



PUBLIC WORKS DEPARTMENT

CITY HALL
10300 TORRE AVENUE • CUPERTINO, CA 95014-3255
TELEPHONE: (408) 777-3354 • FAX: (408) 777-3333
CUPERTINO.ORG

CITY COUNCIL STAFF REPORT

Meeting: November 5, 2019

Subject

Adopt Resolution No. 19-XXX to accept the September 30, 2019 Carmen Road Pedestrian/Bicycle Bridge Feasibility Study Report. No authorization for design, construction or budget action requested at this time.

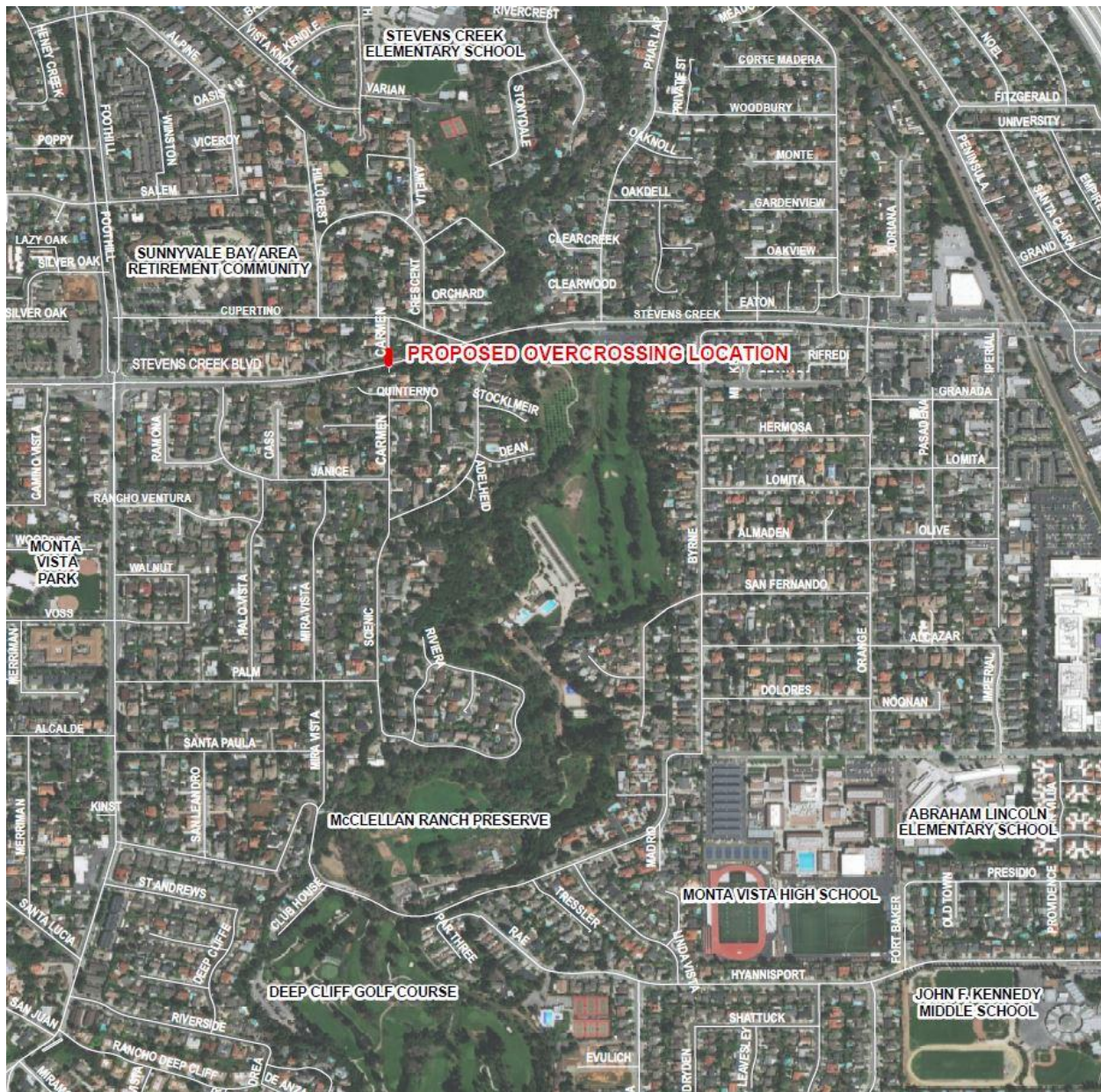
Recommended Actions

Adopt Resolution No. 19-XXX to accept the September 30, 2019 Carmen Road Pedestrian/Bicycle Bridge Feasibility Study Report.

Background

The Carmen Road Bridge is envisioned as a grade-separated structure spanning Stevens Creek Blvd, providing a connection for bicycles and pedestrians between the neighborhoods north and south of Stevens Creek Blvd in the vicinity of Carmen Road.

This space intentionally left blank



The Carmen Road Bicycle/Pedestrian Bridge Grade Separated Crossing Study is ranked as a Tier 2 project (62 points out of a possible 100) in the 2016 Cupertino Bicycle Transportation Plan (Bike Plan) and a Tier 1 Grade Separated project (70 points out of a possible 100) in the 2018 Cupertino Pedestrian Transportation Plan (Ped Plan).

The City Council appropriated \$100,000 for the Carmen Road Pedestrian/Bicycle Bridge Feasibility Study (Study) on March 6, 2018 as part of a 2017-18 mid-year budget adjustment. City staff selected Mott MacDonald, an engineering consulting firm, from a pre-qualified list of consultants (Attachment C). In August 2018, staff entered into an Agreement with Mott MacDonald to complete the Study.

Discussion

The Carmen Road Bridge, if constructed, would continue the existing alignment of Carmen Road across Stevens Creek Blvd, allowing for convenient and safe access to and from schools, neighborhoods, residences and parks. The closest protected crossing to this location is between Foothill Blvd (approximately 1,350 feet west of Carmen Road) and Orange Ave (approximately 2,400 feet east of Carmen Road). Students attending Stevens Creek Elementary School, Kennedy Middle School and Monta Vista High School could benefit from this grade-separated crossing of Stevens Creek Blvd, which currently lacks a protected crossing at Carmen Road. Approximately 300 Stevens Creek Elementary school students live on the south side of Stevens Creek Boulevard and over 600 Kennedy Middle School and Monta Vista High School students live north of Stevens Creek Blvd in the vicinity of Carmen Road. The Sunnyview Retirement Community is located near Carmen Road on the north side of Stevens Creek Boulevard.

As a grade-separated structure, the Carmen Road Bridge would allow bicyclists and pedestrians to cross Stevens Creek Blvd without potential conflicts from vehicle traffic. Current traffic volumes along Stevens Creek Blvd in the vicinity of Carmen Road are approximately 10,800 vehicles per day and predominant speeds are around 40 miles per hour. The length of the various bridges studied for the feasibility report was 120 – 125 feet with a 17'-6" clearance over Stevens Creek Boulevard. The assumed bridge width is 12 feet, although a narrower bridge (eight to 10 feet) is feasible.

The Study evaluated six structure types with respect to feasibility, construction duration/impact, aesthetics, and cost. The six types included a steel girder bridge, steel Pratt truss bridge, steel Howe truss bridge, steel tied arch bridge, steel inclined arch bridge, and clear span girder bridge. Of these, only the clear span girder bridge was found to be infeasible, due to its inability to maintain both required clearance over Stevens Creek Blvd and an accessible grade at the bridge approach. The remaining five structures were all feasible, with costs ranging from \$1.25M to \$2M for design, construction, project management and contingency, and excluding potential utility relocation and right-of-way acquisition costs. Renderings of the five feasible structure types, as well as details on construction impacts, aesthetics and cost, can be seen on Figures 4 through 18 (pages 4 through 22) of the Study (Attachment A).

All alternatives will have some impact to existing utilities and encroachment into private property, with specific impacts dependent upon bridge width and skew. Areas of encroachment would need to be resolved with the affected property owners on the west and east sides of Carmen north of Stevens Creek Boulevard prior to this project proceeding to design. Details can be found in Section 3.5 on pages 23 & 24 of the Study (Attachment A).

Community Outreach and Engagement

The City engaged in a robust community outreach and engagement during the feasibility study process. This included:

- Online Survey – the City hosted an online survey from November 26, 2018 to January 31, 2019 to gather initial thoughts from the community about the potential crossing. A total of 350 responses were received.
- Public Meeting #1 – the project’s first public meeting was held on January 24, 2019 to introduce the project to the community. Approximately 30 people signed into the event, all of whom were invited to provide feedback to staff and project consultants through one-on-one discussions and by submitting written comment forms that were distributed at the event.
- Public meeting #2 – the project’s second public meeting was held on May 29, 2019. The purpose of the meeting was to inform the community on the status of the Study and to seek feedback on the possible structure alternatives under consideration. Approximately 40 people signed into the event, all of whom were asked to share their thoughts and rank the structure alternatives by submitting written comment and ranking forms that were distributed at the event. The steel girder bridge and the steel tied arch bridge ranked as equal favorites among the attendees. The steel Pratt truss bridge was the least favorite. A full description of the results begins on page 30 of the Study (Attachment A).

In order to reach as many residents and community members as possible, outreach events were announced through several channels online and through postcard mailings. Information about the events was shared through social media on NextDoor, Twitter, and Facebook. Additional outreach included emails to subscribers of the City’s [Carmen Road Pedestrian/Bicycle Bridge](#) e-notifications, emails to participants from previous outreach events, flyer postings, notifications from Cupertino Safe Routes to Schools group, and the posting of door hangers on residences adjacent to the proposed bridge. Staff maintained an active online presence by posting outreach materials, meeting presentations, and outreach summaries following each event on the City’s Project website.

The Bicycle Pedestrian Commission unanimously voted to recommend that City Council accept the Study at their regularly scheduled meeting of September 18, 2019.

Sustainability Impact

Construction of the Carmen Road Pedestrian/Bicycle Bridge will encourage walking and bicycling and reduce reliance on single-occupancy vehicles, and will therefore have a positive impact on sustainability. The bridge is consistent with *General Plan: Community Vision 2015-2040* Policy M-2.3: Connectivity. However, as staff is currently recommending only the acceptance of the Study, there is no impact to sustainability at this time.

Fiscal Impact

The City Council appropriated \$100,000 for the Study on March 6, 2018 as part of a 2017-18 mid-year budget adjustment and all dollars have been expended for completion of the Study. Staff is not recommending design, construction or additional budget allocation at this time. Staff is recommending only the acceptance of the Study. No additional fiscal impact will occur through the acceptance of this Study.

Prepared by: David Stillman, Transportation Manager

Reviewed by: Roger Lee, Director of Public Works

Approved for Submission by: Deborah Feng, City Manager

Attachments:

A – Carmen Road Pedestrian/Bicycle Bridge Feasibility Study Report dated September 30, 2019

B – Draft Resolution

C – Pre-qualified List of Consultants