

connect SKATE *stay*
BICYCLE LOS GATOS
WALK JOG *gather* PLAY *walk*

Highway 17 Bicycle & Pedestrian Overcrossing Feasibility Study

Community Meeting #2

August 25, 2020

7:00 PM



Tonight's Agenda

- Introduction of Project Team
- Project Location, Background and Staff Recommendations
- Alternatives Considered and Evaluation
- Preferred Alignment
- Design Considerations and Bridge Types
- Questions, Comments, Feedback
- Wrap Up and Next Steps



Project Team

- LOS GATOS STAFF

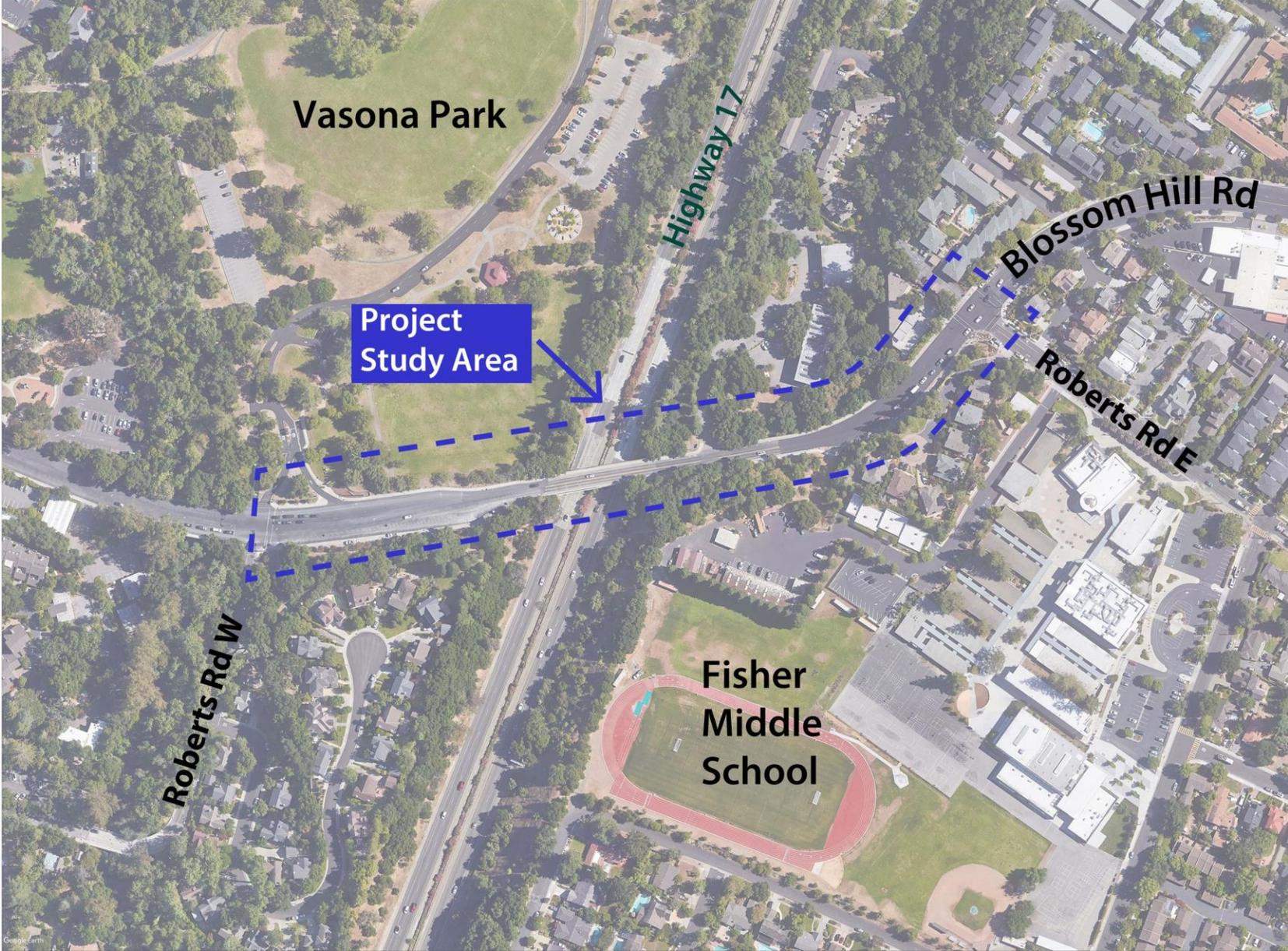
- Matt Morley, Parks & Public Works Director
- Ying Smith, Transportation and Mobility Manager
- Savannah Van Akin, Transportation Planning Intern
- Chris Hall, Transportation Planning Intern

- BKF Engineers

- Jaggi Bhandal, Civil Engineer, Project Manager
- Natalina Bernardi, Civil Engineer
- Subconsultant – Biggs Cardoso Associates (Structures):
 - Mahvash Harms – Structural Engineer
 - Carlos Vasquez – Structural Engineer
 - Rick Phillips - Architect



Project Location



STAFF RECOMMENDATIONS



Recommend the Town Council at its September 1 Meeting:

- a. Approve the Feasibility Study supporting the following key elements:
 - Proceed with the final design of a separate bridge structure
 - The new bridge alignment will be immediately south of Blossom Hill Road
 - Bridge width is recommended to be between 16 and 20 feet
- b. Proceed with three bridge type options: concrete, steel truss, and steel arch, and solicit community input in the final design phase;
- c. Active Transportation Program grant application to seek grant funds for project construction;
- d. Commit up to \$1.2 million in future budget (FY 2023/24) as match funding for the ATP grant.

ORIGINAL ALTERNATIVES



- **Alternative 1** – A new bicycle and pedestrian bridge connecting to Nino Avenue
- **Alternative 2** – A separate bicycle and pedestrian bridge along Blossom Hill Road
- **Alternative 3** – Widening the existing Blossom Hill Road Bridge for bicyclists and pedestrians



EVALUATION CRITERIA

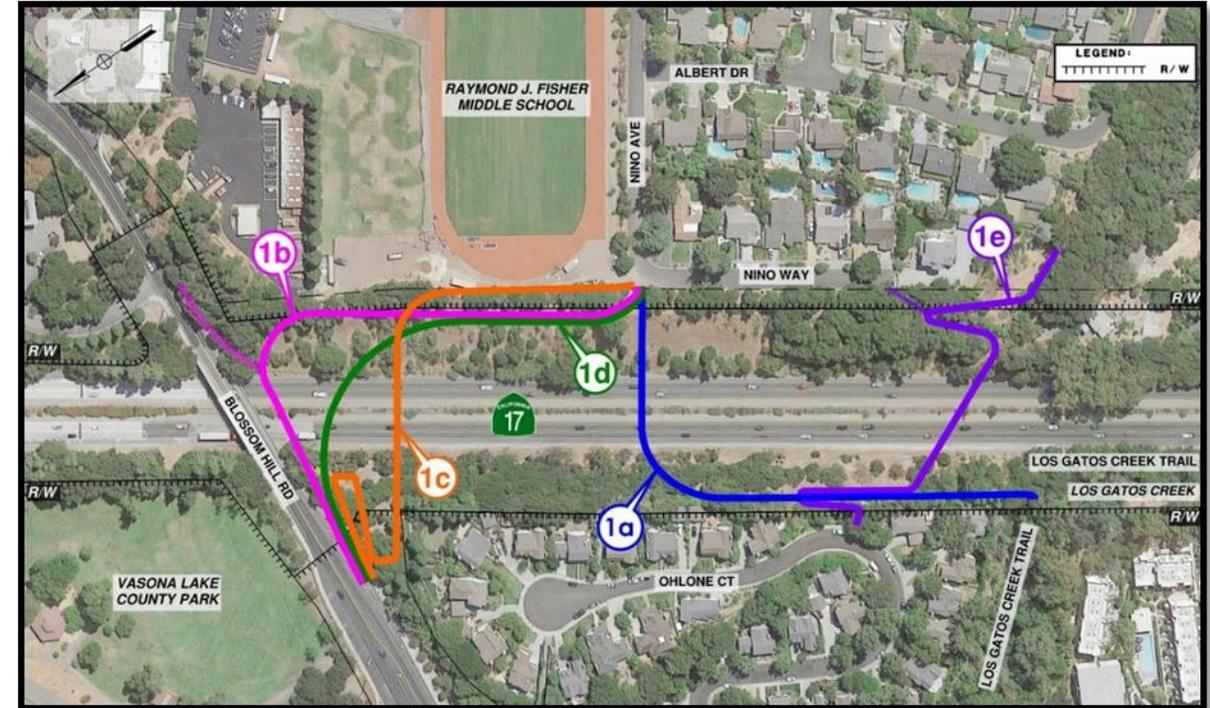


- Community Feedback
- Caltrans Coordination
- Travel Demand and Patterns
- User Experience
- Potential Environmental Impacts:
 - Utilities
 - Right of Way constraints
 - geotechnical considerations
 - Trees
 - Visual impacts
- Cost: construction and maintenance



INITIAL ALIGNMENT SCREENING

- 1a. **Los Gatos Creek Trail Connector to Nino Ave** – A perpendicular crossing that provides a direct connection between Los Gatos Creek Trail on the west side and Nino Way on the east side.
- 1b. **Blossom Hill Rd Skewed Connector to Nino Ave** – A skewed main span crossing with a point of connection at Blossom Hill Rd to the West and Nino Way to the East. Additionally, the option of a second connection to East Blossom Hill Rd was studied, and is shown in the Figure.
- 1c. **Blossom Hill Rd Perpendicular Connector to Nino Ave** – A perpendicular main span crossing that provides the same points of connection as Alternative 1b (with the exception of the optional second landing along East Blossom Hill Rd). A switchback alignment is required along the west approach to provide enough distance to conform to existing grades along Blossom Hill Rd with a profile grade of 5% or less that meets ADA requirements.
- 1d. **Blossom Hill Rd Curved Connector to Nino Ave** – A curved main span crossing that provides the same points of connection as Alternative 1c.
- 1e. **Ohlone Ct Connector to Pine Ave** – A skewed main span crossing that connects Ohlone Ct with Pine Ave. The option of a second connection to Nino Ave was studied, and is shown in the Figure.
- 2. **Blossom Hill Rd Separate Bridge** – (Pictured in Figure 11) provides a second parallel crossing with Blossom Hill Rd for bicyclists and pedestrians.
- 3. **Blossom Hill Rd Bridge Widening** – (Pictured in Figure 11) widens the existing Blossom Hill Rd Bridge for bicyclists and pedestrians.



PREFERRED ALIGNMENT

(Separate Bridge South of Blossom Hill Rd)



User Group/Direction	Options
Bicyclists: Eastbound	Use the Bicycle and Pedestrian Overcrossing
Bicyclists: Westbound	Ride on the Class IV Bike Lane on the existing BHR Bridge; or cross to the south side to use the Bike and Pedestrian Overcrossing
Pedestrians: both directions	Use Existing Sidewalk on the north side of BHR Bridge; or walk on the Bike and Pedestrian Overcrossing

USER EXPERIENCE AND CROSS-SECTION



- **Important Considerations:**
 - Bicycle and Pedestrian Counts
 - User Demographic
 - User Experience
 - Circulation Patterns and Connections to Key Destinations
 - Connectivity to Existing Facilities
- **Existing Counts along Blossom Hill Road are very high**
- **Example BPOC's for Comparison:**
 - Existing BPOC's located in the Bay Area = 10' to 12' wide
 - Several BPOC's in design = 18' to 20' wide. High counts and mode splits warrant wider sections.
 - US 101/Shoreline Blvd BPOC (Mountain View, CA)
 - I-880/Pacific Commons BPOC (Fremont, CA)
- **Project Recommendation = 16' to 20' wide. Final width to be determined during final design when more accurate information is available for design.**

BIKE AND PEDESTRIAN VOLUMES



Peak 60-Minute Volumes

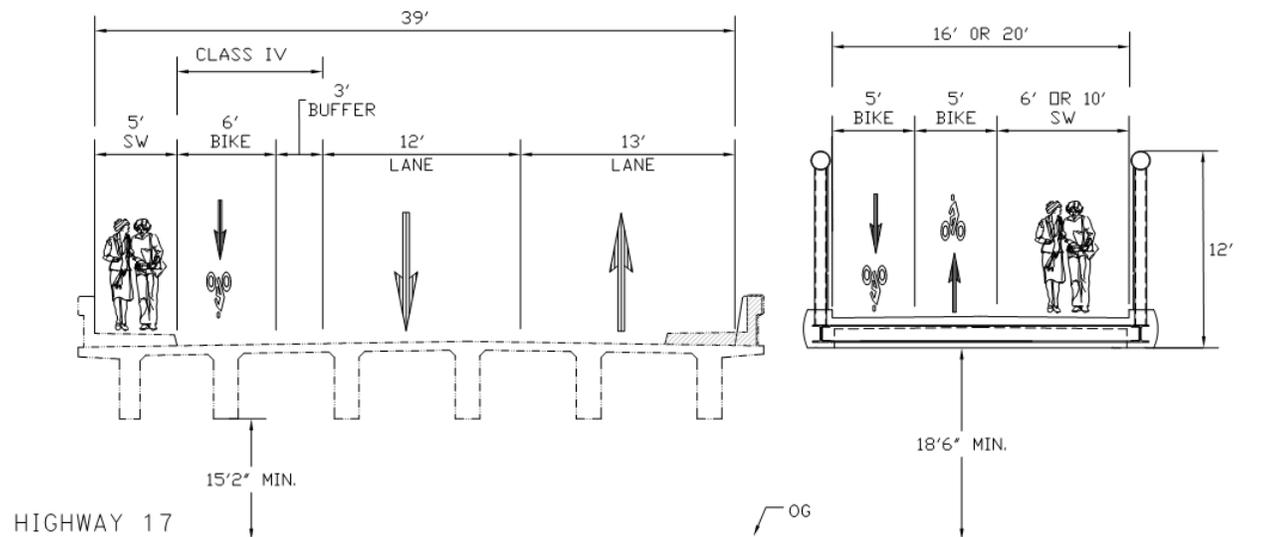
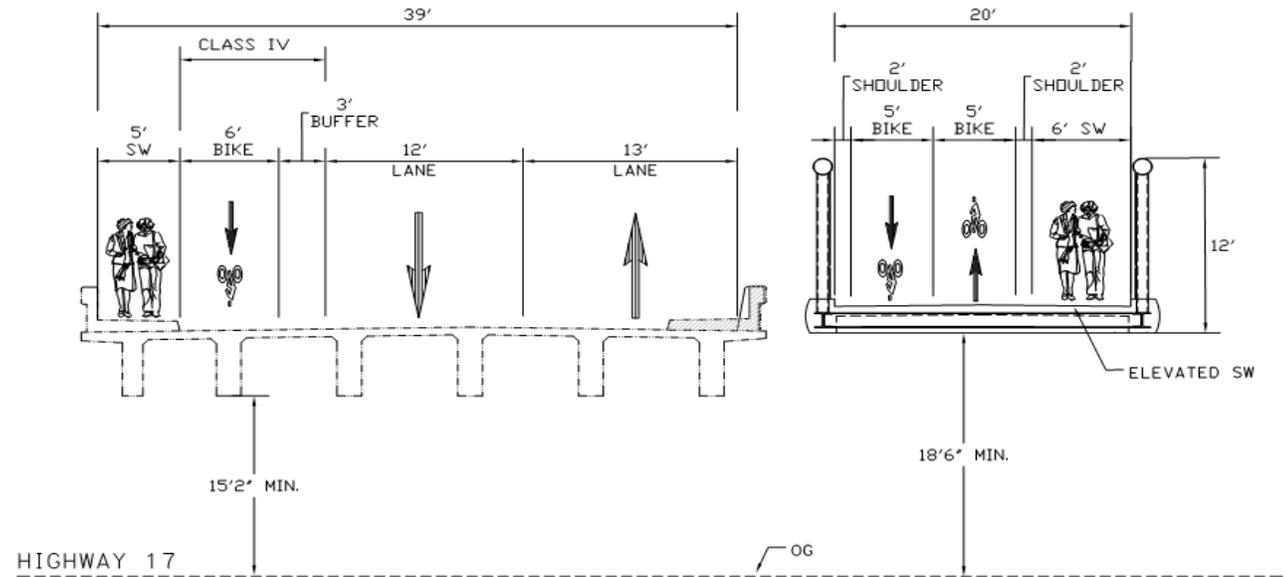
	Blossom Hill Road			Stevens Creek Trail Evelyn Avenue Bridge			Mary Avenue Bridge			Dale/Heatherstone Overcrossing		
	16'-20' wide			12' wide			12' wide			10' wide		
	Ped.	Bike	Total	Ped.	Bike	Total	Ped.	Bike	Total	Ped.	Bike	Total
Morning	87	46	133	29	137	166	24	39	63	59	139	198
Afternoon	174	84	258	30	109	139	39	44	83	36	83	119

SECTION ALTERNATIVES



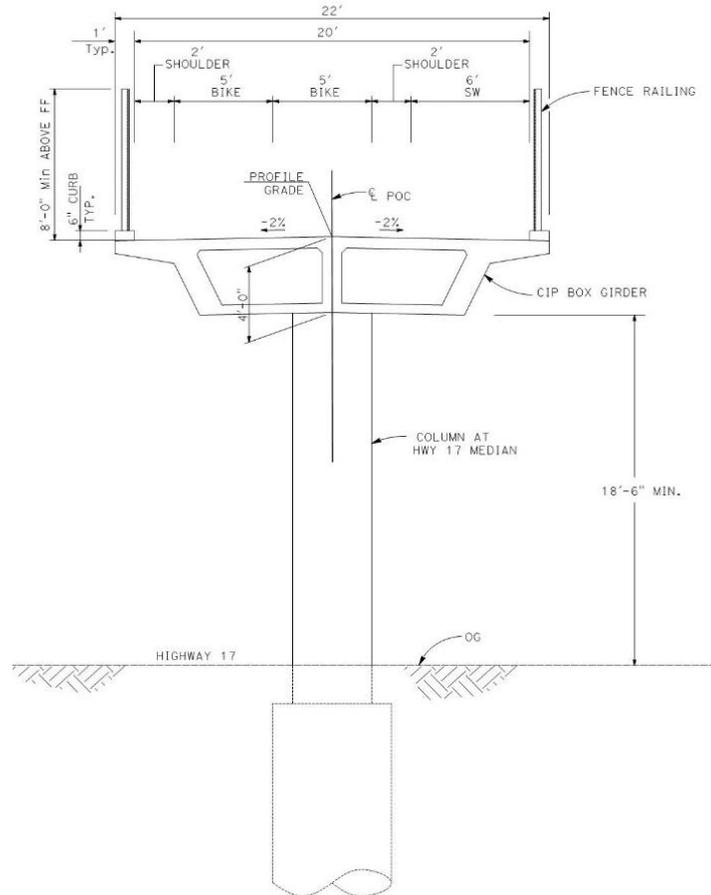
- **Enhanced Cross-Section (16' – 20')**

- Two-way Cycle Track with sidewalk.
- Provides redundant option for WB bicyclists.
- Potential shoulder separations for enhanced bicycle experience or wider sidewalk for enhanced pedestrian experience.



BRIDGE STRUCTURE TYPES AND ARCHITECTURE

Concrete Bridge



Highway 17 POC (north of Highway 85)

BRIDGE STRUCTURE TYPES AND ARCHITECTURE

Concrete Bridge Examples



Highway 85 BPOC (Dale/Heatherstone Overcrossing)



Highway 101 BPOC (Ralston Avenue Overcrossing)

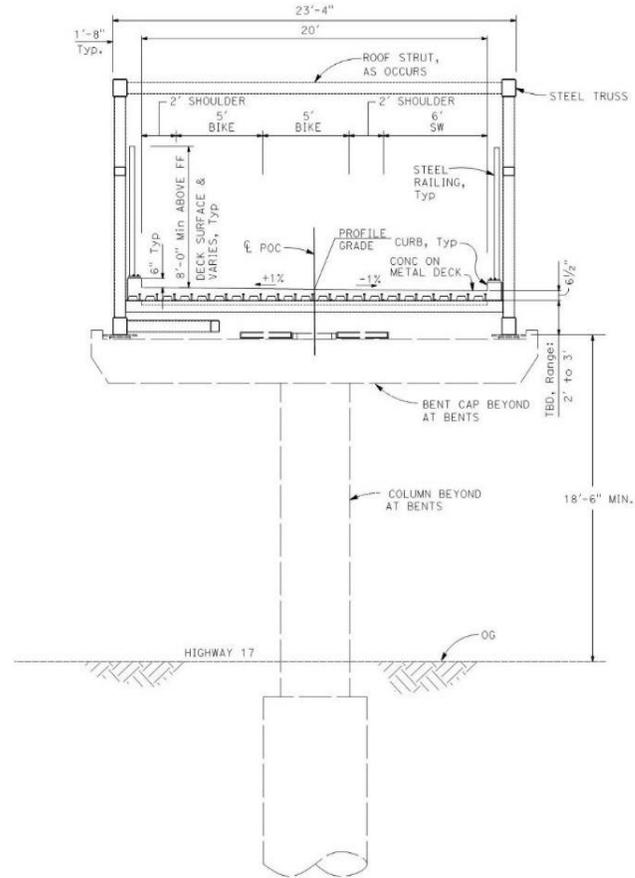
BRIDGE STRUCTURE TYPES AND ARCHITECTURE



Concrete Bridge

BRIDGE STRUCTURE TYPES AND ARCHITECTURE

Steel Truss Bridge



Mountain View Stevens Creek Bridge



Mountain View Evelyn Avenue Bridge

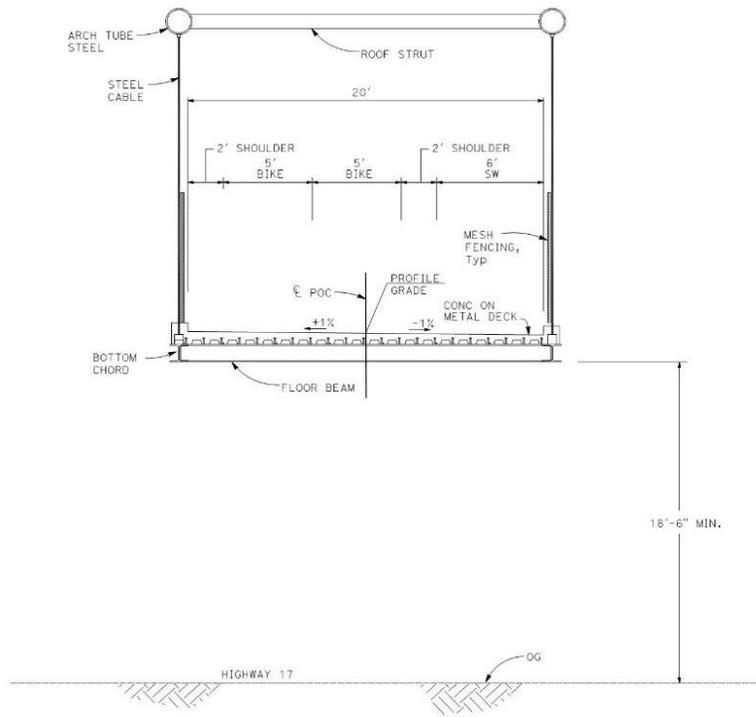
BRIDGE STRUCTURE TYPES AND ARCHITECTURE



Steel Truss Bridge

BRIDGE STRUCTURE TYPES AND ARCHITECTURE

Steel Arch Bridge



I-80 POC (Berkeley, CA)

BRIDGE STRUCTURE TYPES AND ARCHITECTURE



Arch Bridge

PRELIMINARY EVALUATION OF IMPACTS

- Utility Impacts
- Right of Way Impacts
- Geotechnical Considerations
- Environmental Constraints (Trees, Visual, etc)

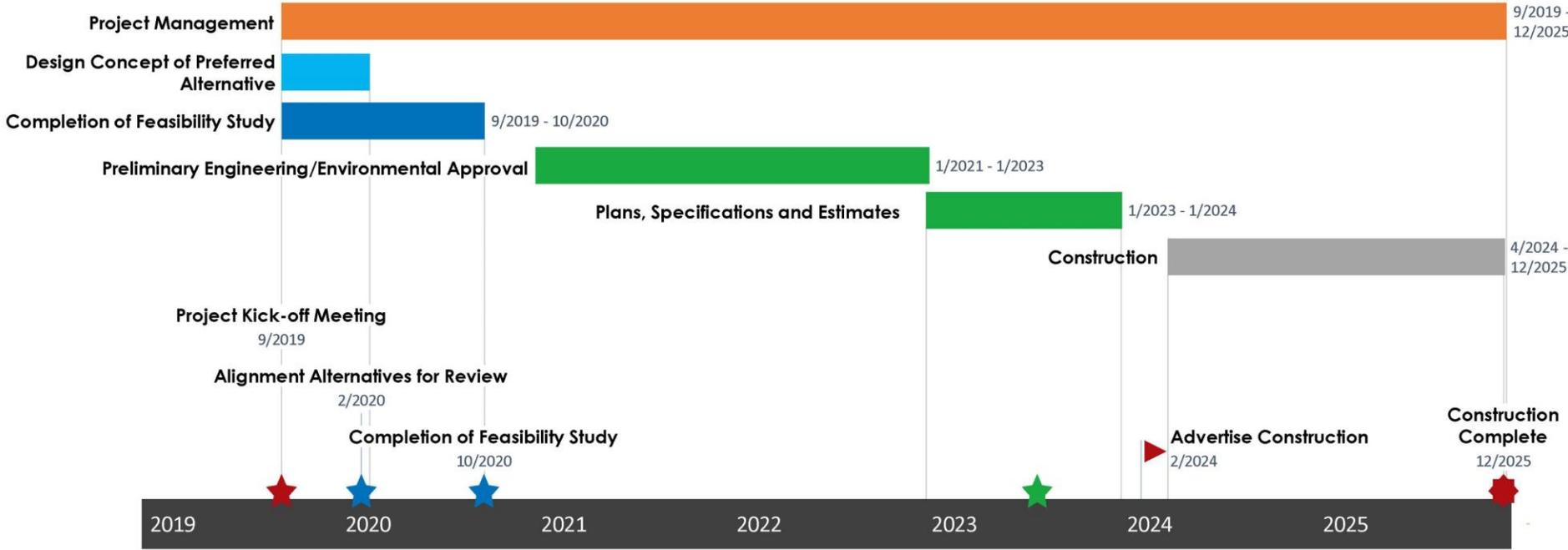


FUNDING PURSUITS



- **Preliminary Engineering and Final Design Phase**
 - Awarded \$2.75 million from VTA Measure B Program
 - \$1.1 million from Town (cumulative from project start)
- **Construction Phase**
 - Seeking construction funding from the Active Transportation Program (ATP)
 - ATP Application deadline - September 15, 2020
 - Town will require up to \$1.2 million commitment in future (FY2023/24) budget as a non-ATP match

Project Milestones



Feasibility Study and Future Phases

Milestone	Schedule
Preliminary Evaluation	January - March, 2020
Outreach Round 1 – Initial Screening	February 2020
Town Council confirmed two alternatives	March 3, 2020
Community Meeting via Zoom	August 25, 2020 at 7:00 pm
Outreach Round 2	August 2020
Town Council considers preferred alternative	September 1, 2020
ATP Application for Construction Dollars	September 15, 2020
Preliminary Eng/Env. Approval/Final design	Early 2021 - Jan 2024
Advertise Construction (pending funding availability)	November 2023
Award Contract (pending funding availability)	February 2024
Construction (pending funding availability)	April 2024 – December 2025



Next Steps

- September 1 Town Council considers staff recommendations
- Sign up for the “Notify Me” services to be notified by e-mail or text each time the project page is updated.
- Connect Los Gatos Projects www.LosGatosCA.Gov/ConnectLG
- Tonight’s presentation will be placed onto the project page

