

**Attachment A****SCOPE OF WORK****North Bayshore District Monitoring and Near-Term Growth Assessment
in Mountain View, California
(May 13, 2021)****ANALYSIS APPROACH**

This scope of work is to conduct, analyze and report the results of the Fall 2021 and Spring 2022 North Bayshore District Monitoring and Near-Term Growth Assessment. The Fall 2021 observations will likely not represent typical conditions because it is likely that many employees will still be working remotely and only some employees will have returned to North Bayshore. During this transitional period we would expect to observe different travel behavior that includes a high portion of employees not coming to the workplace regularly, a higher-than-typical drive-alone percentage for those employees who are coming to the workplace, and the return of peak hour vehicle congestion. These observations can be quite useful for immediate planning and long-term policy development. There are two possible options for the Fall 2021 monitoring:

- Option 1: Omit the Monitoring Process in Fall 2021 – One option would be to forego the Fall 2021 monitoring and to resume the monitoring process in Spring 2022, when the economic and travel patterns may have adapted into a “new normal” situation.
- Option 2: Conduct Standard Fall 2021 Counts (In Base Scope) – Another option would be to conduct the Fall 2021 observations using the same methods as have been used for the past several years. Like in years past, we would compare the gateway observations to the trip targets and mode share goal and summarize the results in a technical memorandum. In addition to the comparisons to the gateway trip targets, the Fall 2021 observations would be compared to historical observations to determine how much of a difference there is in the gateway counts and mode share observations due to a higher work from home percentage. These additional comparisons can help understand the effects of social distancing requirements on travel in North Bayshore and inform long-term work from home policies.

By the Spring of 2022, travel patterns may have adjusted to some level of “new normal” travel conditions and City staff may use the Spring 2022 data reported in the North Bayshore District Monitoring and Near-Term Growth Assessment report to evaluate how North Bayshore development is conforming to the North Bayshore Precise Plan gateway trip targets. The Spring 2022 counts and mode share observations will be reported in a

technical report with a report chapter titled Near-Term Growth Assessment that describes planned developments in the near future, the estimated completion of the planned transportation improvements, and an estimate of the future trip demand from the near-term developments and their contribution to each gateway. Both the technical memorandum and technical report will be reported to City Council as part of the North Bayshore District monitoring of traffic congestion and land development.

SCOPE OF WORK

FALL 2021 NORTH BAYSHORE DISTRICT MONITORING

The base scope of services for this phase of work will evaluate and present travel data at the North Bayshore gateways for the morning peak period (7:00 to 11:00 AM) and evening peak period (3:00 to 7:30 PM) for Fall 2021 conditions, using the data sources and collection techniques that have been used in previous monitoring efforts. Note that due to the COVID-19 pandemic and associated reductions in economic activity and vehicle travel, the traffic conditions that exist at the time of the Fall 2021 monitoring are likely to be substantially affected, thereby making these observations useful for planning for travel conditions with social distance requirements and a high portion of the employees working from home. The budget for this phase of the scope has been divided so that the cost of the Fall 2021 monitoring can be separated from the cost for Spring 2022.

Task 1.1: Daily Count Observations

With guidance from Fehr & Peers, a count vendor will collect daily roadway and shared-use path segment counts at the North Bayshore gateways; Santiago Villa; and the Shoreline at Mountain View Regional Park. This daily data will be collected for two consecutive weeks. The morning peak period (7:00 to 11:00 AM) and the evening peak period (3:00 to 7:30 PM) average for a typical mid-weekday (e.g., Tuesday, Wednesday, or Thursday) will be reported. The North Bayshore gateway street locations include:

1. San Antonio Road between Bayshore Parkway and Casey Avenue
2. Bayshore Parkway between San Antonio Road and Garcia Avenue
3. Rengstorff Avenue between US 101 Northbound Ramps and Garcia Avenue-Charleston Road
4. Shoreline Boulevard between US 101 Northbound Ramps-La Avenida and Pear Avenue
5. La Avenida between Shoreline Boulevard and Inigo Way

The shared-use path locations include:

6. Permanente Creek Trail between Old Middlefield Way and Charleston Road

7. Stevens Creek Trail between Moffett Boulevard and La Avenida

Additional count locations for Santiago Village and the Shoreline at Mountain View Regional Park include:

- 8. Shoreline Boulevard north of North Road
- 9. Space Park Way at the entrance to Santiago Villa
- 10. Armand Avenue at the entrance to Santiago Villa

Task 1.2: Gateway Vehicle Classification Observations

For one day at the North Bayshore Gateway locations 1 through 7 listed above vehicle classification counts will be collected by the count vendor for the inbound direction during the morning peak period and outbound direction during the evening peak period. The vehicle classification will include: single occupant vehicles, carpool vehicles by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+ persons), transportation network company vehicles (e.g., Uber and Lyft) by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+ persons), trucks, transit vehicles, bicyclists and pedestrians.

Task 1.3: Bus Occupancy Observations

Bus occupancy of employer commuter shuttles and VTA buses will be observed at 17 bus stops for one day during the morning and evening peak periods. Some of the data will be collected from the appropriate agencies in spreadsheet format, while other data will be collected via in-person field observations. For all of the in-person field observations, a local count vendor will collect the data. For VTA buses, staff will board the bus at bus stops and count the number of riders on board. For employer commuter shuttles, staff will be stationed at bus stops recording the bus license plate number, the type of bus and the number of persons boarding and alighting; this will be focused on inbound buses during the morning peak period and outbound buses during the evening peak period. Using this bus occupancy data, Fehr & Peers will determine the number of persons entering North Bayshore on buses during the morning peak period and exiting during the evening peak period.

Task 1.4: Summary of Existing Travel Patterns

The vehicle traffic counts, and vehicle classification data will be summarized in tables and figures to show vehicle travel patterns by time of day, and mode share and vehicle usage for the morning and evening peak periods. This information will describe the current usage of the three North Bayshore Gateways. The mode share data will be summarized for the inbound direction during the morning peak period and outbound direction during the evening peak period. The other performance measures will be summarized for both directions during the morning and evening peak periods.

Task 1.5: Gateway Operations Observations

Vehicle queues will increase under conditions where the gateway demand exceeds capacity. Peak period observations of vehicle queues will be observed at the Shoreline Boulevard and Rengstorff Boulevard gateways during the morning and evening peak periods for one day. Queue lengths, start time of queue formation, start time of queue dissipation, and the maximum queue length will be reported to help understand when the demand exceeds capacity at the observed locations, and the extent of the vehicle queue formed by unserved vehicles. Noting the extent of the queues, and times at which the queues begin to increase and decrease in length, will help describe the North Bayshore gateway operations throughout the morning and evening peak periods.

These queue observations will be conducted using 17 camera locations, recording the queues during the peak periods. Fehr & Peers' staff will then watch the recorded videos to determine queue extents and times at which the queues begin to increase and decrease in size. The cameras will be used to record the inbound and outbound queues for eight locations at the Rengstorff gateway and seven locations at the Shoreline gateway.

Task 1.6: Fall 2021 Technical Memorandum Summary Deliverable

The Fall 2021 monitoring will be documented using a brief technical memo format with tables and figures to present the Fall 2021 gateway volume and mode share monitoring results. We will also compare the volume and mode share observations to historical Fall observations and provide a summary of these comparisons as they could help with immediate planning and policy development. Our fee estimate includes up to 8 staff hours to respond to comments on the draft and prepare a final memo. Responding to comments requiring additional technical analysis or requiring more than 8 staff hours will be conducted as an additional service.

Deliverable: Draft and Final Memorandum documenting the Fall 2021 North Bayshore District Monitoring results.

SPRING 2022 NORTH BAYSHORE DISTRICT MONITORING AND NEAR-TERM GROWTH ASSESSMENT

Task 2.1: Spring 2022 Observations

This task will collect the same observations as outlined in Tasks 1.1 to 1.5.

Task 2.2: Near-Term Growth Assessment by North Bayshore Gateways

For the Spring 2020 monitoring, Fehr & Peers described the Near-Term Growth developments planned for North Bayshore, the estimated change in the gateway vehicle demand with occupancy of these new developments in the near future, and the estimated completion of the planned transportation improvements. As part of the Spring 2022 monitoring, Fehr & Peers will update this Near-Term Growth Assessment to include any new developments since the Spring 2020 monitoring. In addition, the Near-Term Growth demand volumes by each gateway will be developed using distributions from published Site Specific Transportation

Analysis reports and supplemented by the North Bayshore VISUM travel model. The Near-Term growth trip estimates will be reported by gateway.

Task 2.3: Spring 2022 North Bayshore District Monitoring and Near-Term Growth Assessment Documentation

A North Bayshore District Monitoring and Near-Term Growth Assessment report will be prepared that summarizes the person and vehicle trips for each North Bayshore gateway, and person mode share during the morning peak period (7:00 to 11:00 AM) and the evening peak period (3:00 to 7:30 PM) for Spring 2022 (Fall 2021 counts and mode share will be summarized in the historical graphics and appendix). This report will also compare the gateway observations to several trip target options during the morning and evening peak periods. The Near-Term Growth Assessment will also be documented. The draft report will be submitted to the City staff for review and comment. Review comments will be incorporated into the final report and submitted to City staff. Our fee estimate includes 12 staff hours to respond to comments on the draft and prepare a final report. Responding to comments requiring additional technical analysis or requiring more than 12 staff hours will be conducted as an additional service.

Deliverable: Draft and Final Report documenting the North Bayshore District Monitoring and Near-Term Growth Assessment report.

Task 2.4: Public Hearings

Fehr & Peers will be available to attend two public hearing meetings without a presentation role as part of this effort. Additional meetings or hearings can be accommodated on an as-needed basis, subject to scope and budget amendments.

<p align="center">Attachment B: North Bayshore Precise Plan</p> <p align="center">Fall 2021 and Spring 2022 North Bayshore District Monitoring and Near-Term Growth Assessment Fee Estimate (May 2021)</p>
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