COUNCIL REPORT

CITY OF MOUNTAIN VIEW

**DATE:** June 8, 2021

**CATEGORY:** New Business

**DEPT.:** Public Works

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

## RECOMMENDATION

1. Approve revisions to the North Bayshore Priority Transportation Improvements, bicycle and pedestrian elements, and gateway vehicle trip-cap policies for incorporation into the North Bayshore Circulation Feasibility Study.

2. Receive a status report on the Congestion Pricing Study being conducted as part of the North Bayshore Circulation Feasibility Study.

## BACKGROUND

The North Bayshore Precise Plan (NBPP), adopted in 2014 and amended in 2017, envisions commercial and residential growth in North Bayshore while minimizing additional vehicle capacity through the three gateway corridors. In support of this vision, a number of multi-modal transportation improvements are being implemented, in conjunction with Transportation Demand Management (TDM) programs, to support a 45% mode share of drive-alone into and out of the area. A cap on the number of peak-hour vehicles traveling through the gateways has been established, and volumes are measured semiannually.

On December 4, 2018, Council approved a contract with TJKM Transportation Consultants to conduct the North Bayshore Circulation Feasibility Study (Circulation Study). The purpose of the Circulation Study is to address the additional transportation issues identified in the 2017 NBPP and to develop a strategy that supports the full build-out of the NBPP. Jim Lightbody, through a contract with James Lightbody Consulting, is providing project management services for this study.

During 2019 and 2020, the Circulation Study consultant team developed a traffic simulation model (VISSIM model), evaluated the feasibility of proposed transportation projects, and supported the analysis of the Google Landings project and Gateway Master Plan.

At a May 12, 2020 Study Session, Council reviewed two priority transportation projects that were identified in the NBPP 2017 amendment that would potentially augment the improvements embedded in the original 2014 NBPP. These gateway improvement projects were evaluated through the Circulation Study and included a new transit bridge over Stevens Creek and a potential Charleston Road connection under U.S. 101 at Rengstorff Avenue. The Circulation Study identified feasible options for a Stevens Creek transit bridge and an alternative Rengstorff Avenue improvement. Council did not support further development of the Stevens Creek transit bridge but was open to consideration of a pedestrian and bicycle bridge. The Council was also open to further investigation of an alternative Rengstorff Avenue project, which realigns the freeway on and off-ramps to provide better operations and additional capacity.

On December 8, 2020, Council approved adding a feasibility study of congestion pricing to the scope of work for the Circulation Study. Congestion pricing was identified in the 2017 NBPP as a potential tool to better manage traffic.

On March 23, 2021, Council approved a NBPP nonresidential Bonus Floor Area Ratio (FAR) requalification request of 1.3 million square feet from Google LLC (Google). This was accompanied by review of the Google Preliminary North Bayshore Master Plan for office, housing, open space, and other uses located on over 122 acres of their property within and outside the gateway area. Google is expected to submit a formal Master Plan application by fall 2021.

The final Circulation Study recommendations will be coordinated with review of the Google and Gateway Master Plans. This report focuses on several initial recommendations that will help support the remaining analysis and provides a status report on the congestion pricing feasibility study.

## ANALYSIS

In early 2020, prior to COVID-19 conditions, gateway monitoring showed that peak traffic volumes were approaching gateway capacity, particularly on Shoreline Boulevard in the morning and Rengstorff Avenue in the afternoon. At the same time, the single-occupancy vehicle (SOV) rate averaged 56%, which is around what it has been over the past five years, indicating little progress toward the 45% target.

Several office developments have been approved with a 45% SOV requirement, and some are nearing occupancy (e.g., Microsoft, Charleston East). Additional infrastructure projects are under way and are expected to be completed in the next two to five years. Previous traffic scenarios conducted in the Circulation Study have shown that the

combination of new office trips and completed infrastructure will result in reaching capacity at the Shoreline Boulevard and Rengstorff Avenue gateways.

At this time, it is difficult to predict post-COVID new-normal conditions. There may be a period of time when traffic demand remains below the early 2020 conditions. However, as employers reopen, even with lower office density and greater work from home, it is expected that traffic congestion will return to earlier levels. Employers will want to make productive use of their full building spaces, and it is possible they will require most employees to be present on certain days to maximize workplace collaboration. Another factor is reduced transit use and increased vehicle use as a result of the pandemic. Continued gateway monitoring will be needed to track traffic levels through the gateways.

**Preliminary Transportation Strategy**

The Gateway Master Plan and the proposed Google Master Plan are defining the NBPP final development phase. Remaining NBPP development over the next 10 to 15 years will include up to 1,550,000 square feet of office space and up to 9,850 new housing units. This development will be supported by completion of the planned street and greenway system and complemented by expanded local-serving retail. The Plans envision a highly walkable community, with many employees living nearby or arriving by transit or other nonvehicle modes.

The additional planned office will add over 6,000 employees. New housing will also add peak-period vehicle trips. Without offsetting actions to reduce existing and future vehicle trips, these new trips will overwhelm the gateway capacity. These offsetting actions include full implementation of the vehicle trip-reduction strategies already planned for in the NBPP, including:

- Reduce existing and approved vehicle trips by meeting or bettering the 45% single-occupancy vehicle (SOV) mode-share target;

- Internalize commute trips through the development of new housing;

- Complete the walkable street network and separated bike facilities called for in the NBPP; and

- Add transportation infrastructure identified as Priority Transportation Improvements to improve roadway operations and add gateway capacity.

The Circulation Study results to date, however, show that new vehicle reduction and other strategies will be needed to supplement these existing efforts to meet the gateway vehicle trip cap policies. Potential new strategies include:

- Require future office development to further reduce SOV mode share below 45%, potentially as low as 35%;
- Minimize parking supply through a district parking strategy;
- Additional Priority Transportation Improvements, primarily at the Rengstorff Avenue gateway; and
- Potentially manage gateway trips with congestion pricing.

Next steps to complete the Circulation Study will include additional transportation simulations based on the land use and transportation plans proposed in the Gateway and Google Master Plans. The analysis will be coordinated with the detailed review of the Google Master Plan. Council review of final recommendations is planned for late 2021.

**Priority Transportation Improvements**

The Priority Transportation Improvements identified in the NBPP are key projects that benefit North Bayshore development and support policies such as the mode-shift target and gateway trip-cap requirements. Several priority projects are under development and will be completed in the next few years. These include:

- Shoreline Reversible Bus Lane and protected bike lanes between Middlefield Road and Pear Avenue;
- Plymouth Street/Space Park Way realignment and Bus Lane extension and cycle track from Pear Avenue to Plymouth Street/Space Park Way;
- U.S. 101/Shoreline Boulevard Off-Ramp Realignment;
- Charleston Transit Boulevard and protected bike lanes; and
- U.S. 101 at Shoreline Boulevard Bicycle/Pedestrian Bridge and cycle track extension to Pear Avenue.

One objective of the Circulation Study is to review and update the remaining projects and identify appropriate new projects. The initial step for this objective is to evaluate a

potential U.S. 101 undercrossing at Rengstorff Avenue and a transit/pedestrian/bicycle bridge across Stevens Creek, both of which were identified in the 2017 NBPP for further feasibility analysis. The results of the evaluation were provided at a Study Session on May 12, 2020, and based on Council direction, staff dropped further evaluation of both projects but continued to include review of a new Stevens Creek pedestrian/bicycle bridge and a modified U.S. 101/Rengstorff Avenue Ramp Realignment project. The analysis of the original and revised projects is provided in Attachment 1.

Over the last year, the Circulation Study has further analyzed the current Priority Transportation Improvement list and identified projects that expand on the original list to support the build-out of the NBPP. The projects recommended to be added to the Priority Transportation Improvements are as follows:

- **Shoreline Boulevard Reversible Bus Lane Extension from Plymouth Street/Space Park Way to Charleston Road**—This project will close a gap in the bus lane on Shoreline Boulevard, providing a direct connection to the Charleston Road bus lanes. With public and private bus service expected to significantly increase, this extension will reduce merging conflicts with regular traffic lanes. Not originally included due to potential impacts on median trees, it should be evaluated to determine the transit benefits.

- **U.S. 101/Rengstorff Avenue Ramp Realignment and Rengstorff Avenue to Landings Drive**—These two related projects will realign the northbound U.S. 101/Rengstorff Avenue ramps and provide a new access road into North Bayshore by constructing a connection from Landings Drive to the new Rengstorff Avenue ramp signal. A preliminary analysis of this ramp realignment concept has been conducted, including analysis with the VISSIM simulation model. This analysis indicated potential value in improving the operation and capacity of the Rengstorff Gateway. The benefits of these projects include:

  - Adding capacity to the Rengstorff Gateway, potentially up to 800 peak hour vehicles, and diverting traffic from Charleston Transit Boulevard, improving conditions for both transit operations and the bicycle and pedestrian use of the Charleston Transit Boulevard.

  - Eliminating a merging problem on Rengstorff Avenue at the northbound U.S. 101 off-ramp that constricts traffic flow and impedes the ability of the Rengstorff Avenue/Charleston Road intersection to operate at full capacity.

  - Improving bicycle and pedestrian safety by reducing conflicts with high-speed on- and off-ramp traffic.

- **Bus Lane Enhancements**—This project will create a new connection from the bus lane to southbound U.S. 101, which will further support the effectiveness of the Shoreline Boulevard Bus Lane.

- **Stevens Creek Trail Connections**—Permanent, all-weather, Americans with Disabilities Act (ADA) compliant connections from the North Bayshore Green Loop to the Stevens Creek Trail will help expand active transportation use. Google is proposing to construct two connections at Charleston Road and Shorebird Way as part of the Master Plan. This project provides a third connection to the retention basin trail.

- **Congestion Pricing Implementation**—Should a decision be made to implement congestion pricing, this project will purchase and install detection equipment and other related infrastructure.

- **Stevens Creek Bicycle/Pedestrian Bridge at Charleston Road**—Originally included in the Plans as part of a potential transit bridge, a bike and pedestrian bridge would provide an improved connection to new housing and office development at NASA/Moffett Field.

- **La Avenida Bicycle/Pedestrian Bridge over Shoreline Boulevard**—This project would extend the planned U.S. 101 bridge across Shoreline Boulevard onto La Avenida. It would connect to protected bike lanes on La Avenida and the Stevens Creek Trail and would also reduce pedestrian and bicycle traffic delays at the Shoreline Boulevard/La Avenida intersection.

In addition, several projects listed as Priority Transportation Improvements in the 2017 NBPP have been partially completed, are incorporated into other projects, or will be completed through approved or expected development. These projects have been dropped from the recommended revised list of Priority Transportation Improvements.

A list and map of the recommended revised list of the Priority Transportation Improvements are provided in Table 1 and Figure 1, respectively. This list includes the projects from the 2017 NBPP that are not yet completed and the new projects described above. The projects are also grouped into recommended 5-year, 10-year, and 20-year timelines based on an assessment of project needs that best support planned phases of development.

**Table 1: North Bayshore Priority Transportation Improvements Recommended 2021 Update**

| ID No. on Map | Project | Est. Cost ($ millions)* |
|---|---|---|
| **5-Year Projects** | | |
| 1 | Charleston Transit Boulevard (Phases 2/3) | 43.3 |
| 2 | Plymouth Street/Space Park Way Connection | 59.5 |
| 3 | U.S. 101 at Shoreline Boulevard Bicycle/Pedestrian Bridge | 30.3 |
| 4 | U.S. 101 Shoreline Boulevard Off-Ramp Realignment | 31.4 |
| 5 | Shoreline Corridor Bus Lane—Middlefield Road to Pear Avenue | 22.1 |
| 6 | Frontage Road from Landings Drive to Permanente Creek | 3.6 |
| 7 | Transit Center Upgrades, including Grade Separation *(not on map)* | 5.0 |
| **10-Year Projects** | | |
| 8 | Shoreline Corridor Cycle Track (North of Plymouth Street) | 19.9 |
| 9 | Bus Lane Extension from Plymouth Street/Space Park Way to Charleston Road (New) | 4.9 |
| 10 | Frontage Road Extension—Permanente Creek to Plymouth Street | 50.1 |
| 11 | Rengstorff Avenue to Landings Drive (new connection) (New) | 50.2 |
| 12 | U.S. 101/Rengstorff Ramp Realignment (New) | 22.0** |
| 13 | Bus Lane Enhancements (New) | 5.5 |
| 14 | Stevens Creek Trail Connections (New) | 1.1 |
| 15 | Congestion Pricing Implementation *(not on map)* (New) | 5.0 |
| **20-Year Projects** | | |
| 16 | Garcia-CRAG to Bayshore/San Antonio Protected Bikeways | 4.9 |
| 17 | Rengstorff-CRAG across U.S. 101 to Leghorn Protected Bikeways and Sidewalk (requires bridge replacement) | 20.0** |
| 18 | San Antonio-Bayshore to U.S. 101 Protected Bikeways and Sidewalk (requires bridge replacement) | 20.0** |
| 19 | Amphitheatre-Shoreline to CRAG—Cycle Track and Widen to Four Lanes | 10.3 |
| 20 | Stevens Creek Bicycle/Pedestrian Bridge at Charleston Road (New) | 36.6 |
| 21 | La Avenida Bicycle/Pedestrian over Shoreline (New) | 40.9 |

* Cost is escalated to year of construction.
** Matching funds for Federal or State grant funding.

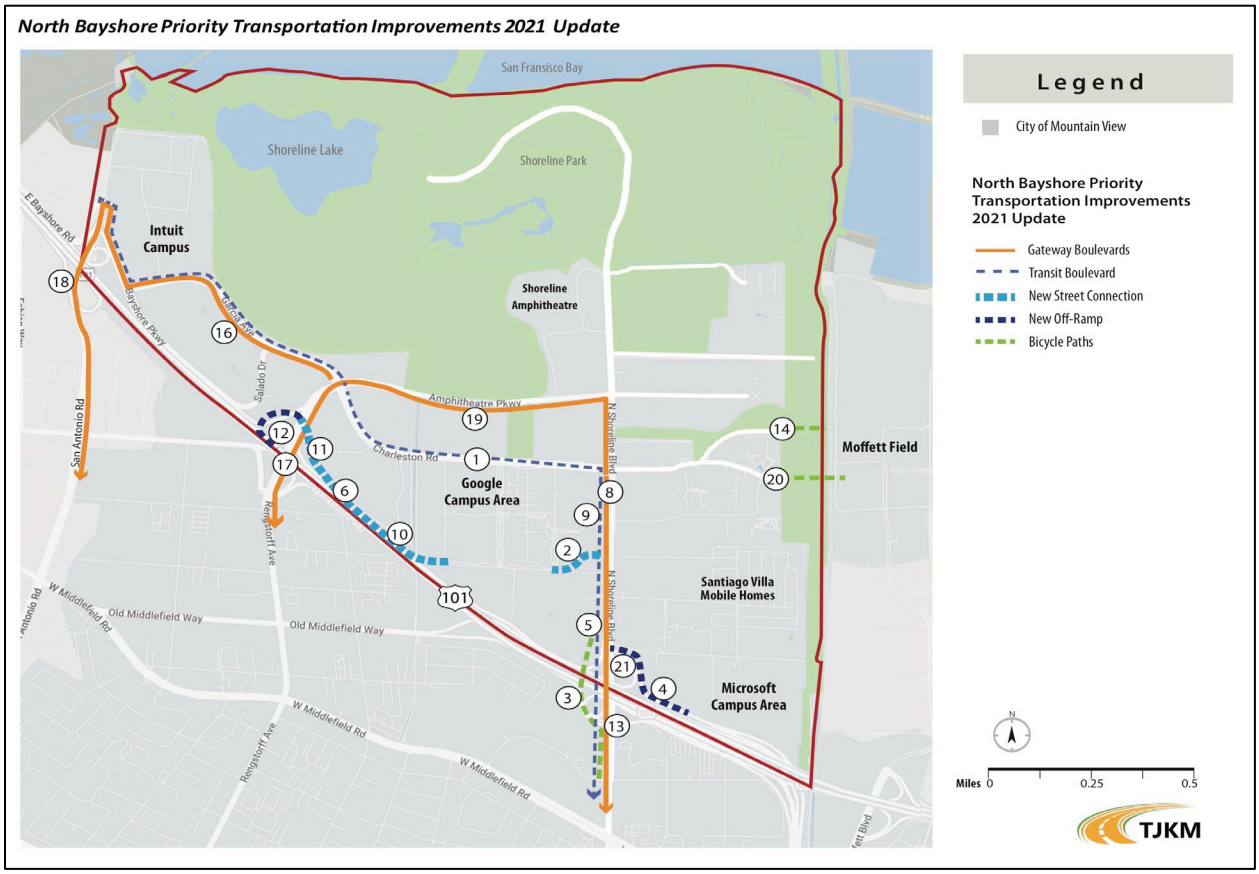


**Figure 1: North Bayshore Priority Transportation Improvements Recommended 2021 Update**

Attachment 2 provides more detailed project descriptions and a comparison to the 2017 NBPP Priority Transportation Improvements list.

The estimated cost of the updated projects is approximately $487 million in future (year of construction) dollars. Currently, about $140 million is already programmed into the five-year Capital Improvement Program (CIP) for these priority projects. Approximately 17% of this $140 million has come from North Bayshore Impact Fees, 80% from the Shoreline Regional Park Community (SRPC) Fund (including bonds), and 3% from other sources, including community benefits.

The remaining $347 million is expected to be funded from North Bayshore Impact fees, community benefits, and the SRPC Fund. With the anticipated $37 million in impact fees and community benefits for transportation purposes from the Landings Office project, the offer of $35 million in community benefits from the Google Master Plan for the Charleston Transit Boulevard construction, and additional future impact fees, it is anticipated that up

to $215 million in SRPC funds will be needed for full build-out of the Priority Transportation Improvements.

**Bicycle and Pedestrian Projects and Programs**

The Circulation Study includes an evaluation of the current NBPP bicycle and pedestrian programs and facilities. This study (Attachment 3) was conducted by Alta Planning + Design, a subconsultant on the TJKM team. The study includes:

- An evaluation of current and future bicycle and pedestrian plans, including an estimate of future Bicycle Level of Traffic Stress (BLTS) and Pedestrian Quality of Service (PQOS);

- An estimate of future pedestrian and bicycle use resulting from increased jobs and housing and meeting NBPP mode-share targets (minimum 10% of commute trips); and

- Identification of potential locations where additional capacity may be needed.

The NBPP identifies street typologies that serve specific land use and mobility needs in North Bayshore. The typologies include gateway Boulevards (e.g., Shoreline Boulevard), Neighborhood Streets, Access Streets, and Service Streets. Each includes traffic lanes, sidewalks, and bicycle provisions designed to best accommodate the roadway functions.

A key conclusion of the study is that, when fully developed, the NBPP pedestrian and bicycle facilities will be highly supportive of the North Bayshore vision and will serve high future bicycle and pedestrian volumes.

The study also includes a few recommendations that would enhance the current plan. The recommended revisions to the planned pedestrian and bicycle facilities include:

- Modify sidewalk width on Access Streets from 5′ to 6′.

- Ensure that sufficient bicycle capacity is provided on Charleston Road and Shorebird Way, east of Shoreline Boulevard, through a combination of protected bikeways and cycle tracks. These improvements should be included in the Google Master Plan.

- Ensure better bicycle connections to the east (NASA) and west (Palo Alto). Planned bicycle bridges across Stevens Creek will provide the NASA connections. Palo Alto connections should be identified through the current Valley Transportation Authority (VTA) study of the U.S. 101/San Antonio Road interchange.

- Implement additional protected intersections, primarily along Shoreline Boulevard.

- Provide the option on gateway boulevards to construct two-way protected bikeways (i.e., cycle tracks) only on one side of streets and provide a one-way protected bikeway on the other side. Currently, the NBPP calls for two-way cycle tracks on both sides. However, the study determined the additional capacity with two-way cycle tracks on both sides of the street is not needed. This strategy is already reflected in current designs for the protected bikeways on Shoreline Boulevard and Charleston Road.

- Explore strategies to address capacity constraints along Stevens Creek and Permanente Creek Trails, including improvements to parallel routes.

The Bicycle/Pedestrian Advisory Committee (B/PAC) reviewed and provided feedback on the North Bayshore Pedestrian and Bicycle Use Analysis and Infrastructure Recommendations presented at December 2, 2020 and March 31, 2021 meetings. The B/PAC members concurred with the methodology presented for the study and were generally supportive of the proposed pedestrian and bicycle infrastructure recommendations. The B/PAC requested staff to further pursue efforts with Valley Water (formerly the Santa Clara Valley Water District) on the use of both sides of the levee to greatly enhance the capacity of the trail system. Some B/PAC members expressed concerns about narrow trail width at the U.S. 101 undercrossing and low demand shown on the Bay Trail. Currently, the study does not include improvements for widening the trail undercrossing, which would have to be pursued separately due to the complexity of multi-jurisdiction involvement.

**Gateway Vehicle Trip Cap Policies**

The 2014 NBPP established a vehicle trip cap at the combined three gateways in the morning inbound and afternoon outbound three-hour peak periods. The purpose of the trip cap was to ensure that gateway trips remained below capacity and that districtwide TDM strategies were being achieved. Semiannual monitoring was initiated to determine compliance with the trip cap. Per the NBPP, if the cap is exceeded on two successive monitoring periods, North Bayshore development is considered out of compliance, and penalties, such a restriction on building permits, may be implemented.

The 2014 NBPP established the cap at 18,850 vehicles in the morning and 16,630 in the afternoon. The original intent was to measure compliance across all three gateways in the peak period. Subsequently, however, the Council narrowed that to compliance at each individual gateway and then later just the peak hour at each gateway.

Through the 2017 NBPP, which added housing, the trip cap was converted to a two-way measure. This was based on the idea that outbound housing trips in the morning would reduce inbound capacity (by taking away green traffic signal time). The result was that morning inbound trip capacity was reduced, even before any housing trips were added. The new cap was used starting with the 2017-18 monitoring reports. The 2017 NBPP also exempted residential trips from the trip cap.

In 2018, the monitoring showed that the new trip cap was exceeded on Shoreline Boulevard. The North Bayshore companies and the Mountain View Transportation Management Association (TMA) raised concerns about how the gateway cap was being applied and the implications of restricting building permits for entitled projects. In response, City staff brought the issue back for Council direction. The Council decision was to consider both the original 2014 one-way trip cap and the revised two-way trip cap in the regular monitoring reports, which is what was provided in the 2019 and 2020 reports. The spring 2020 report, which included peak traffic conditions pre-COVID-19, indicated that peak-hour traffic was at or above capacity on Shoreline Boulevard in the morning and on Rengstorff Avenue in the afternoon.

No monitoring was conducted in fall 2020 or spring 2021 due to the reduced traffic volumes at the gateways with the COVID-19 public heath directive to maximize work from home. However, as more businesses have resumed on-site work, traffic volumes are already increasing, and it is anticipated that traffic could be near prepandemic levels by this fall. The semiannual gateway monitoring will resume in fall 2021.

Policy Issues and Recommended Revisions

Since the gateway capacities were first established in 2014, there have been no substantial changes to North Bayshore gateway streets. However, several projects will be completed in the near future. These projects (such as the U.S. 101/Shoreline Ramp Realignment and Plymouth/Space Park Realignment) will add capacity and may also modify the current capacity. In response, the Circulation Study is reviewing the estimated existing and future capacities that are used in evaluating compliance with the trip cap. Recognizing that the NBPP states that the City Council may adjust the trip cap in the future to respond to changes in conditions, the Circulation Study will be proposing gateway capacity modifications appropriate for the review of the Google and Gateway Master Plans.

However, the current policies related to how the capacity is defined, compliance is determined, and the cap is enforced could hinder the City's vision for the North Bayshore Area. For instance, restricting building permits for commercial/office development may lead to delays in housing production. These policies could be modified to provide more

flexibility in achieving compliance while also supporting the City's interest in moderating traffic volumes at the gateways.

To consider revisions to the trip-cap policies, it is useful to consider how traffic operates. On any given roadway, as peak vehicle demand approaches the capacity of the roadway, vehicles will back up and travel times will extend. The actual traffic volume will not substantially exceed capacity, but drivers may change their travel to avoid the resulting delays. Those changes could include traveling at a different time, using a different route, or taking a different mode.

With gateway monitoring set to resume in fall 2021 and the upcoming City review of the proposed Google Master Plan, staff recommends that Council approve the following revisions to the trip-cap policies:

- Trip-cap monitoring—The monitoring should continue to measure peak-period trips in both directions at each gateway as well as mode-share trends.

- Trip-cap definition—Base the trip cap on the defined capacity in the peak direction only (i.e., inbound in the morning, outbound in the afternoon). While future housing trips may possibly impact peak direction trips, any impact is uncertain and may not occur for several years. Gateway capacity can be adjusted in the future if needed to reflect any capacity impact.

Staff also recommends that the Circulation Study further analyze the following potential revisions to the trip cap policies for Council's consideration as part of the final Circulation Study report:

- Trip cap compliance—Two potential changes for measuring compliance:

    - Compare actual trips with the gateway capacity for the three-hour peak period, rather than peak hour. Using the one-hour peak reduces compliance to the single highest demand hour for the one week of monitoring. The semiannual monitoring is a snapshot in time that does not show how drivers may change their travel time within the peak period to avoid new delays.

    - Combine Shoreline Boulevard and Rengstorff Avenue gateways in measuring compliance. As indicated in the spring 2020 monitoring report, the Shoreline Boulevard gateway was over capacity by 60 vehicles in the morning two-way peak hour but under capacity by 610 vehicles in the afternoon two-way peak hour. The Rengstorff Avenue gateway, on the other hand, was under capacity by 400 vehicles in the morning but over capacity by 70 vehicles in the afternoon.

It is likely that drivers adjusting their travel between these two gateways and district parking plans may actually further promote such adjustments from day to day. Combining the Shoreline Boulevard and Rengstorff Avenue gateways for compliance monitoring may more closely reflect actual travel patterns and could provide additional compliance flexibility. The San Antonio Road gateway, which was under capacity by 300 and 750 vehicles in the morning and afternoon, respectively, could continue to be measured separately.

- Trip cap enforcement—Changes should also be considered for the trip-cap enforcement provisions to avoid unintentional consequences of delaying housing and other amenities envisioned in the 2017 NBPP. Potential revisions to the enforcement policy may be considered in conjunction with the approval of the Google Master Plan and further development through the Gateway Master Plan.

**Congestion Pricing**

In early 2021, the study to assess the feasibility of implementing congestion pricing in North Bayshore was started. Congestion pricing is a tool to manage traffic that typically involves charging a fee for driving in a specific area. It has been used in Europe and Asia for more than a decade, and numerous North American cities, including San Francisco, are currently studying its feasibility. Attachment 4 is a fact sheet summarizing the study's approach.

In the case of North Bayshore, congestion pricing could help the district meet its gateway vehicle trip cap and the SOV target, and support planned growth and economic development. As of May 2021, the feasibility study project team has completed the following key steps:

- Stakeholder Engagement—Engaged approximately 30 key stakeholders, including local business owners, parks and recreation representatives, large employers, affordable housing developers, and VTA staff. Stakeholders raised questions and concerns about the impacts to employees and residents, equity and exemptions, use of net revenue, and coordination with regional tolling efforts.

- Existing Conditions—Developed an existing conditions assessment of mobility and traffic congestion in North Bayshore. Key findings highlighted the current and proposed growth plans, issues and opportunities with the existing multi-modal system, challenges in meeting the existing trip cap, and the threats of planned growth with a "business-as-usual" transportation system.

- Goals Framework—Developed a draft goals framework for congestion pricing that outlines goals and key performance indicators for a potential program. The goals include congestion reduction, equity, economic development, and environment/health. A congestion pricing program would strive to find the right balance among those goals.

- White Papers—The project team drafted three white papers on peer approaches to key congestion pricing considerations, including Finances, Equity, and Technology and Administration.

A project website has been created (available at https://www.mountainview.gov/depts/pw/transport/transportation_planning/north_bayshore_circulation_study.asp) to provide an overview of the project, public review of the above documents, and a mechanism for public comments and questions.

The next steps for the study are to develop program options and conduct a screening analysis on various congestion pricing program designs to determine which, if any, designs could be successfully implemented in North Bayshore.

This feasibility study will be completed later than 2021. If congestion pricing is determined to be feasible, additional planning, program design and analysis, and policy action will need to occur after this study is completed and prior to implementation.

## FISCAL IMPACT

The North Bayshore Circulation Feasibility Study, Project 19-54, is funded with $1,462,000 from the Shoreline Regional Park Community Fund. The recommended actions have no fiscal impact on the study budget.

The recommended revised list of Priority Transportation Improvements includes up to eight new projects. It also updates the cost estimates for all projects to year of construction and included a review of past cost estimates to more accurately reflect the level of funding required. An additional $347 million beyond what is currently funded in the CIP will be needed over the next 20 years to deliver the Priority Transportation Improvements, including up to $215 million from the SRPC Fund.

## CONCLUSION

The Circulation Study will provide updated direction on the transportation strategies needed to support the development plans called for in the NBPP. In advance of the final Circulation Study recommendations later this year, approval of a revised Priority

Transportation Improvement list, pedestrian and bicycle elements, and certain gateway trip-cap policies will help guide completion of the Circulation Study and support review of the Gateway and Google Master Plans.

## ALTERNATIVES

1. Do not approve all or some of the revisions to the Priority Transportation Improvements list.

2. Modify or do not approve recommendations for the bicycle and pedestrian elements.

3. Modify or do not approve revisions to the gateway vehicle trip-cap policies.

4. Provide other direction to staff.

## PUBLIC NOTICING

In addition to the City's standard agenda posting requirements, notices were distributed to the persons who have signed up on the project website for updates and information, previous business and/or community meeting participants, and other interested parties.

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DSC/EP/1/CAM
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Attachments:
1. Evaluation of Infrastructure Alternatives
2. Priority Transportation Projects 2021 Update
3. Bicycle and Pedestrian Technical Memo
4. Congestion Pricing Fact Sheet