



**TOWN OF LOS GATOS
COUNCIL AGENDA REPORT**

MEETING DATE: 06/18/2019

ITEM NO: 14

DATE: JUNE 13, 2019

TO: MAYOR AND TOWN COUNCIL

FROM: LAUREL PREVETTI, TOWN MANAGER

SUBJECT: HIGHWAY 17 BICYCLE AND PEDESTRIAN BRIDGE FEASIBILITY ANALYSIS AND CONCEPTUAL ENGINEERING (PROJECT NUMBER 818-0803)

- A. REVIEW AND APPROVE THE SCOPE OF SERVICES FOR A REQUEST FOR PROPOSALS (RFP) FOR THE HIGHWAY 17 BICYCLE AND PEDESTRIAN BRIDGE FEASIBILITY ANALYSIS AND CONCEPTUAL ENGINEERING.
- B. AUTHORIZE THE TOWN MANAGER TO NEGOTIATE AND EXECUTE A CONSULTANT AGREEMENT FOR THE HIGHWAY 17 BICYCLE AND PEDESTRIAN BRIDGE FEASIBILITY ANALYSIS AND CONCEPTUAL ENGINEERING WITH THE HIGHEST SCORED PROPOSER IN AN AMOUNT NOT TO EXCEED \$234,456.

RECOMMENDATION:

Staff recommends that the Town Council:

1. Review and approve the scope of services for a Request for Proposals (RFP) (Attachment 1) for the Highway 17 Bicycle and Pedestrian Bridge Feasibility Analysis and Conceptual Engineering.
2. Authorize the Town Manager to negotiate and execute a Consultant Agreement for the Highway 17 Bicycle and Pedestrian Bridge Feasibility Analysis and Conceptual Engineering with the highest scored proposer in an amount not to exceed \$234,456.

BACKGROUND:

Highway 17 presents a barrier for bicyclists and pedestrians wanting to cross from one side of Los Gatos to the other. Current crossings are largely vehicle focused and uncomfortable for other transportation modes. The Town has included proposed improvements for Highway 17 crossings in several policy documents, including the Bicycle and Pedestrian Master Plan.

PREPARED BY: YING SMITH
Transportation and Mobility Manager

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

BACKGROUND (continued):

The Bicycle and Pedestrian Master Plan identified a bridge over Highway 17 with an easterly terminus at Nino Avenue as a potential option for a new bicycle and pedestrian bridge connection. A bridge connection to Nino Avenue would provide direct access to the south side of Fisher Middle School. An alternative solution identified in the Town's General Plan is the widening of the Blossom Hill Road Bridge over Highway 17 for bicyclists and pedestrians. This option could also take the form of a separate bike and ped bridge immediately adjacent to the Blossom Hill Road bridge. In addition to the two referenced planning documents above, the project is also included in the Traffic Impact Mitigation Fee program and the Town's submittals to the VTA's Valley Transportation Plan 2040.

A multimodal bridge which crosses Highway 17 would be eligible for funding from sources other than the Town, including the 2016 Measure B. The first step in moving towards securing funding is to conduct a preliminary review of where a potential bridge alignment might be feasible. This feasibility analysis would also result in a conceptual design that would make any future project more competitive for grant funding.

DISCUSSION:

A feasibility analysis would examine the options and identify the pros and cons of each, including such environmental impacts, right-of-way availability, cost, public input, and overall feasibility. The goal of the feasibility analysis is to ensure that the best option is selected prior to conducting full design. This is a typical first stage of design for a large construction project. Town staff has developed a draft scope of services (Attachment A to Attachment 1) for the Feasibility Analysis and Conceptual Engineering.

At the conclusion of the feasibility study, the Council would be presented with the analysis of the options and would select the preferred project alternative. The consultant would subsequently advance a conceptual design for the preferred project alternative to support future phases of the project development, including environmental clearance, right-of-way, final design, and construction. Completion of this first phase through Conceptual Engineering would enhance the Town's future access to a combination of funds available through competitive opportunities. It is estimated that an additional \$800,000 would be required to complete all engineering and design work over approximately three to five years. The total project construction costs are estimated to be in the \$5 to \$10 million range.

CONCLUSION:

The review of the RFP provides an opportunity for the Town Council to shape the scope of work and schedule. Staff anticipates releasing the RFP in June with the consultant contract

CONCLUSION (continued):

(Attachment B to Attachment 1) awarded in August. This schedule will position the Town to receive early project deliverables in October, which will help support a grant application to the Santa Clara County Measure B Bike and Pedestrian Capital Projects Competitive Grant program.

By approving the RFP and pre-authorizing the award of the contract, the Council is initiating the first phase of project development, but not committing to a particular alignment alternative. At the conclusion of this study and design phase, the Council will have the opportunity to decide on the preferred alternative, based on the evaluation of the criteria, including community and Council input.

COORDINATION:

This report was developed in coordination with the Finance Department.

FISCAL IMPACT:

Funding for the Highway 17 Bicycle and Pedestrian Bridge Feasibility Analysis and Conceptual Engineering is included in the Fiscal Year 2019/20 Capital Improvement Program Budget in the amount of \$200,000. On May 7, 2019 the Town Council approved an application for FY 2019-20 TDA Article 3 funds with the funding earmarked for this project. These funds are formulaic in their award and staff anticipates having access to those funds in early August, ahead of the award of contract resulting from this RFP. Once the award of funds is finalized, staff will bring a request for a budget adjustment to the Council to officially recognize the funds. Other funding sources include the Town’s previous share of the Transportation Development Act (TDA) Article 3 funds and the Town’s Traffic Impact Mitigation Fees.

Highway 17 Bicycle and Pedestrian Bridge - Preliminary Design Project 818-0803		
	Budget	Costs
Traffic Mitigation	\$ 147,005	
TDA Article 3 (FY 18/19)	\$ 52,995	
TDA Article 3 (FY 19/20) (pending)	\$ 34,456	
Total Budget	\$ 234,456	
Consultant for Engineering		\$ 234,456
Total Expenditures		\$ 234,456
Remaining Balance		\$ -

PAGE 4 OF 4

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ENVIRONMENTAL ASSESSMENT:

This is not a project defined under CEQA. Actual construction of a bridge is a project as defined under CEQA and an environmental analysis will be prepared prior to the construction phase of the project.

Attachment:

1. Draft RFP with Attachments A (scope of services) and B (sample contract)