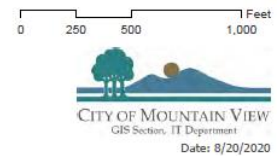


Figure 1: Project Locations Map

ANALYSIS

Recognizing that the City and Google share the same goal of improving connectivity and safety, staff and Google representatives have discussed extending the proposed multi-use pathway on the west side of Ellis Street between Manila Drive and Fairchild Drive. The extension of the multi-use pathway onto Ellis Street from Manila Drive will provide a continuous, low-stress facility accessible for people of all ages in the project area (see Figure 2 below for the proposed scope of work for Phase II with the multi-use pathway).

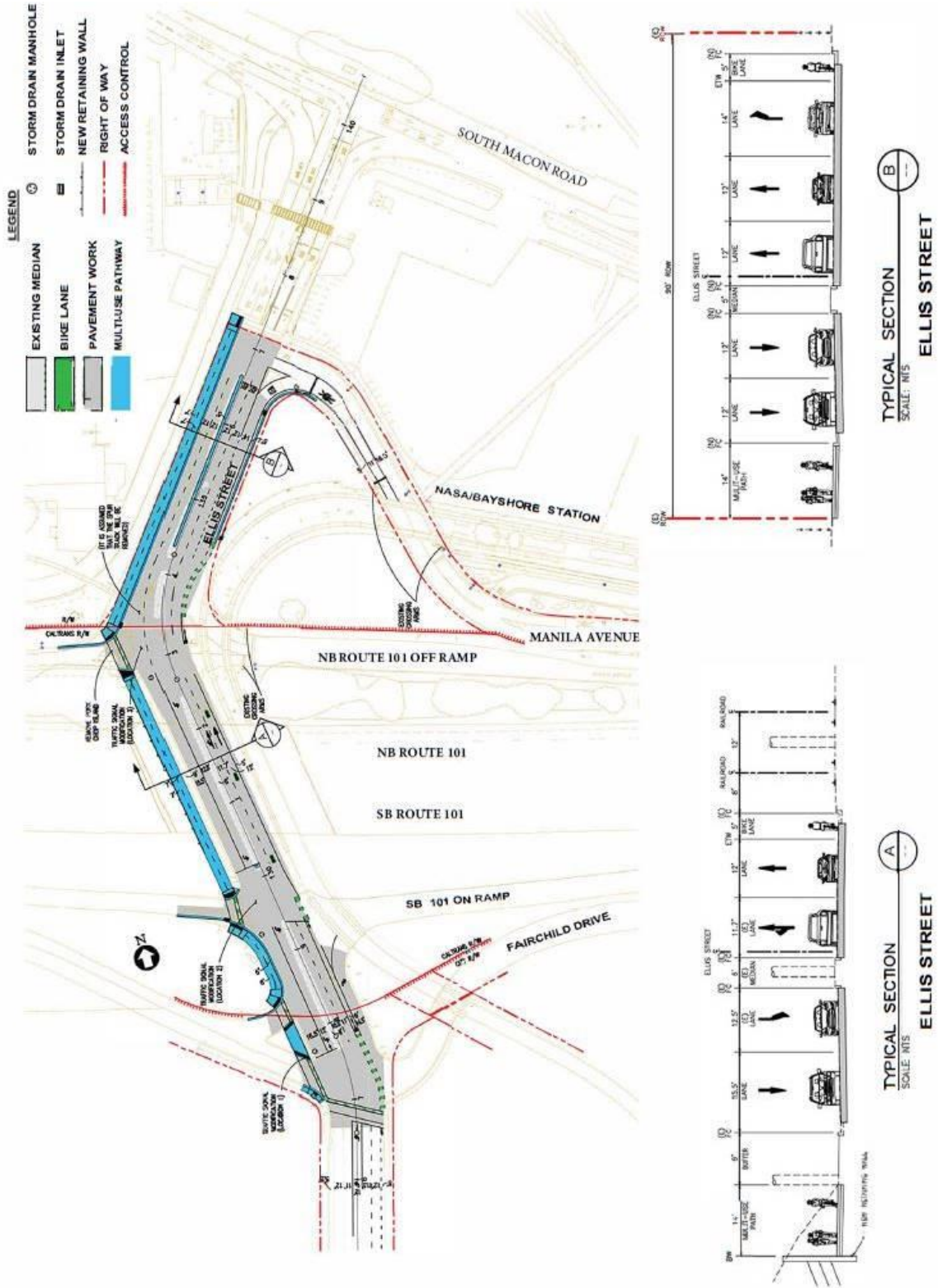


Figure 2: Phase II Scope of Work

Extension of the multi-use pathway on Ellis Street will result in the following changes in the current Phase II design:

- Widening and conversion of the sidewalk to a two-way, multi-use pathway (minimum of 12') on the west side of Ellis Street, north of U.S. 101, and narrowing the median;
- Modifying the traffic signal at Ellis Street and Fairchild Drive;
- Widening the proposed pathway under U.S. 101 from 10' to 12' minimum; and
- Updating the geometry of intersections by widening crossings to accommodate pedestrians and bicyclists.

Staff recommends incorporating this multi-use pathway on the west side of Ellis Street into the City's Phase II project design. Google has offered to contribute \$90,000 for the additional design cost associated with these modifications to the City's scope of work. With Council approval to accept the funds from Google, the City and Google would enter into a reimbursement agreement.

EPA Requested Data

In addition to the above changes, the Environmental Protection Agency (EPA) is requiring that the project provide soil vapor data to evaluate if volatile organic compound (VOC) vapors are present in the project site, which is within the Middlefield-Ellis-Whisman Superfund site. BKF's subconsultant will collect VOC vapor samples from two locations and will obtain necessary permits from Caltrans to complete the additional field investigation work. This work is estimated at a cost of \$15,000.

BKF Agreement Amendment

Staff recommends amending the professional services agreement with BKF to increase the contract amount by \$105,000 to accommodate the modifications to the design for the multi-use pathway, and for the work involved to collect and provide the EPA-requested data.

Design of Phase II is anticipated to be completed in spring 2021. The construction phase of Phase II is currently not funded, and staff may propose to fund the construction phase of the project as part of the Fiscal Year 2021-22 through Fiscal Year 2025-26 Capital Improvement Program. Google plans to begin construction of the Manila Bicycle

Connector Project by the end of 2020 in anticipation of receiving design and permit approvals.

FISCAL IMPACT

The East Whisman Area TOD Improvements, Project 16-48, is funded with \$3 million from the Transit-Oriented Development Fund. The estimated project design services cost for the recommended contract amendment is as follows:

Original Professional Design Services Agreement (Including Contingency for Additional Services)	\$246,812
Proposed Amendment and Additional Services	<u>105,000</u>
TOTAL ESTIMATED DESIGN FEE	<u>\$351,812</u>

The project has sufficient funding for the recommended design services amendment to add \$15,000, in addition to the \$90,000 to be provided by Google. With the amendment, the contract with BKF will have a not-to-exceed total contract amount of \$351,812, which includes a \$25,000 contingency.

ALTERNATIVES

1. Do not increase the appropriation to the project or authorize the agreement amendment with BKF.
2. Provide other direction.

PUBLIC NOTICING – Agenda posting.

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