



**DATE:** December 4, 2018

**CATEGORY:** New Business

**DEPT.:** Public Works

**TITLE:** **North Bayshore Circulation Feasibility Study**

### **RECOMMENDATION**

Authorize the City Manager to execute a professional services agreement with TJKM and Associates, Inc. (TJKM) to develop the North Bayshore Circulation Feasibility Study, Project 19-54, in an amount not to exceed \$935,000.

### **BACKGROUND**

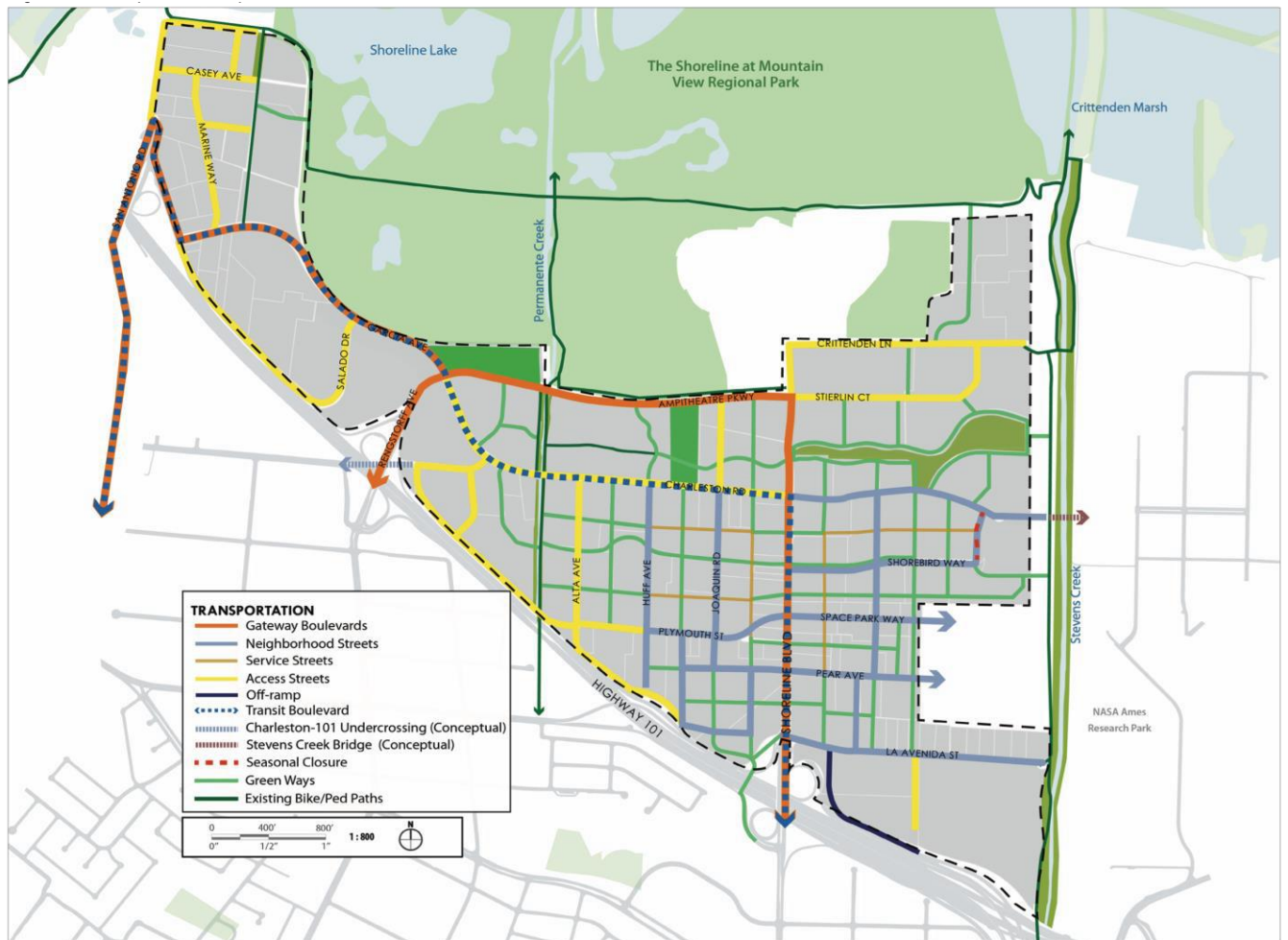
The 2014 North Bayshore Precise Plan and amended 2017 North Bayshore Precise Plan envision commercial and residential growth in North Bayshore without widening or significantly adding vehicle capacity to the three gateway corridors. Instead, a number of multi-modal transportation improvements are being implemented, in conjunction with Transportation Demand Management (TDM) programs, to support a 45 percent mode share of drive-alone into and out of the area. A cap on the number of peak-hour vehicles has been established, and volumes are measured semiannually.

The 2017 North Bayshore Precise Plan includes several near-term transportation implementation projects that would augment the improvements embedded in the original 2014 North Bayshore Precise Plan. These projects include studies of potential gateway improvements (i.e., a new transit bridge over Stevens Creek and a Charleston Road connection under U.S. 101) as well as strategies to reduce single-occupant vehicle (SOV) trips (see Table 1 and Figure 1).

**Table 1**  
**North Bayshore Precise Plan**  
**Transportation Implementation Actions**

<b>Implementation Action</b>	<b>Description</b>
<b>Stevens Creek Transit Bridge Feasibility Study</b>	Prepare a Stevens Creek Transit Bridge Feasibility Study to assess the feasibility of a new transit bridge across Stevens Creek at Charleston Road.
<b>Charleston Road Underpass Feasibility Study</b>	Prepare a Charleston Road Underpass Feasibility Study to assess the feasibility of a new underpass below Highway 101 that connects Charleston Road with Landings Drive.
<b>Rengstorff Avenue Adaptive Signal Study</b>	Prepare a Rengstorff Avenue Adaptive Signal Study.
<b>Rengstorff Avenue Corridor Study</b>	Prepare a Rengstorff Avenue Corridor Study that would extend beyond North Bayshore to determine how vehicles, bicycles, and pedestrians interact and if any specific improvements are recommended to improve overall multi-modal circulation.
<b>Residential TDM Guidelines</b>	Develop residential TDM guidelines that specify how residential TDM programs shall be prepared.
<b>Decrease SOV Rate Feasibility Study</b>	Prepare a study that analyzes the feasibility of decreasing the SOV rate below 45 percent for office uses in North Bayshore.
<b>Future Transit Facility</b>	Continue to monitor ongoing North Bayshore transportation studies, including any Santa Clara Valley Transportation Authority (VTA) studies. As these studies recommend preferred routes or technologies, identify necessary transit facility space and location needs based on direction from the City Council. Potential strategies include identifying transit facilities within existing right-of-way; requiring new development to dedicate right-of-way for new facilities; and adding land dedication for facilities or the funding transit infrastructure as priority Bonus Floor Area Ratio (FAR) community benefits.

**Figure 2**  
**North Bayshore Precise Plan Transportation Plan**



*The proposed street alignments shown in these figures are illustrative as the precise location will be determined during the entitlement process*

## **ANALYSIS**

The City Council approved funding in the Fiscal Year 2018-19 Capital Improvement Program for the North Bayshore Circulation Feasibility Study, Project 19-54, which will focus on the feasibility of a Stevens Creek Bridge and the Charleston Road undercrossing proposals, as well as the overall gateway traffic impacts of various strategies to reduce SOV trips. The study will coordinate with, and integrate results from, separate efforts addressing residential TDM requirements and Rengstorff Avenue improvements.

In October 2018, a Request for Proposals (RFP) for the North Bayshore Circulation Feasibility Study was sent to 22 firms. One consulting team, led by TJKM and Associates, responded to the City's RFP. This team included four of the firms who

received the RFP. Staff reviewed the written proposal and interviewed the TJKM project team despite only receiving one proposal. Staff deemed TJKM qualified based on the merits of their proposal, experience, and demonstrated competence with similar projects. The proposed fee submitted with their proposal was within the expected project cost range.

The recommended scope of work includes:

- **Project Management and Coordination** – Consultant will refine the work program and schedule and participate in regular staff and stakeholder meetings. Consultant will also coordinate project consultation meetings with Caltrans, the Santa Clara Valley Transportation Authority (VTA), the Santa Clara Valley Water District, California Fish and Wildlife Department, San Francisco Bay Conservation and Development Commission (BCDC), Pacific Gas & Electric Company (PG&E), NASA/Ames, and other agencies that might help determine project feasibility.
- **Data Collection and Analysis** – The consultant will investigate existing site conditions and research data/reference material pertinent to the project. This task will include a topographic survey, right-of-way mapping, utility search, investigation of geotechnical conditions, and other relevant conditions.
- **Establish Baseline Conditions** – For this task, the consultant will develop base assumptions and travel projections consistent with the 2017 North Bayshore Precise Plan. A slightly expanded study area will be developed, including the employment and housing currently planned or in construction in the NASA/Ames area. The consultant will adapt/expand the recently developed North Bayshore traffic simulation (VISSIM) model to adequately cover the study area. Updated baseline vehicle trip assignments in the study area (existing plus approved projects) and adjustments for projects in development (e.g., ramp realignment, bus lane) will be developed.
- **Create Trip Scenarios** – The consultant will create future trip scenarios (assumed to be 2030 based on current General Plan), building on the basic parameters of the 2017 North Bayshore Precise Plan. The team will work with City staff, stakeholders, and property owners to develop scenarios that would address the distribution and characteristics of housing and employment specified in the Precise Plan, strategies for increasing transit, pedestrian, and bicycle use, and other actions, such as district parking and reductions to the current SOV rate (currently 45 percent). The consultant will create several scenarios and develop corresponding person and vehicle trip assignments for each scenario. At least one scenario will reflect an interim stage of development in North Bayshore.

- **Project Feasibility of Gateway Improvements**—This task will assess the project feasibility for the Charleston undercrossing and Stevens Creek Bridge, addressing potential design concepts, capacity, cost, and other issues related to feasibility such as geotechnical conditions, soil contamination, stormwater drainage, utility relocations, Heritage tree impacts, flood provisions, other potential environmental impacts, and constructability.
- **Analysis of Scenarios**—This task will test the performance of the scenarios, incorporating the feasible gateway project concepts. The evaluation will address the ability of each scenario to accommodate the transportation demands from future development of the Precise Plan. Tasks will include the establishment of performance metrics, VISSIM simulation runs combining trip scenarios and gateway infrastructure options, and an evaluation of the relative effectiveness of infrastructure and travel demand strategies embedded in the individual scenarios.
- **Public Outreach and Meetings**—Consultant will attend public outreach and stakeholder meetings, as well as City Council meetings and other City committee meetings. At least two community meetings will be conducted.
- **Recommended North Bayshore Transportation Strategy**—This task will integrate the gateway feasibility and the scenario analysis into a recommended North Bayshore Transportation Strategy. This strategy will include feasible physical improvements to improve gateway capacity and operations, strategies to achieve mode-share targets, and possible adjustments to the vehicle trip cap and SOV target. The recommended strategy will also identify priority actions, possible phasing of development tied to completion of physical improvements, and progress on mode shift targets and potential future actions that may be needed.
- **Draft and Final Report**—The consultant will summarize the results of the study in a final report, including an executive summary. A draft final report will be prepared for City review prior to preparation of the final report.

A more detailed description of the recommended scope of work is provided in Attachment 1.

TJKM and Associates will serve as the prime consultant for the study and will be responsible for developing the transportation scenarios and analysis, engagement/outreach, and overall project management. Supporting TJKM on the project team are Alta Planning and Design (bicycle and pedestrian planning, TDM strategies), BKF Engineers (feasibility of gateway project concepts), and Biggs Cardosa Associates (structural engineering in support of the feasibility analysis).

If the proposed scope of work and recommended agreement are approved by the City Council, the TJKM team will commence work in December 2018 and complete the project in late 2019/early 2020.

### **FISCAL IMPACT**

The North Bayshore Circulation Feasibility Study, Project 19-54, is already funded with \$1.1 million from the Shoreline Regional Park Community Fund. The total cost of the proposed services to be provided by TJKM and its subconsultants is \$935,000, which includes basic services and reimbursable expenses of \$850,000 and a contingency of \$85,000. There are sufficient funds in the project budget to fund the recommended agreement.

### **ALTERNATIVES**

1. Do not approve the recommended contract with TJKM.
2. Amend the scope and approve the contract.
3. Provide other direction to staff.

### **PUBLIC NOTICING** – Agenda posting.

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Attachment 1. Scope of Services