



## **JOINT REPORT**

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|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DATE:</b>     | November 4, 2025                                                                                                                                   |
| <b>CATEGORY:</b> | Consent                                                                                                                                            |
| <b>DEPT.:</b>    | Public Works                                                                                                                                       |
| <b>TITLE:</b>    | <b>Shoreline Boulevard at Highway 101<br/>Bicycle/Pedestrian Bridge, Preliminary<br/>Design, Project 16-60—Professional<br/>Services Agreement</b> |

### **RECOMMENDATION**

Acting as the City Council and Board of Directors of the Shoreline Regional Park Community, authorize the City Manager and Community Manager, or their respective designees, to amend the professional services agreement with Biggs Cardosa Associates, Inc., a California corporation (Entity No. 1293239), for Shoreline Boulevard at Highway 101 Bicycle/Pedestrian Bridge, Preliminary Design, Project 16-60, to add \$58,707 for additional project close-out services, for a total not-to-exceed amount of \$791,215. The total cost of preliminary design for the project will be funded 100% by the Shoreline Regional Park Community Fund.

### **BACKGROUND**

Shoreline Boulevard at Highway 101 Bicycle/Pedestrian Bridge (Bridge Project) is an identified Priority Transportation Improvement in the North Bayshore Precise Plan (NBPP) and is a key project in improving circulation on North Shoreline Boulevard. The project is intended to construct a Class I bicycle and pedestrian bridge over U.S. 101 west of Shoreline Boulevard and a two-way bicycle track at each end (see Figure 1). The proposed bridge would include two 7' lanes for bicyclists and a 6' lane for pedestrians (20' total width). The bridge would also include supports for future installation of a 12" recycled water pipeline.



**Figure 1: Bridge Project Location Map**

On [June 26, 2018](#), the Council approved a professional services agreement with Biggs Cardosa Associates, Inc. (BCA), for preliminary design of the Bridge Project in the amount of \$732,508.

Additionally, on [June 25, 2024](#), as part of Shoreline Boulevard Active Transportation and Utility Improvements, Project 16-58 (Shoreline Project), the Council approved staff's recommendation to defer the bus lane element of the Shoreline Project scope to a later phase due to several factors that have changed adjacent to and within the North Bayshore area related to demand. These factors include:

- Lower traffic volumes;
- Limited travel time benefit;
- Reduced Caltrain ridership;
- Reduced MVgo shuttle ridership;
- VTA's unlikely usage of a bus lane;
- Reduced corporate shuttles; and
- Delayed office development and reduced employee populations.

As a result, the Council supported staff's recommendation to implement a three-phased approach to the Shoreline Project. The approach is outlined below, along with status.

1. **Complete the bicycle, pedestrian, and utility improvements**—The initial phase will focus on completing the bicycle, pedestrian, and utility improvements on North Shoreline Boulevard between West Middlefield Road and Pear Avenue. The modified project will still include protected bike lanes, protected intersections, sidewalks, traffic signal modifications, and landscaping modifications. The median bus lane improvements would be deferred to a future phase, including median curbs and paving, bus stop platform construction, and transit signals.

The design of this phase is substantially complete, and construction is anticipated to begin in spring 2026 following third-party utility relocations. Construction is anticipated to take 18 months, where a majority of the construction will be taking place at night to avoid impacts to the daytime peak corridor travel on North Shoreline Boulevard.

2. **Perform feasibility study**—A second phase will be a feasibility study of interim pedestrian or bicycle improvements through the U.S. 101 interchange. A possible element could include a two-way bicycle path to allow bicyclists to use the Shoreline Boulevard median area on the existing bridge structure over U.S. 101, between Terra Bella Avenue and the La Avenida or Pear Avenue intersections. If feasible and supported by the Council, this would provide a protected bike facility and would avoid the freeway on- and off-ramp merging conflicts between bicyclists and vehicles. Access to the median could be at improved intersections built with the first phase, where the improvements could be compatible with a future median bus lane phase. This phase would also include deferring the Bridge Project since the median bicycle lane would provide a protected facility.

Staff will propose the creation of a new Capital Improvement Program (CIP) project and appropriation for the Shoreline Project, Phase 2 Feasibility Study for consideration as part of the next CIP process in spring 2026.

3. **Construct the median bus lane improvements**—The third phase (construction of the bus lane) would occur when conditions in North Bayshore support an effective and well-used median bus lane. This phase would also be linked to construction of the U.S. 101 pedestrian/bike bridge since the bridge would replace the interim median bicycle lane, if constructed in Phase 2. Improvements in this phase would include additional median paving and curbs, median bus stop platform construction, and transit signals and signage. This phase would also include evaluating design modifications to allow corporate shuttles access to the bus lane from the U.S. 101 on- and off-ramps at Shoreline Boulevard as well as coordination with VTA to maximize usage.

During the Five-Year CIP development and Council approval of the CIP earlier in 2025, staff noted for the Council that the Bridge Project preliminary design is being deferred, funds would be released for new projects, and the Bridge Project will be closed out after work is completed to document the effort to date.

## **ANALYSIS**

The Bridge Project has not progressed beyond preliminary engineering design. The Council has authorized appropriations from the Bridge Project to other priority projects, recognizing the project will be closed in the near future and consistent with the strategy approved by the Council to wait for several conditions in the North Bayshore area to change before reinitiating the Bridge Project.

To close out the Bridge Project, staff recommends BCA prepare a Project Study Report that includes a narrative on the project's current standing, identifies unreconciled design issues for completing the preliminary and final design phases of the project, and provides all project files to facilitate future design efforts when the City decides to resume the project. The completion of the Project Study Report includes addressing comments received to date on the preliminary design by Caltrans.

The fee for additional design services to prepare a Project Study Report for preliminary design phase completion is \$58,707. This fee is consistent with such services, and staff considers the fee to be fair and reasonable for the scope of work required. Staff recommends adding \$58,707 in additional services to BCA's professional services agreement for a total not-to-exceed amount of \$791,215. These services are expected to be completed in early 2026, and as part of the next CIP cycle (adoption of the Fiscal Year 2026-27 CIP in spring 2026), staff will be recommending closing this project.

## **FISCAL IMPACT**

The preliminary design of Shoreline Boulevard at Highway 101 Bicycle/Pedestrian Bridge, Preliminary Design, Project 16-60, is funded with \$1,500,000 from the Shoreline Regional Park Community Fund. The professional services agreement fee with BCA, with the inclusion of the recommended amendment of \$58,707, is for a total not-to-exceed amount of \$791,215 for basic services, additional services, and reimbursable expenses. There are sufficient funds in the project budget to fund the recommended amendment, and no additional appropriation is requested at this time.

## **LEVINE ACT**

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: [www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html](http://www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html)

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

## **SUBJECT TO THE LEVINE ACT**

☒ Material contract modification or amendment

## **CONCLUSION**

Shoreline Boulevard at Highway 101 Bicycle/Pedestrian Bridge, Preliminary Design, Project 16-60, is identified as a Priority Transportation Improvement in the North Bayshore Precise Plan and is currently in the preliminary design stage. As a result of other project priorities, changed commute conditions, and other market forces in the North Bayshore area delaying demand for this project, staff recommends preparing a Project Study Report. The Project Study Report will memorialize the project’s current standing, identify unreconciled design issues for completing the preliminary and final design phases of the project, and document existing project files to facilitate future design efforts when the City decides to resume the project. An amendment to the consultant agreement is needed to perform this effort. Once this effort is complete, staff will recommend the Council close out the project with the next CIP cycle in spring 2026.

## **ALTERNATIVES**

1. Do not authorize the amendment to the professional services agreement with BCA and direct staff to negotiate a different amendment amount.
2. Provide other direction.

**PUBLIC NOTICING**—Agenda posting.

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PWK/EP/JC-11-04-25CR

cc: PWD, APWD—Arango, PCE—Gonzales, SCE—Cervantes, SMA—Goedicke, PA—Louie,  
File (16-60)