DATE: November 9, 2022

TO: Mayor and Town Council

FROM: Laurel Prevetti, Town Manager

SUBJECT: Receive an Update on Community Outreach Activities for the Highway 17 Bicycle and Pedestrian Overcrossing Project (CIP Number 818-0803) and Approve the Concrete Box Girder as the Preferred Bridge Type for Final Design

RECOMMENDATION:

Receive an update on community outreach activities for the Highway 17 Bicycle and Pedestrian Overcrossing Project (CIP Number 818-0803) and approve the concrete box girder as the preferred bridge type for final design.

BACKGROUND:

The Town of Los Gatos Bicycle and Pedestrian Master Plan (BPMP), which was originally adopted in 2017 and updated in 2020, provides the Town with a roadmap for enhancing bicycle and pedestrian mobility throughout the Town by identifying and prioritizing projects, policies, and programs that will help make Los Gatos a more comfortable place to bike and walk. Projects prioritized in the BPMP are also included in the Connect Los Gatos Program which provides a holistic framework for moving these prioritized projects forward. The Highway 17 Bicycle and Pedestrian Overcrossing (BPOC) Project was identified in the BPMP and Connect Los Gatos Program as a priority project for the Town.

The current overcrossing of Highway 17 at Blossom Hill Road is heavily travelled by bicyclists and pedestrians, especially by students commuting to schools. However, the overcrossing is constrained by sub-standard bike lane and sidewalk widths that do not meet current and future bicycle and pedestrian demands. More novice and younger bicyclists may feel vulnerable or discouraged to bike on an overcrossing with narrow bike lanes directly next to travel lanes.

PREPARED BY: WooJae Kim
Town Engineer

Reviewed by: Town Manager, Assistant Town Manager, Town Attorney, Finance Director, and Parks and Public Works Director

BACKGROUND (continued):

The Town commissioned a feasibility study of the Highway 17 BPOC in September 2019. On March 3, 2020, the Town Council approved the following *Project Purpose and Need* from the findings of the feasibility study reflecting the Council's and community's vision and priorities:

> ***Purpose***: The project would improve bicycle and pedestrian mobility across Highway 17 in the vicinity of the Blossom Hill Road overcrossing. The project includes a focus on improving safety for all modes of travel, creating a safe route to schools while promoting active transportation. Additionally, the project would result in reduced traffic congestion and greenhouse gas emissions by providing comfortable mobility alternatives.
>
> ***Need***: With two travel lanes in each direction, carrying upwards of 63,000 vehicles per day, Highway 17 creates both a physical and psychological barrier for both pedestrians and bicyclists as it divides the Town in two. Blossom Hill Road is one of only a few roadways that provide east-west connectivity across the highway.

Also at the March 3, 2020 meeting, Council authorized staff to proceed with development of design alternatives for a separate bicycle and pedestrian overcrossing. Various design alternatives were considered as part of the feasibly study. On September 1, 2020, Council approved the feasibility study with a recommendation of the separate bridge structure to be located immediately south of the existing overcrossing at Blossom Hill Road and authorized staff to analyze three bridge type options (concrete, steel truss, and steel arch) for the new structure for the final design with community input. Copies of the past reports and a project history can be found here: https://www.losgatosca.gov/2556/Hwy-17-Bicycle-Pedestrian-Overcrossing

On December 1, 2020, the Town Council approved the execution of a 2016 Measure B Funding Agreement with the Santa Clara Valley Transportation Authority (VTA) accepting grant funds in the amount of $2,754,990 for the design phase of the BPOC project. In May 2021, BKF Engineers was hired to prepare necessary design documents for the BPOC. Since then, BKF and staff (the project team) have prepared and presented the required Project Initiation Document to Caltrans, developed preliminary layouts for the three bridge type options, and conducted extensive community outreach to raise awareness of the project and to gain insight into the community's bridge type preference.

Throughout the project, the Complete Streets and Transportation Commission has provided valuable input and has played an integral role in guiding the project development and community engagement process.

DISCUSSION:

A selection of the preferred bridge type is an important next step at this stage to further develop the bridge design to the next level of detail. To raise project awareness and solicit public input on preferences between the three bridge types, the project team conducted outreach to adjacent neighborhoods, hosted two community workshop meetings (December 2, 2021 and June 29, 2022), participated in various pop-up events (Los Gatos Farmer's Market, Los Gatos Creek Trail, and Spring into Green), met with Los Gatos Unified School District personnel, posted notices in school newsletters, installed project information signs on Blossom Hill Road, and conducted an online survey.

Polls at the community meetings and responses from the online survey revealed that the majority of the participants/respondents live and/or work in Los Gatos and use the existing Blossom Hill Road Overcrossing daily or weekly. Although the largest percentage of respondents indicated that they typically drive on the overcrossing segment of Blossom Hill Road, 53% of the respondents do walk/run, and 43% bike on the overcrossing.

The project team analyzed the feedback and input received from outreach/survey participants in-depth. For the analysis, community participants were categorized into the following eight stakeholder groups for each particular outreach event:

- Online Survey Participants – 266 responses
- Spring into the Green Pop-Up Participants – 100 participants
- Adjacent Neighborhood – Ohlone Court, Serra Court, Los Gatos Oaks residents
- Los Gatos Unified School District
- Complete Streets and Transportation Commission
- Community Meeting participants – approximately 38 participants
- Farmer's Market Pop Up participants – approximately 62 participants
- Los Gatos Creek Trail Pop Up participants – approximately 54 participants

The feedback related to the bridge type preference from the eight stakeholder groups were evaluated and quantified relative to the number of participants for each stakeholder group. For example, the bridge type preference input from the Spring into the Green event and online survey were evaluated with higher weight based on the larger number of participants. The results from all stakeholder groups were then combined to determine the bridge type option with the highest level of support. As a result, the concrete box girder was found to be significantly more supported than the other steel bridge types.

DISCUSSION (continued):

The project team also evaluated the three bridge type options with seven technical rating elements determined to be critical factors to the Town. The rating elements are listed below in the order of relative importance to the Town:

- Construction Costs
- Maintenance/Inspection
- Architectural Distinction
- Construction Schedule
- Impacts to Highway 17
- Visual Impacts
- Stage Construction/Traffic Impacts

Higher priority elements such as construction costs and maintenance/inspection were given higher weight values for the bridge type preference evaluation. The bridge type evaluation based on the seven technical categories also resulted with the concrete box girder as the highest ranked preferred option.

Based on the evaluation of both the community input and technical categories, the concrete box girder was the clear preference for the BPOC project, and this is the option being recommended by staff to be moved forward into final design. The full evaluation and summary of the community input and technical review are included as Attachment 1.

The preferred alternative is the lowest cost option with a current projected construction cost of $25.2 million. Staff will seek grant funding for the construction with the Town providing matching funds. The current assumption is that matching funds would be on the order of 25% of the total cost, or $6,300,000.

Community Comments

From various project outreach efforts, community members who expressed a high level of support for the concrete box girder option provided the following reasoning/comments:

- Lowest estimated cost
- Design is low-profile, simple, clean, sleek, minimalistic, least obtrusive.
- Matches existing car bridge, blends in, and does not detract from the surrounding landscape

DISCUSSION (continued):

Comments from those community members who cited a high level of support for the steel flat truss option included:

- Design is visually appealing and a compromise between the concrete box girder and steel arch truss type.
- Design is simple, clean, and does not stand out.
- Not the most expensive option
- No median island column is required.

Comments from those who cited the steel arch truss option as highly supported included:

- Design most appealing
- Highly visible design, strikingly beautiful, gorgeous, elegant, distinguished, and unique
- Time to say yes to aspirational projects for bicycles and pedestrians

Additional comments from the online survey both in support of and objecting to the project received during this process included:

- Support for the project, excitement for pedestrian and bicyclist safety improvements, and the Importance of moving this project forward in a timely manner (mentioned in 28 of 95 responses)
- Opposition to the project and concerns that this investment is not responsible (mentioned in 13 of 95 responses)

Additional questions and comments were emailed to Council members by community members regarding the project, which are included in Attachment 2. The project team has compiled answers to these and other frequently asked questions (FAQ's), which will be added to the existing FAQ document currently posted on the project webpage. The updated FAQ's are included as Attachment 3.

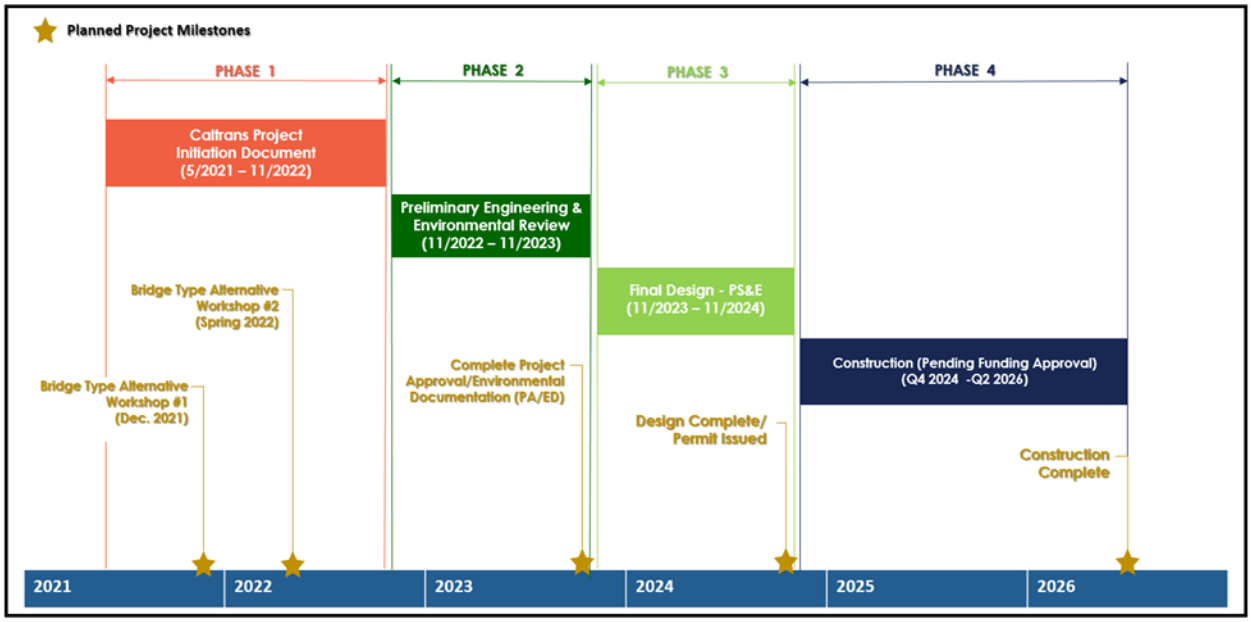
Project Schedule

The schedule has four phases. The project design phases are proceeding in compliance with the Caltrans Project Development Procedures Manual. The first phase is the preparation and approval of a Project Initiation Document (PID) with Caltrans. This phase is near completion. The second phase is the Preliminary Engineering and Environmental Assessment (PA/ED) based on the selected bridge type. The third and last design phase is the development of final design and construction documents. All three design phases are fully funded.

DISCUSSION (continued):

Continued public engagement throughout the design process will occur to inform the community about the details of the engineering and aesthetic elements based on the selected bridge type and any major changes. The final phase is construction and funding for this phase has not been secured.

The current project schedule reflects these four phases as shown below:



CONCLUSION AND NEXT STEPS:

Staff is requesting the Town Council to approve the selection of the concrete box girder as the selected bridge type for the Highway 17 Bicycle and Pedestrian Overcrossing Project that will be implemented for all of the remaining design phases.

Next steps include continued efforts to secure construction funding as described in the Fiscal Impact section of this report. Council action will be needed to accept such funding and to identify a match. Once funding is secured, the Council will also be asked to authorize the Town Manager to put the project out to bid.

COORDINATION:

This report has been coordinated with the Town Attorney and Town Manager's Offices, and the Finance Department. The project design is coordinated with the Complete Streets and Traffic Commission, VTA, and CalTrans.

FISCAL IMPACT:

There is no fiscal impact with the recommended action at this time since the design phase is fully funded. Below is a summary of current project budget and anticipated costs:

Highway 17 Bicycle and Pedestrian Overcrossing Project		
CIP No. 818-0803		
	Budget	**Costs**
TDA Article 3 (Feasibility Study)	$87,451	
Traffic Impact Mitigation Fund (Feasibility Study)	$147,249	
GFAR (Design Phase)	$946,210	
2016 Measure B (Design Phase)	$2,754,534	
GFAR/Development In-Lieu Fee	$522,314	
Total Budget	**$4,457,758**	
BKF Engineers - Feasibility Study		$234,700
BKF Engineers - Final Design		$3,000,000
Design Contingency		$300,000
Independent Structural Review		$50,000
Caltrans Cooperative Agreement		$135,000
Part-Time Staff Cost (Design Phase)		$220,000
Total Expenditures		**$3,939,700**
Remaining Budget for Construction Phase		**$518,058**

Construction funding for the project has not yet been identified Town staff will continue to monitor available grant programs and look for funding opportunities for the BPOC construction. Most transportation grant programs require local match funding, which can range from ten to thirty percent of the project cost depending on the grant program. If allowed by the grant program, there are opportunities to fund or supplement local matching portions with other regional or state grants.

In July 2022, Town staff received council authorization to submit a grant application for the One Bay Area Grant program, Cycle 3 (OBAG 3) for the construction phase of the BPOC.

FISCAL IMPACT (continued):

Unfortunately, staff has been informed that the BPOC project application did not rank high on the grant project list.

ENVIRONMENTAL ASSESSMENT:

In accordance with California Environmental Quality Act (CEQA) Guidelines, the project is categorically exempt from the provisions of CEQA based on *Section 15301 - Existing Facilities* as the project involves improving the existing overcrossing; *Section 15303 - New Construction or Conversion of Small Structures* as the project proposes to construct a new small structure; and *Section 15304 - Minor Alterations to Land* as the project proposes minor alterations to land and vegetation and does not involve removal of healthy mature scenic trees.

Also, per Section 21080.25 of the California Public Resources Code, the project is statutorily exempt from the provisions of CEQA because the project is considered a new pedestrian and bicycle facility as defined under Public Resources Code 21080.25(b)(1).

Attachments:
1. Highway 17 BPOC Bridge Type Selection Evaluation
2. Public Comments (including Council Referral TC 22-84)
3. Updated FAQ's

Highway 17 BPOC – Bridge Type Selection Evaluation

To reach a recommended bridge alternative, the BKF Team used the attached Alternative Analysis Matrix as a tool to evaluate the three structure alternatives against both technical design criteria and overall community acceptance.

TECHNICAL CONSIDERATIONS

BKF analyzed the various alternatives within the attached matrix based on the following technical considerations identified below. Each alternative was then evaluated using a 1- to 3-point rating scale to determine the worst and best option under each category. The reasoning to establish each rating assignment is summarized below:

- Architectural Distinction – Each structure's general aesthetic appeal, uniqueness of design, final finishes, etc. was evaluated against one another. The steel arch provides the highest level of visual interest and architectural distinction from the various view points analyzed by Highway 17, WB or EB Blossom Hill Road, and walking or biking on each structure as well. For this reason, the steel arch was assigned a 3-point rating, and the other two options received 2-point and 1-point ratings, respectively.
- Visual Impacts – Each option was evaluated based on their visual change to the existing environment in this category. The concrete alternative matches existing conditions most given the existing Blossom Hill Road Overcrossing so a 3-point rating was established. The two steel alternatives were given a 2-point rating since the visual character appears to change moderately from existing conditions.
- Impacts to Highway 17 – This criterion rates each option based on the anticipated impacts to Highway 17. The steel truss options have the ability to span Highway 17 without the need for a center column within the highway median in comparison with the concrete option. A 3-point rating is therefore assigned to the steel options and a 1-point rating for the concrete option.
- Maintenance & Inspection – Regular inspection and maintenance requirements differ for each bridge type and require consideration over each structure's life given there are associated long-term costs. Steel bridges require routine painting, corrosion protection, and detailed inspections in comparison to concrete structures. A higher 3-point rating was therefore given to the concrete structure and a 1-point rating for each steel structure alternative.
- Stage Construction Traffic Impacts – Each bridge structure requires different approaches to construction staging and therefore different traffic management strategies. The highest rating was given to the bridge alternative with the least amount of anticipated impacts to traffic operations during bridge construction. Both alternatives will require freeway closures, but the concrete option will generally require fewer duration closures that can be phased in comparison to the steel options. A higher 3-point rating was therefore established for the concrete option over the two steel options that require a full freeway closure.
- Construction Cost – The estimated $25.2M construction cost for the concrete option is considerably less than the two steel options estimated to be $36.2M and $38.8M, respectively. Although costs will fluctuate between now and when the Town takes the Project to bid, the considerable difference between each now is reflected in the 3-point and 1-point ratings assigned for concrete and steel, respectively.
- Construction Schedule – Each alternative was evaluated in consideration to the general length of construction and flexibility of construction methods to meet potential Project constraints. The concrete option has the shortest construction timeframe and design flexibility with the center

column support, so we assigned a 3-point rating for this option. The steel options have somewhat longer construction schedules and flexibility to accommodate potential project constraints given the need to order the steel materials and field splicing during construction. Moreover, steel requires source inspection by Caltrans, which will take longer to complete in comparison to the concrete structure construction. For these reasons, the steel options were given slightly less ratings at 2-points.

Although not shown in the matrix, the BKF Team also evaluated the various alternatives amongst several additional criteria that included:

- User Friendliness
- Safety/Security
- Environmental Impacts (Cultural, Biological, Tree Removal)
- Compliance with Caltrans Standards
- Utility Constraints
- Right of Way Constraints

The different alternatives measured comparably with no notable differences in each of these categories. Each was therefore removed and the criteria used in the matrix was limited to the technical considerations that serve as points of comparison for each option.

Weight factors were given to each technical consideration category above based on their overall impact to the Project's scope, budget, and schedule. The noted ratings were then multiplied by the weight factors to determine the net scores for each alternative summarized below:

- **Option 1: Concrete Box-Girder – 240 Points**
- Option 2A: Steel Flat Truss – 155 Points
- Option 2B: Steel Arch Truss – 175 Points

The above results determined that from a technical point of view, the Concrete Box-Girder is the preferred structure option to carry forward.

STAKEHOLDERS AND COMMUNITY ACCEPTANCE

The BKF Team and the Town held a number of community activities and events over the course of the last year to raise project awareness and solicit community feedback from various stakeholders that use the existing roadway. These activities and events, including the number of documented participants at each, are summarized below:

- Community Workshop #1 (Virtual) – December 2, 2021 – 33 participants
- Community Workshop #2 (Virtual) – June 29, 2022 – 5 participants
- Pop-Up Events
    - Los Gatos Farmer's Market – March 28, 2022 – 62 participants
    - Los Gatos Creek Trail – April 20, 2022 – 54 participants
    - Spring Into the Green – April 24, 2022 – 100 participants
- Online Survey – September 16, 2022 to October 7, 2022 (3 weeks) – 266 participants

In addition to these community activities, the Town and BKF Team met with several project stakeholder groups since the Project formally began in early 2020:

- Adjacent Communities (Ohlone Ct, Serra Ct, and Los Gatos Oaks)

- Los Gatos Unified School District (LGUSD)
- Complete Streets and Transportation Commission (CSTC)

Although many of the representatives from these various groups attended the larger community meetings, pop-up events, council meetings, etc., we assigned standalone categories to represent each stakeholder group's level of support for each alternative.

Equal weight factors of 10% were assigned to each stakeholder group and the majority of all community activities based on the number of participants. Two events had significantly higher participation – Spring Into the Green and the Online Survey – so greater weight factors of 15% and 25% were applied to each respectively, and proportioned based on their level of participation. In addition, we combined the two community workshops into one category representing a total 10% weight factor given the low participation in Community Workshop #2.

Stakeholders and community members were able to provide meaningful feedback through the community outreach activities. Each event gave the public an opportunity to show their level of support for each structure option raging from "Not Supportive at All" to "Strongly Supportive." BKF used the results from each event to develop a quantitative analysis by assigning points ranging from -2 to 2 for each participant response corresponding to their level of support for each bridge alternative. The results of the quantitative analysis developed for the various outreach events are summarized in the tables below:

Table 1: Community Workshops #1 & #2

	Not Supportive at All -2		Not Supportive -1		Neutral 0		Supportive 1		Strongly Supportive 2		Total Votes	Total Points
Option 1 - Concrete Box Girder	1	-2	0	0	9	0	6	6	5	10	21	14
Option 2A - Steel Flat Truss	2	-4	5	-5	4	0	9	9	3	6	23	6
Option 2B - Steel Arch Truss	13	-26	1	-1	0	0	6	6	7	14	27	-7

Table 2: Farmer's Market

	Not Supportive at All -2		Not Supportive -1		Neutral 0		Supportive 1		Strongly Supportive 2		Total Stickers	Total Points
Option 1 - Concrete Box Girder	6	-12	5	-5	15	0	13	13	32	64	71	60
Option 2A - Steel Flat Truss	8	-16	1	-1	16	0	26	26	15	30	66	39
Option 2B - Steel Arch Truss	8	-16	4	-4	7	0	18	18	25	50	62	48

Table 3: Los Gatos Creek Trail

	Not Supportive at All -2		Not Supportive -1		Neutral 0		Supportive 1		Strongly Supportive 2		Total Stickers	Total Points
Option 1 - Concrete Box Girder	10	-20	8	-8	12	0	4	4	20	40	54	16
Option 2A - Steel Flat Truss	2	-4	4	-4	21	0	14	14	13	26	54	32
Option 2B - Steel Arch Truss	4	-8	6	-6	7	0	10	10	27	54	54	50

Table 4: Spring into Green

	Not Supportive at All -2		Not Supportive -1		Neutral 0		Supportive 1		Strongly Supportive 2		Total Stickers	Total Points
Option 1 - Concrete Box Girder	10	-20	12	-12	31	0	11	11	15	30	79	9
Option 2A - Steel Flat Truss	7	-14	6	-6	24	0	30	30	13	26	80	36
Option 2B - Steel Arch Truss	4	-8	5	-5	9	0	17	17	66	132	101	136

Table 5: Online Survey

	Not Supportive at All -2		Not Supportive -1		Neutral 0		Supportive 1		Strongly Supportive 2		Total Votes	Total Points
Option 1 - Concrete Box Girder	31	-62	26	-26	35	0	69	69	98	196	259	177
Option 2A - Steel Flat Truss	57	-114	48	-48	57	0	61	61	32	64	255	-37
Option 2B - Steel Arch Truss	67	-134	49	-49	46	0	36	36	56	112	254	-35

The results of the quantitative analysis were used to establish the 1 to 3 rating for each alternative in the attached matrix. A rating of 3 was given to the option with the highest number of total points and a rating of 1 was given to the option(s) with the lowest number of total points.

A quantitative analysis based on our interactions with each of the stakeholder groups was more challenging since we did not solicit formal feedback on each participant's level of support for each alternative. The BKF Team assigned different ratings for each bridge alternative based on their general sentiment. For the Adjacent Communities category, we got the impression that several community representatives were concerned that the steel bridge alternatives would create more of a visual impact from their respective communities and would prefer the concrete option over the two steel options. To take this difference into consideration, a 3-point rating was assigned to the concrete option and a 1-point rating towards both steel options. Interactions with the CSTC and LGUSD were significantly different in that both stakeholder groups expressed strong support for the Project overall regardless of the different bridge alternatives. Although there may be slight preferences for one alternative over another with specific individuals, we did not get the feeling one was preferred over another, and therefore assigned a 3-point rating to each alternative.

The rating given to each option based on the quantitative analysis and reasoning provided above was multiplied by the weight factors given to determine the net scores for each alternative. The net results are summarized below:

- **Option 1: Concrete Box-Girder – 250 Points**
- Option 2A: Steel Flat Truss – 175 Points
- Option 2B: Steel Arch Truss – 200 Points

The above results determined that based on the stakeholder and community feedback received, the Concrete Box-Girder is the preferred structure option to carry through the next phase of the Project.

SUMMARY

Taking into consideration both the technical considerations and community acceptance feedback received, the Concrete Box-Girder alternative prevailed as the preferred option as summarized below:

- **Option 1: Concrete Box-Girder – 490 Points**
- Option 2A: Steel Flat Truss – 330 Points

- Option 2B: Steel Arch Truss – 375 Points

Based on these results, the BKF Team in collaboration with the Town of Los Gatos recommends approval of the Concrete Box-Girder as the preferred bridge type for the Highway 17 Bicycle and Pedestrian Overcrossing Project.

Highway 17 BPOC – Bridge Type Selection Evaluation

SELECTION CRITERIA			OPTION 1 CONCRETE BOX-GIRDER		OPTION 2A STEEL FLAT TRUSS		OPTION 2B STEEL ARCH TRUSS	
Technical Considerations								
Design Considerations	**Wt. Factor**	**Baseline**	**Rating**	**Value**	**Rating**	**Value**	**Rating**	**Value**
Architectural Distinction (1=Best; 5=Worst)	20	60	1	20	2	60	3	60
Visual Impacts (1=Best; 5=Worst)	5	15	3	15	2	10	2	10
Impacts to Highway 17 (1=Best; 5=Worst)	10	30	1	10	3	30	3	30
Maintenance & Inspection (1=Best; 5=Worst)	20	60	3	60	1	20	1	20
Stage Construction Traffic Impacts (1=Best; 5=Worst)	5	15	3	15	1	5	1	5
Construction Cost (1=Best; 5=Worst)	30	90	3	90	1	30	1	30
Construction Schedule (1=Best; 5=Worst)	10	30	3	30	2	20	2	20
TECHNICAL CONSIDERATIONS RATINGS		300		240		155		175
Stakeholder and Community Acceptance								
Outreach Events	**Wt. Factor**	**Baseline**	**Rating**	**Value**	**Rating**	**Value**	**Rating**	**Value**
Adjacent Communities (1=Best; 5=Worst)	10	30	3	30	1	10	1	10
Los Gatos Union School District (LGUSD) (1=Best; 5=Worst)	10	30	3	30	3	30	3	30
Complete Streets & Transportation Commission (CSTC) (1=Best; 5=Worst)	10	30	3	30	3	30	3	30
Community Workshops (1=Best; 5=Worst)	10	30	3	30	2	20	1	10
Farmer's Market (1=Best; 5=Worst)	10	30	3	30	1	10	2	20
Los Gatos Creek Trail (1=Best; 5=Worst)	10	30	1	10	2	20	3	30
Spring into Green (1=Best; 5=Worst)	15	45	1	15	2	30	3	45
Online Survey (1=Best; 5=Worst)	25	75	3	75	1	25	1	25
STAKEHOLDER AND COMMUNITY ACCEPTANCE RATINGS		300		250		175		200
RATING SUMMARY		600		490		330		375
Overall Ranking (3=Preferred Option; 1=Unfavored Option)				3		1		2

RATING CRITERIA DESCRIPTION
General aesthetic appeal of structure. Uniqueness of design, finishes, etc. (3) Arch shape creates architectural distinction and enhances visual interest from pathway and roadway (2) Enhanced Standard Truss with more utilitarian visual character than Steel Arch Truss (1) Utilitarian visual character
Overall visual change. (3) Lowest Level of Visual Change (2) Moderate Level of Visual Change
Anticipated impacts to Highway 17 with installation of a center column in the freeway median. (3) Structure Clear Spans Highway 17 (1) Requires Central Pier in Freeway Median
Regular inspection and maintenance requirements. Anticipated structure life cycle and associated costs. (3) For Concrete Box Girder (low maintenance) (1) For Steel Flat Truss and Steel Arch Truss (increased maintenance)
Anticipated impacts to traffic operations for installation of bridge deck or construction of falsework over Highway 17. (3) Full Freeway Closure - One Night Short Term Closure (4-5 hours during the night) (1) Full Freeway Closure - Two Nights Short Term Closures (4-8 hours during the night) for One Weekend Minimum and Two Weekends Maximum.
Estimated Project Cost, including construction in Year 2028. All costs are approximate and subject to change. (3) Total Estimated Project Cost = $25.2M (1) Total Estimated Project Cost = $30.2M for Steel Flat Truss and $38.8M for Steel Arch Truss
General length of construction and flexibility of construction methods to meet potential project constraints. (3) For Concrete Box Girder with column/foundation on freeway median (2) For Steel Flat Truss and Steel Arch Truss with moderate field splices

RATING CRITERIA DESCRIPTION
BKF and the Town have heard from representatives of the Chicano and Serra Cl Communities on several occasions that include the larger community meetings, pop-up events, council meetings, and one-on-one meetings. The most recent one-on-one meeting was held in the field with the Chicano Cl Community on October 19, 2022. Although there are supporters, the general sentiment from these interactions is that they do not support the project and that the steel options would create the most visual impact. However, if the Town were to build one of those presented, the concrete option would be supportive above the two steel options. To take into consideration this difference, a 3-point rating is assigned to the concrete option and a 1-point rating towards both steel options.
BKF and the Town have coordinated with the LGUSD on several occasions within the past few years. These include attending Back to School nights at various nearby schools, meetings with School Principals, Teachers, and Students at various events. The most recent meeting with LGUSD Principals was held on March 25th, 2022. The general sentiment from these interactions and students is overwhelming support of the Project. For this reason, a 3-point rating is assigned to all three project alternatives identified.
The Town has met with the CSTC on a monthly basis since the Project's inception and there is overwhelming support. Although there may be preferences on the various alternatives, there is general support for all bridge options, therefore a 3-point rating is assigned to all three project alternatives identified.
First and Second Online Community Workshops held on 12/2/2021 and 6/29/2022 respectively. There were approximately 55 attendees at the First Community Workshop and approximately 5 attendees at the Second. The live poll results obtained at both meetings were used to develop a quantitative analysis. Points ranging from -2 to 2 were given to each vote based on the level of support given to each structure option, which ranged from "Not Supportive at All" to "Strongly Supportive". Rating is based on the results of the quantitative analysis. (3) 14 Total Points for Concrete Box Girder (2) 6 Total Points for Steel Flat Truss (1) -7 Total Points for Steel Arch Truss
Pop-Up Event held at the Town's Farmer's Market on March 27th, 2022. There were approximately 62 participants at this event. Participants placed stickers on a Project Board to show their level of support for each structure option. The total number of stickers placed on the Project Board were used to develop a quantitative analysis. Points ranging from -2 to 2 were given to each vote based on the level of support given to each option, which ranged from "Not Supportive at All" to "Strongly Supportive". Rating is based on the results of the quantitative analysis. (3) 60 Total Points for Concrete Box Girder (2) 48 Total Points for Steel Arch Truss (1) 39 Total Points for Steel Flat Truss
Pop-Up Event held at the Los Gatos Creek Trail on April 25th, 2022. There were approximately 54 participants at this event. Participants placed stickers on a Project Board to show their level of support for each structure option. The total number of stickers placed on the Project Board were used to develop a quantitative analysis. Points ranging from -2 to 2 were given to each vote based on the level of support given to each option, which ranged from "Not Supportive at All" to "Strongly Supportive". Rating is based on the results of the quantitative analysis. (3) 50 Total Points for Steel Arch Truss (2) 32 Total Points for Steel Flat Truss (1) 16 Total Points for Concrete Box Girder
Pop-Up Event held at the Town's Spring Into Green Event on April 21st, 2022. There were approximately 100 participants at this event. Participants placed stickers on a Project Board to show their level of support for each option. The total number of stickers placed on the Project Board were used to develop a quantitative analysis. Points ranging from -2 to 2 were given to each vote based on the level of support given to each option, which ranged from "Not Supportive at All" to "Strongly Supportive". Rating is based on the results of the quantitative analysis. (3) 136 Total Points for Steel Arch Truss (2) 86 Total Points for Steel Flat Truss (1) 9 Total Points for Concrete Box Girder
Online Survey posted on the Project's Website and advertise through the Town's Social Media platforms, Town's Weekly Newsletter, and Flyers. The Online Survey was open for three weeks, between Sept. 16th, 2022 to Oct. 7th, 2022. There were 266 participants. The Online Survey included questions that allowed participants to show their level of support for each structure option. The survey results were used to develop a quantitative analysis. Points ranging from -2 to 2 were given to each vote based on the level of support given to each option, which ranged from "Not Supportive at All" to "Strongly Supportive". Rating is based on the results of the quantitative analysis. (3) 177 Total Points for Concrete Box Girder (1) -85 Total Points for Steel Arch Truss and -67 Total Points for Steel Flat Truss

For additional Project information, please scan the QR Code or visit:
www.LosGatosCA.gov/Hwy17BPOC

ATTACHMENT 1
BKF ENGINEERS
1730 N. First Street, Suite 600, San Jose, CA 95112 | 408.467.9100

From: Phil Seaman [redacted]
Date: October 3, 2022 at 2:24:49 PM PDT
To: Michael Glow [redacted]
Cc: Laurel Prevetti <LPrevetti@losgatosca.gov>, Maria Ristow <MRistow@losgatosca.gov>, Marico Sayoc <MSayoc@losgatosca.gov>, Mary Badame <MBadame@losgatosca.gov>, Matthew Hudes <MHudes@losgatosca.gov>, Rob Rennie <RRennie@losgatosca.gov>, Gitta Ungvari <GUngvari@losgatosca.gov>, Andy & Fran Edwards [redacted], Devin & Toni Conway [redacted], Jan Taylor [redacted] "LosGatos, Weekly Times" <lgwt@community-newspapers.com>, "Robinson, James H." <jhrobinson@mercurynews.com>, Ed Clendaniel <eclendaniel@bayareanewsgroup.com>, Shannon Susick [redacted], Sandy Decker [redacted], James U Hall [redacted]
Subject: Re: Pedestrian Bridge Project

EXTERNAL SENDER
Michael,

Thanks for bringing this to my attention. I went on line and voted for the lowest cost option.
https://www.losgatosca.gov/2556/Hwy-17-Bicycle-Pedestrian-Overcrossing

Cheers,
Phil

On Mon, Oct 3, 2022 at 1:40 PM Michael Glow [redacted] wrote:
Dear Gentlepersons of the Los Gatos Town Council:

My household budget does not operate at a deficit. Even so, if I were looking to buy a car and the candidates were a Toyota, a Volvo, or a Mercedes, I'd buy the Toyota. It is my understanding that the town budget has been operating at a deficit, and that future budgets call for continued deficits. That begs the question, how can the town consider any alternative bridge construction other than the least expensive option that fills the need?

Respectfully yours,
Michael Glow

From: june beeler [redacted]
Sent: Friday, October 7, 2022 2:02 PM
To: Council <Council@losgatosca.gov>
Subject: Proposed Pedestrian/Bike bridge

EXTERNAL SENDER

To all Town Council Members:

I am writing to express my view and disapproval, of the "high priority town project". namely the proposed Pedestrian/Bike new bridge construction, on Blossom Hill Road, on the Hwy 17 overpass.

I consider this project to be unnecessary, as designed, and extremely expensive! I'm not sure if the money allocated for this project comes from a government grant? However, the high cost of personnel for the design, construction and materials during four phases, lasting over five years, is outlandish! The amount of money this will cost could be spent elsewhere, in our town, to better advantage.

During the 50 plus years that I have been a Los Gatos resident, I have not heard of any problem or serious accident, to either pedestrians or bicyclists, as they traverse, over the existing Blossom Hill overpass. Other less expensive, less intrusive, more cost effective means, to ensure complete safety, to people walking or biking, in that area, could simply be to upgrade the existing Blossom Hill overpass, with fencing, separating the traffic from the bike lane, in particular. The bike lane could be widened, utilizing the sidewalk, to accommodate people, riding in both directions. A new sidewalk area addition could be cantilevered out, attached to the outer side, of the overpass. I have seen that solution, in effect, at another overpass, in another town.

Now, the town wants to secure the public's approval, for one of the three proposed designs, to "cement" this project, in place,
by requesting people to vote, in a survey... It seems obvious that the two designs, with decorative steel "railings", designed for appearance, only, and being more costly, is not a good choice. IMO, neither is the third choice, of a "streamlined" concrete structure, the best answer. Building such a "heavy duty" structure is not practical when it won't be used by cars, trucks or buses, only people, That option also requires building retaining walls, on both sides, of the overpass, causing additional, unnecessary expense!.

Also, IMO, the planter area, separating traffic, from the bike lanes, offers no safety protection, whatsoever! Extending the fencing would provide better protection... Actually, it is hard to determine, from the visual, whether any fencing is placed on the outer edge, of the proposed sidewalk, over Hwy 17? It would be, derelict not to do so...

Even though it could be considered "late, in the game", it is never too. late to save financial resources, to shelve this design proposal for a better, more innovative, cost effective alternative! Send it back to the "drawing board"! The decision, by the current Town Council, is vital. If the town is concerned about a possible deficit, this is one area, to be frugal.

With all respect, thank you for your attention and consideration, of my comments about this project...

Sincerely,

June Beeler

From: [redacted]
Sent: Friday, September 16, 2022 1:57:21 PM
Cc: 'Joe Rodgers' [redacted]
Subject: question about proposed pedestrian bridge

EXTERNAL SENDER

HI Mary and Matthew, my two favorite town council members,
I have a question about the proposed pedestrian bridge. The Town of LG posted on nextdoor.com that they are doing a survey gathering public input as to which of 3 bridge choices the public would like. It also said that the bridge would cost 25-38 million dollars to build. Is this a done deal? Are they definitely building it, or is it up for consideration?

If it gets built, where does the money come from? I got a very vague answer on nextdoor.com from Holly Young Senior Management Analyst with the town. She also wanted to take my questions offline and suggested I contact Janice Chin. I responded for the sake of transparency I would like to have some basic questions answered staying on nextdoor.com because there were several people on that post who were interested in the answers as well.

How can our town even afford this? I know we are in a very large deficit.

Kind regards,
Lisa Harris

ATTACHMENT 3

connect walk SCOOT gather JOG BIKE SKATE run SKIP LOS GATOS PLAY stay

SCAN ME!

Highway 17 Bicycle and Pedestrian Overcrossing Project

(BPOC)

TLG 19-818-0803

2016 MEASURE B

FAQ's from COMMUNITY ENGAGEMENT ACTIVITIES

1. Are all proposed bridge concepts the same height (above Highway 17) as the current bridge, or are they raised to a higher elevation than the current bridge?
   Caltrans standards require the minimum vertical clearance for a bicycle/pedestrian bridge over a freeway to be 18'6" to the underside, or soffit, and for a roadway bridge over a freeway to be 16'6" to the soffit. The existing Blossom Hill Overcrossing has a sub-standard vertical clearance of 15'-5". The proposed bicycle/pedestrian bridge options will be designed to meet current standards and will therefore be higher than the current bridge in order to the minimum required vertical clearance.

2. Are the yearly/long term maintenance costs of the 3 bridge options the same or statistically different?
   It is anticipated that yearly/long term maintenance costs between the options presented will be similar, however, concrete bridges generally require somewhat less long-term maintenance. Long-term maintenance considerations for steel bridges include painting every few years and periodic inspections of key structural connections of the steel members. Depending on various factors such as the type of structure, type of steel members, type of structural connections and the selected paint system, specific long-term maintenance costs will vary. Ultimately, it is anticipated these costs may contribute to a somewhat higher long-term maintenance cost for a steel bridge option when compared to a concrete option.

3. Are there color options for the steel?
   Yes. Potential color options will be presented in a future public workshop for input if a steel bridge type is chosen.

4. Between the concrete bridge and the steel flat truss bridge, a trade off is that the concrete one is less expensive and the steel flat truss one involves less shut down of the highway. These aspects both seem as critical of an issue as whether the bridge enhances the character of Los Gatos. How much of a cost difference and how many days of shut down are involved with each?
   With respect to shut down hours of Highway 17, the concrete bridge will be constructed similar to other concrete bridges over highways, with falsework erected over the travel lanes to maintain traffic flow during construction. The steel truss bridge can be erected over Highway 17 during low peak hours.

As the design proceeds, specific traffic impact details, such as the need for lane closures of Highway 17 or traffic detours, will be coordinated with Caltrans. The project team will strive to minimize impacts to highway travel as well as to the surrounding communities. Project construction costs associated with the identified traffic impacts of the various bridge types can then be further quantified and used along with other considerations, such as the enhancement of the character of Los Gatos, to evaluate the various bridge proposals.

5. Most of the renderings don't show much impact to the landscapes on either side of 17. Is this accurate or will cut slopes and retaining wall structures require tree removal, especially on the east side? Can you address if there will be a difference in this impact between the options please?
   Potential impacts to landscapes, tree removals, and hillsides will likely be more significant on the east side of Highway 17 given the existing terrain and narrow roadway cross-section. The Project intends to build the pathway improvements as close to the existing roadways as possible in order to minimize these potential impacts, however there will be tree removals and slope work required for all bridge options. As the design progresses, the project team will be able to better quantify the impacts to the slopes, landscaping, and retaining walls along the east and west sides associated with the various bridge options and will present this to the community as the design progresses.

   The 2020 Feasibility Study also provides information about the conceptual improvements and their potential impact east and west of the proposed bridge crossing.

6. Many of us are concerned about the elevation and distance the pathway will cut into the back hill behind our homes that backup against Blossom Hill Road. Are there dimensions available for the pathways connecting to the new bridge structure?
   A Project goal is to build the pathway within the existing roadway envelope where the existing sidewalk is currently located and within the existing public right of way. The Project is still in the very early planning stages so specific dimensions are not currently available, but will be provided in Phase 2 when preliminary engineering details are developed, and will be shared with the community at that time.

7. What is the measurement between the pedestrian bridge walking surface and the top of the bridge walls/fences: currently and in the proposed bridges? One day I saw a middle schooler lifting up a big rock to lob over the current chain link fence to toss down into highway traffic so want to see that fencing pretty high to reduce this kind of temptation for pranksters that might frequent this travel route but not yet be mature enough to realize the consequences.
   Caltrans Standards require a minimum fence height of 8 feet over freeways to reduce the risk of objects being dropped or thrown upon vehicles. The proposed bridge will provide fencing that meets the 8-foot minimum height requirement and the project team will continue to look for other options that might be useful to help deter this type of activity.

8. We are fortunate to not have a lot of graffiti in Los Gatos, but a bridge right next to the middle school and within walking distance of the high school might be too big of a target for some students to resist. Are any of these bridges harder for someone to deface than the others?
   The issue is relative with respect to damage done to the structure. In terms of available exposed area, or continuous surface area, to deface with graffiti the concrete bridge offers the most. The steel structure, while having more structural members throughout the length of the bridge, offers smaller areas for graffiti. With either bridge types, there are graffiti counter measures that can be taken and specified during the preparation of the construction documents such as anti-graffiti coating for concrete bridges or specialized paint for steel structures that makes the bridges as graffiti resistant as possible and make the clean-up easier to handle. The project team will include these considerations during the design process.

9. Does the type of bridge impact the grade of path coming from Fisher? What is the impact to retaining wall where the new path is that was widen recently?
   The concrete bridge option will likely sit slightly higher than the steel options because it requires a thicker bridge deck, which will result in a slightly increased grade to cross Highway 17. The Project does not intend to impact the existing retaining walls located adjacent to the Serra Ct community and EB Blossom Hill Road right-turn lanes, however these details will be developed in more detail during the Phase 2 design process and shared with the community at that time.

10. I am wondering what we can do to slow down west-bound kids on bikes before they rush into the West Roberts Road intersection. For drivers turning right from West Roberts Road onto Blossom Hill Road, that's kind of blind corner and I've seen drivers startled by bikers crossing Roberts Road there.
    The Project will evaluate the existing conditions closely at this intersection and determine what measures can be taken to enhance safety during the preliminary and final design phases of the Project as the engineering details are developed. Potential measures may include installing a protected corner with raised elements to create separation and refuge and separation for bicyclists and pedestrians from right-turning vehicles, or restricting right-turning movements during particular signal phases.

11. Once you are off the Bridge, will the pathway narrow from 16'-20' width as you walk away?
    A Project goal is to provide a continuous width along the entire segment between Roberts Road West and East. The exact width will be determined in Phase 2 of the Project when engineering details are developed.

12. Why will there be bike and pedestrian on the current bridge in addition to the second structure?
    Existing facilities along the south side of the current Blossom Hill Road overcrossing would be replaced with the new structure. The Project only intends to provide a pedestrian sidewalk and a dedicated bicycle lane along the north side of the existing overcrossing. This will provide the option of accommodating existing travel patterns along the northern side of Blossom Hill Road.

13. How are bicyclists traveling west on the north side of the road supposed to get to the south side?
    Access from the north to the south side (and vice versa) will be provided at each adjacent intersection crosswalk located at Roberts Road West and East. Preliminary proposals are considering the striping of a green bike lane parallel to and in front of the pedestrian crosswalks to provide an area for the bicyclists who wish to cross Blossom Hill Road to use the BPOC.

14. Will the columns required for the concrete box girder bridge interfere with future light rail lines in the median of Highway 17?
    Currently there are no plans for light rail transit in the median area of Highway 17. The existing right of way would not be sufficient to accommodate the installation of a light rail system, and any such project would require years of advanced planning and potential property acquisitions. It should also be noted that the existing Blossom Hill Road vehicular structure over Highway 17 includes an existing concrete column in the median area of Highway 17.

15. Please identify the process the Town used for selecting the design consultant for this project.
    The Town released a Request for Proposals to provide Professional Engineering Services for the Highway 17 Bicycle and Pedestrian Overcrossing Project in December of 2020. Two proposals were received and thoroughly evaluated, resulting in the firm of BKF being determined the highest qualified firm to provide the required services. The process used by the Town followed the requirements for the consultant selection process for federally funded projects as contained in the Caltrans Local Assistance Procedures Manual. Further information regarding the required consultant selection process can be found at https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapm/ch10.pdf

16. How will constructed for this project be funded?

As design progresses, staff will continue to look for funding opportunities for the project construction. The intent is to fund the majority of the project through grant programs. Securing funding could take more than a year, and in some cases, projects of this magnitude may take many years to fund. Many of the current grant fund programs require the local agency to provide a local match of anywhere from 10-30% of the total construction costs. Local match funds may need to be allocated by the Town, however in many cases, this match can be made through the use of other grant funds. The Town staff strives to maximize the use of grant funds for projects of this magnitude especially where the benefits of the project extend beyond the Town boundaries. As this is a significant project in cost and scope, it is likely that many different funding sources would be required. Having a project fully designed/shovel ready often times allows the project to be more competitive in the grant application process.