



Midpeninsula Regional
Open Space District

R-19-125
Meeting 19-25
September 25, 2019

AGENDA ITEM 3

Award of Contract for Transportation Consulting Services for the Rancho San Antonio Multimodal Access Study Project at Rancho San Antonio Open Space Preserve

GENERAL MANAGER'S RECOMMENDATIONS

1. Authorize the General Manager to enter into a one-year contract with IBI Group to provide transportation consulting services for the Rancho San Antonio Multimodal Access Study for a total contract amount of \$56,000.
2. Authorize a 10% contingency of \$5,600, to be expended only if necessary, to cover additional unanticipated related tasks, for a total not-to-exceed contract amount of \$61,600.
3. Authorize an allowance of \$5,930 for an optional task to participate in a public open house for the public to learn about and provide feedback on the project and transportation alternatives.

SUMMARY

The Midpeninsula Regional Open Space District (District) developed a scope of work for a Parking and Transportation Demand Analysis of Rancho San Antonio Open Space Preserve (Preserve) and Rancho San Antonio County Park (Park). The purpose of this analysis is to evaluate existing parking and access to the Preserve and Park, clarify the underlying causes for the parking and access challenges, and identify strategies for reducing parking issues. The analysis will expand upon a suite of recommendations developed by District staff for managing parking demand and improving multimodal access. The analysis will also provide a basis for future efforts as part of a Phase II effort to promote greener transportation options, improve the visitor experience, reduce congestion, and minimize parking impacts to adjacent communities. The Board of Directors (Board) approved the scope of work at the June 26, 2019 regular meeting (R-19-86).

Based on the results of a Request for Proposals (RFP) issued on July 22, 2019, the General Manager recommends awarding a contract to IBI Group for a base contract amount of \$56,000, authorizing a 10% contingency of \$5,600, and authorizing an allowance of \$5,930 for an optional task to participate in a public open house. This task will only be authorized if warranted based on Planning and Natural Resources Committee (PNR) feedback and General Manager direction. The Fiscal Year (FY) 2019-20 adopted budget includes \$56,000 for the project; an adjustment from other project savings may occur as part of the quarterly budget amendment process if the contingency or optional task allowance is needed.

DISCUSSION

Background

The Park is located approximately three-quarters of a mile northwest of the Interstate 280/Foothill Boulevard interchange in western Santa Clara County. The Park serves as a high demand access point to the District's Preserve, which abuts the Park along its northwest, west and southwest boundaries. The Park and Preserve are located under two separate jurisdictions – Santa Clara County and the District, respectively. Since July 1, 2002, the District has been managing, patrolling, and maintaining the Park under a multi-year Management Agreement. The current agreement expires on June 30, 2020 with an option for a five-year extension, which the General Manager will bring to the Board for approval later this fiscal year.

In 1991, the Santa Clara County Parks and Recreation Department (County Parks) completed the Rancho San Antonio Park Master Plan and Initial Study (IS). The IS considered future developments and population growth that would potentially increase Preserve and Park visitation. The IS identified a likely deficit in parking spaces on average peak weekday and weekend periods if there were no future increase to the on-site parking supply.

The current Multimodal Access Study evolved in response to ongoing parking challenges facing visitors accessing the Preserve by car. In 2017, approximately 700,000 people visited the Preserve and Park. Parking demand is so high during peak and weekend visiting hours that visitors often wait in their cars to secure a parking space. This detracts from the overall visitor experience and can lead to visitor frustration and at times conflicts.

Due to the high parking demand, nearby residents experience parking overflow in their neighborhoods. In 2016, in response to these concerns, the City of Cupertino eliminated public curbside parking on weekends and holidays along neighborhood streets closest to the Preserve and Park, and established preferential parking zones for residents only. In a separate action, the Los Altos Hills City Council closed Mora Drive to public parking, a popular neighborhood access point to the Preserve. While these actions have addressed resident concerns, the parking restrictions have decreased the available public curbside parking, exacerbating the parking challenges and visitor experience at the Preserve.

Multimodal Study - Phase I: Parking and Transportation Demand Analysis

On June 26, 2019, the Board approved the scope of work for a Multimodal Study – Phase I: Parking and Transportation Analysis (R-19-86), which includes: conducting a parking and transportation demand analysis to evaluate existing parking and access conditions; understanding more about how visitors access the Preserve; and identifying strategies for encouraging other modes of travel and reducing overall parking demand.

In response to Board member suggestions, staff included an optional task in the scope of work for the consultant to support District staff in hosting a public open house. This public open house would provide an opportunity for the public to learn about and provide feedback on the project and transportation alternatives. This task will only be authorized if warranted based on Planning and Natural Resources Committee feedback and General Manager direction.

Consultant Selection

A Request for Proposals (RFP) was issued on July 22, 2019 and posted on the District website and BidSync to solicit interest from qualified professionals with expertise in transportation consulting services. A mandatory pre-proposal meeting was held on August 2, 2019 attended by

six people from five firms. The deadline for submission was August 19, 2019. A total of three proposals were received as shown below:

Firms	Location	Proposed Fee*
TJKM	Pleasanton, CA	\$55,140
Elite Transportation Group, Inc.	Sunnyvale, CA	\$56,000
IBI Group	San Jose, CA	\$56,000

*Excludes optional task to support District staff in hosting a public meeting.

Upon review of the proposals and consultant qualifications, the District ranked IBI Group as the most qualified and best suited for the project at a fair and reasonable price. IBI Group has experience working on similar parking and multimodal access studies. They also submitted a detailed methodology for identifying and evaluating multimodal access solutions. Examples of relevant projects completed by IBI Group include: Yosemite Mariposa Grove Shuttle Study, Laguna Beach Downtown Specific Plan Area Parking Actual Demand Study, and VTA Blossom Hill & Tamien Transit-oriented Development Station Access Studies.

Short-term, immediate, low-cost measures

Staff identified a variety of short-, medium-, and long-term measures to address parking and congestion issues at Rancho San Antonio and presented them to the Board at the June 26 meeting. The Board approved the implementation of the short-term measures over the next two fiscal years. Staff has developed a schedule for implementing these measures. Within the next six months, staff will be installing new bicycle racks, installing new signage at St. Joseph's Avenue and within the Preserve, and initiating an educational campaign to promote bicycling and walking to the Preserve. Staff will provide a memo to the Board in six months to report on short-term measures accomplishments.

FISCAL IMPACT

The FY2019-20 adopted budget includes \$56,000 for the Rancho San Antonio Multimodal Access Study project (VP11-001). If necessary, an adjustment from other project savings may occur as part of the quarterly budget amendment process to cover use of contingency or optional task allowance funds. The current project budget includes sufficient funds to initiate the contract.

Rancho San Antonio Multimodal Access Study (VP11-001)	Prior Year Actuals	FY2019-20 Adopted	FY2020-21 Projected	Estimated Future Years	TOTAL
VP11-001 Budget	\$0	\$56,000	\$0	\$0	\$56,000
Spent-to-Date (as of 8/27/19):	\$0	\$0	\$0	\$0	\$0
Encumbrances:	\$0	\$0	\$0	\$0	\$0
IBI Group Contract (including 10% contingency):	\$0	(\$61,600)	\$0	\$0	(\$61,600)
Allowance:	\$0	(\$5,930)	\$0	\$0	(\$5,930)
Budget Remaining (Proposed):	\$0	(\$11,530)	\$0	\$0	(\$11,530)

The recommended action is not funded by Measure AA.

PUBLIC NOTICE

Public notice was provided as required by the Brown Act and to the District's interested parties list for this project.

CEQA COMPLIANCE

Retention of professional consultants will not result in a direct physical change to the environment [CEQA Guidelines Section 15060(c)(2)] and does not constitute Board approval of the proposed project or related proposed project elements. Additional CEQA review for specific actions recommended in the Multimodal Access Study, if warranted, would be conducted prior to project implementation.

NEXT STEPS

Following Board approval, the General Manager will direct staff to enter into a contract with IBI Group to provide transportation consulting services in support of the Rancho San Antonio Multimodal Access Study project. The table below provides a tentative project schedule for completion of the study, including presentation of the draft report to the PNR and presentation of the final report to the Board.

Milestones	Tentative Schedule
Parking and Multimodal Access Study	Fall 2019 – Spring 2020
Implementation of Board-approved short-term measures	Fall 2019 – ongoing
Stakeholder and public outreach and coordination	Early 2020 - ongoing
Presentation of Draft Report to Planning and Natural Resources Committee	Spring 2020
Presentation of Final Report to Board	Summer 2020

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