Newell Road/San Francisquito Creek Bridge Replacement Project

Community Meeting

January 8, 2013

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Meeting Agenda

- Welcome and Introductions
  (Jim Keene, Palo Alto City Manager)
- Evolution of JPA Flood Protection Strategy
  (SF Creek JPA Chair/Palo Alto Councilmember Pat Burt)
- Comprehensive SF Creek Flood Protection Plan
  (Len Materman, San Francisquito Creek JPA)
- Project Background and Development
  (Joe Teresi, Palo Alto Senior Engineer)
- Bridge Study Alternatives
  (Jaime Rodriguez, Palo Alto Chief Transportation Official)
- Next Steps
  (Mike Sartor, Palo Alto Public Works Director)
- Questions and Comments

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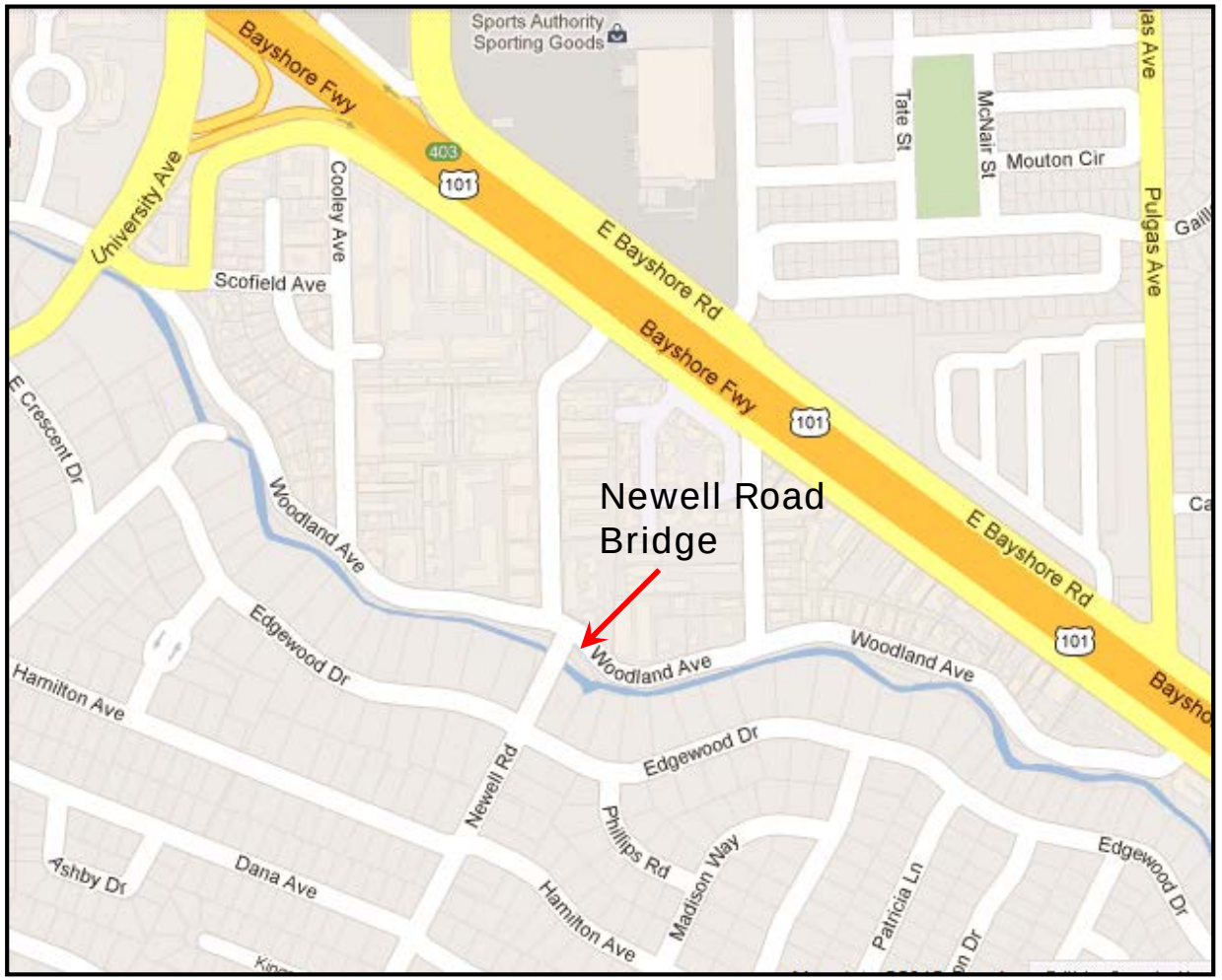
Newell Road/San Francisquito Creek Bridge Location



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Existing Bridge @ Newell Road/San Francisquito Creek

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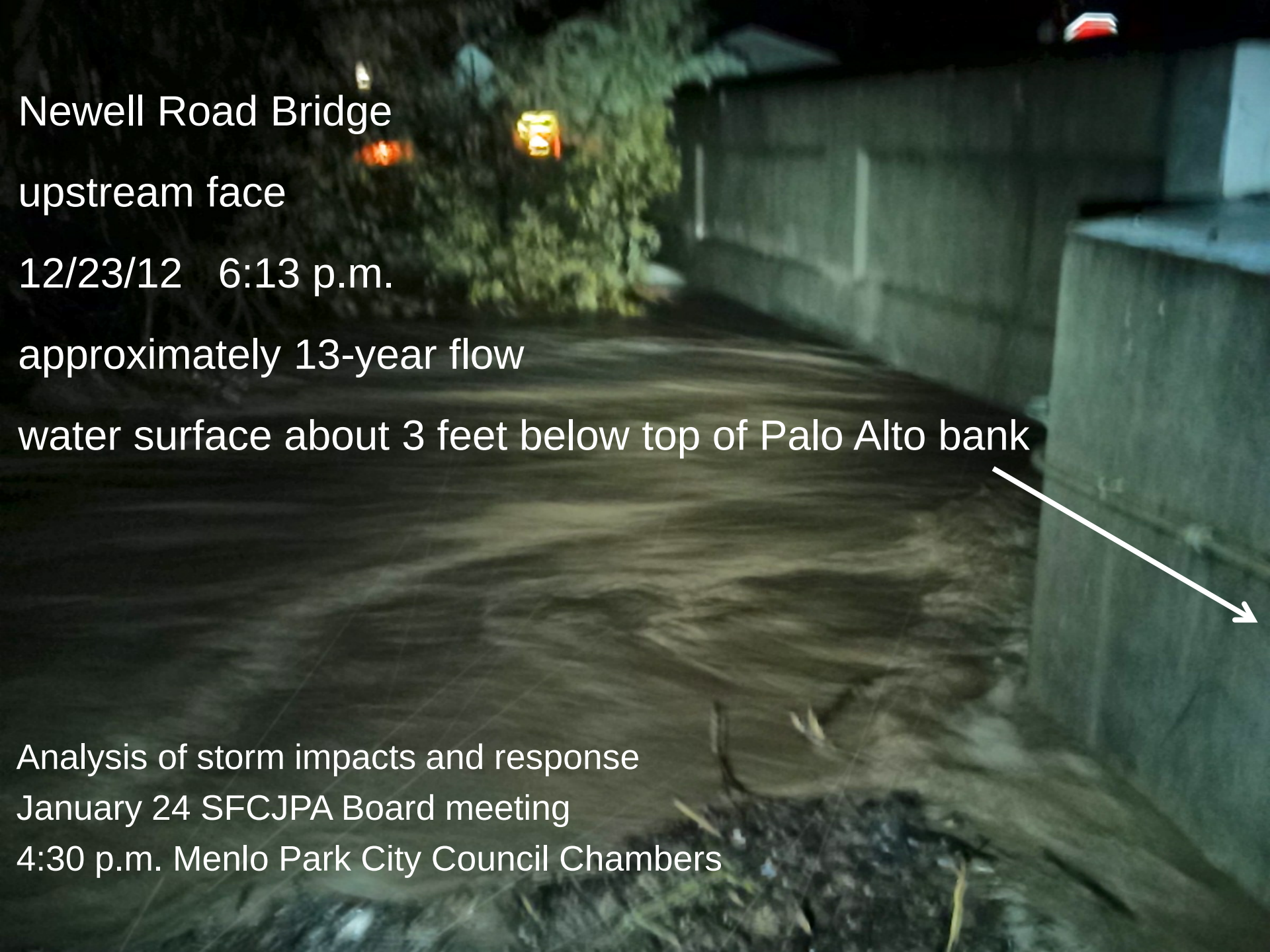
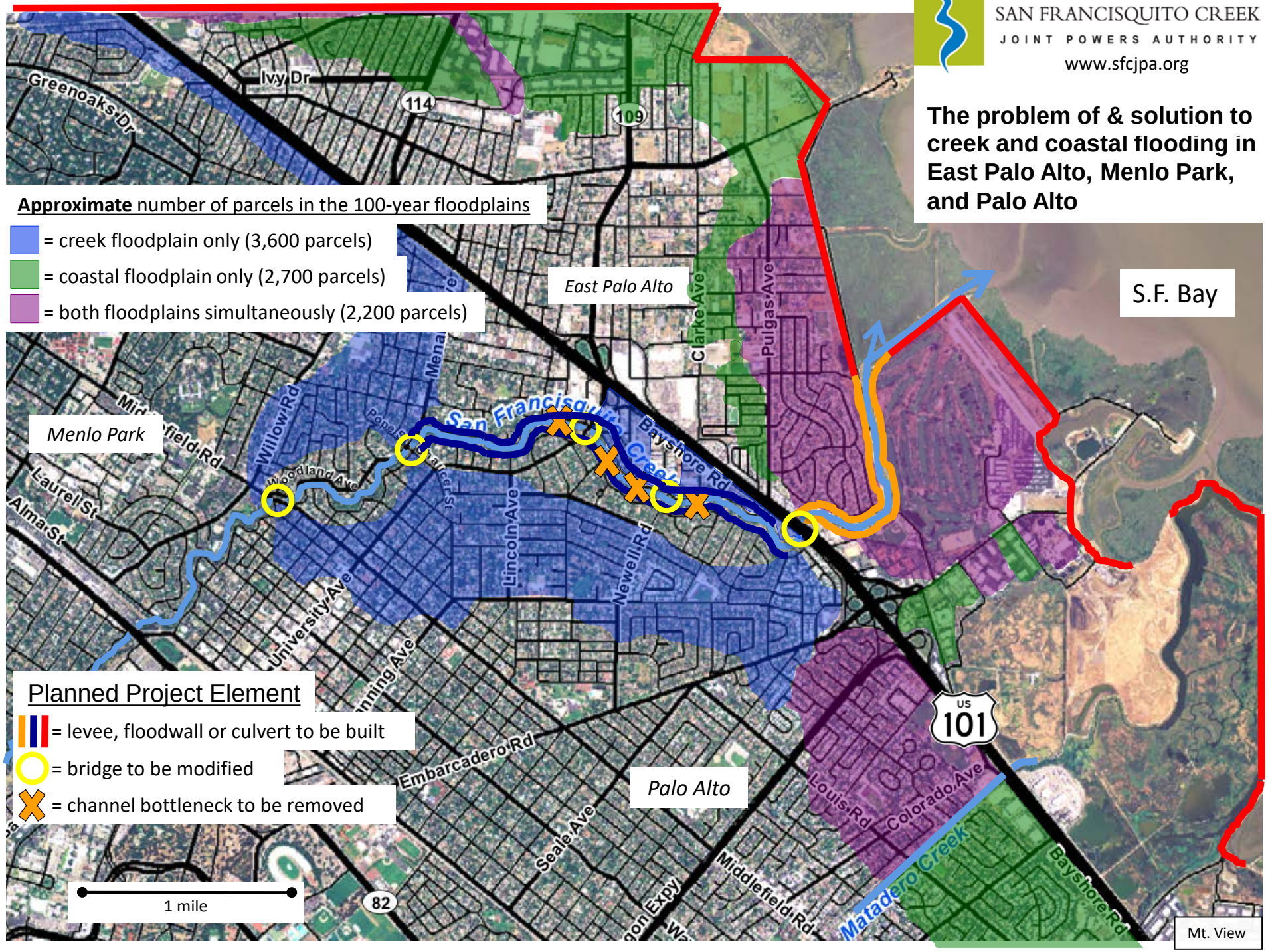
SAN FRANCISQUITO CREEK
JOINT POWERS AUTHORITY
650-324-1972
sfcjpa.org



Analysis of storm impacts and response
January 24 SFCJPA Board meeting
4:30 p.m. Menlo Park City Council Chambers


SAN FRANCISQUITO CREEK
JOINT POWERS AUTHORITY
www.sfcjpa.org
The problem of & solution to creek and coastal flooding in East Palo Alto, Menlo Park, and Palo Alto
Approximate number of parcels in the 100-year floodplains
= creek floodplain only (3,600 parcels)
= coastal floodplain only (2,700 parcels)
= both floodplains simultaneously (2,200 parcels)
East Palo Alto
S.F. Bay
Menlo Park
Palo Alto
Mt. View
Planned Project Element
= levee, floodwall or culvert to be built
= bridge to be modified
= channel bottleneck to be removed
1 mile
Greenoaks Dr
Ivy Dr
114
109
Clarke Ave
Pulgas Ave
Willow Rd
Woodland Ave
Laurel St
Alma St
Lincoln Ave
Newell Rd
Bayshore Rd
University Ave
Embarcadero Rd
Seale Ave
Middlefield Rd
Louis Rd
Colorado Ave
Matadero Creek
US 101
82

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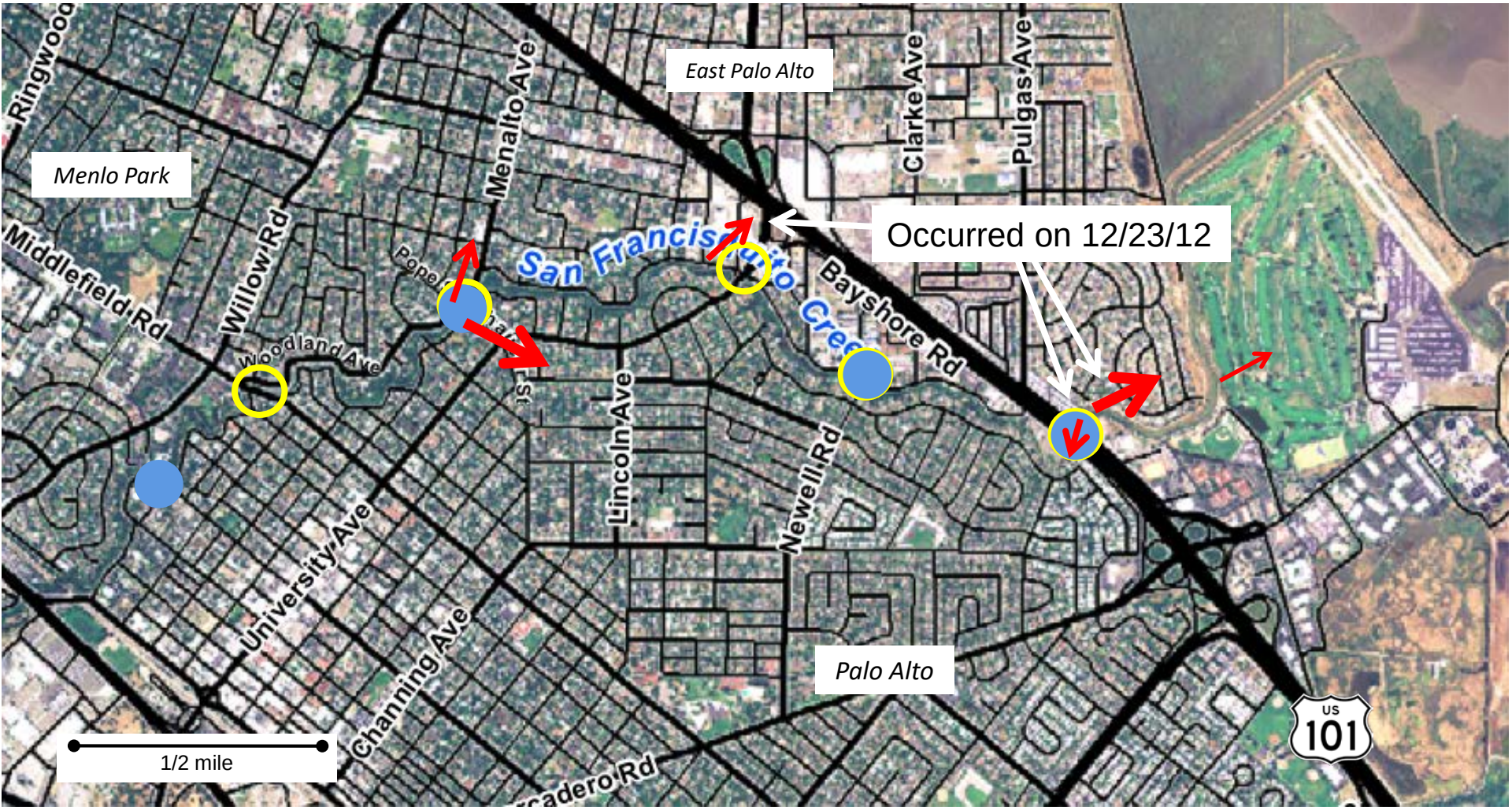
Currently, the maximum creek flow under Middlefield Bridge exits the creek at the following locations



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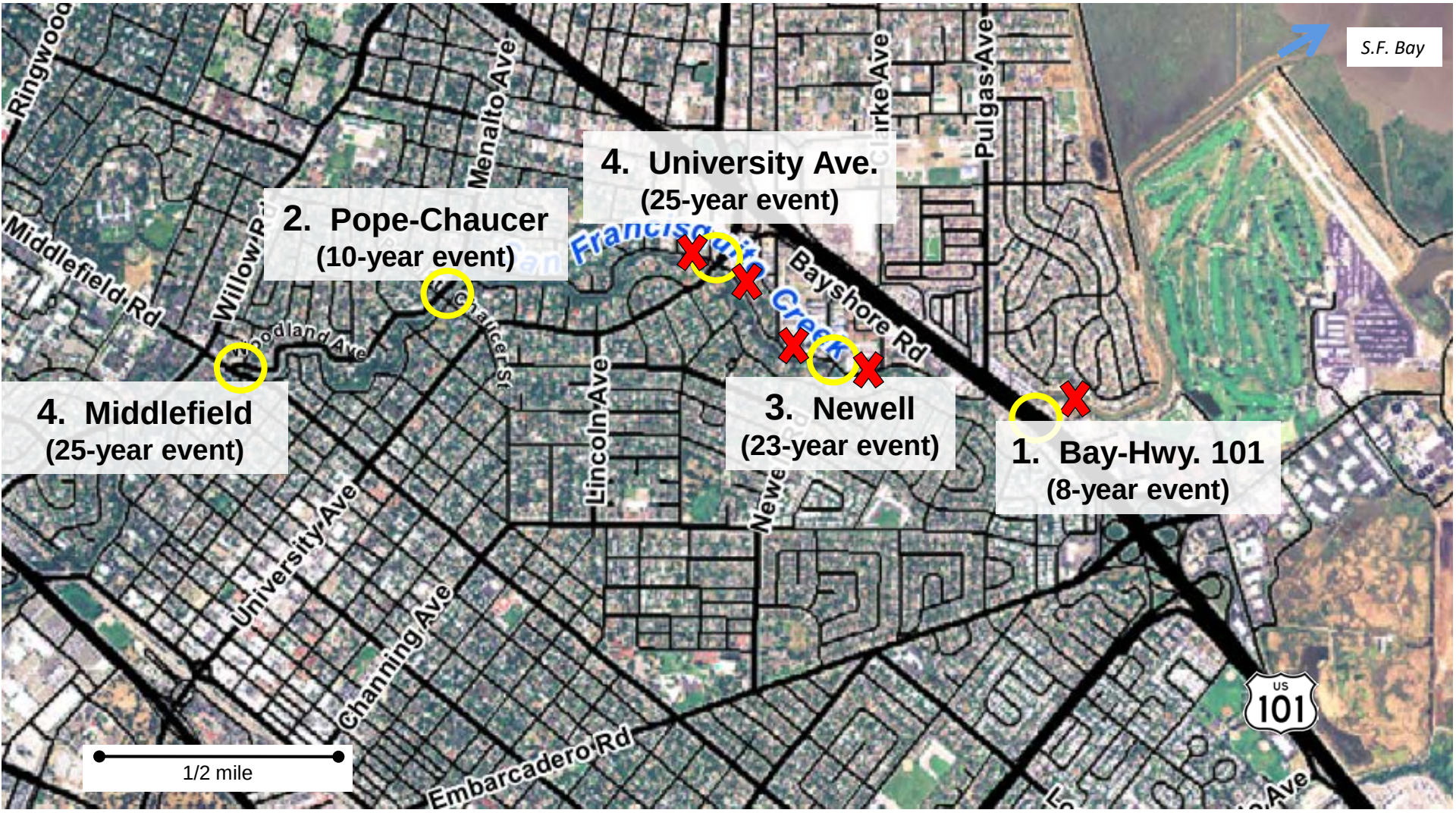
Risk and approximate flow capacity at bridges from Highway 101 to El Camino Real



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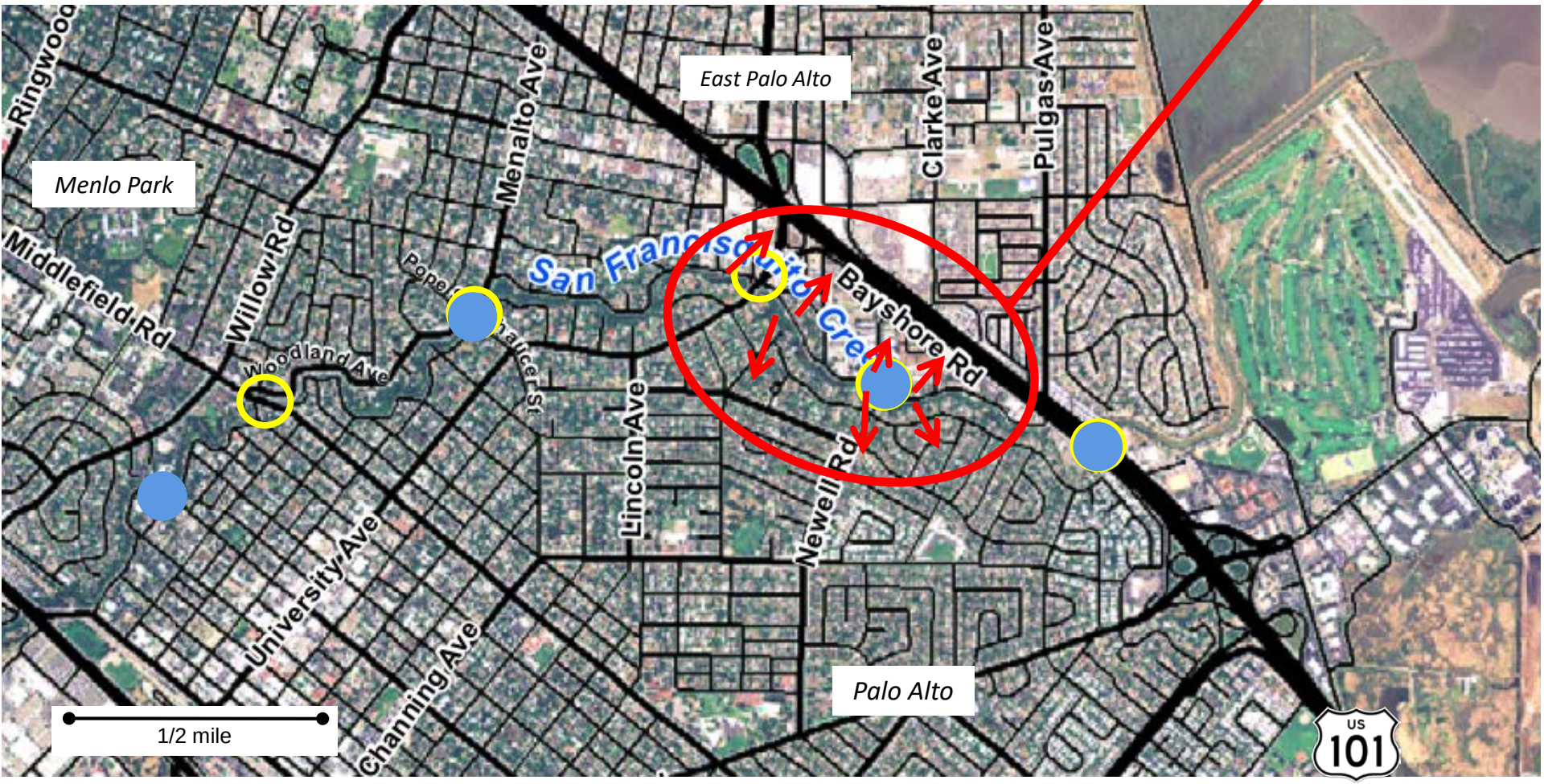
After the S.F. Bay-Hwy. 101 projects are built,

if Pope-Chaucer is built next,

the maximum creek flow under Middlefield transfers the risk downstream



Increase flow capacity at Newell by building new bridge without large abutments

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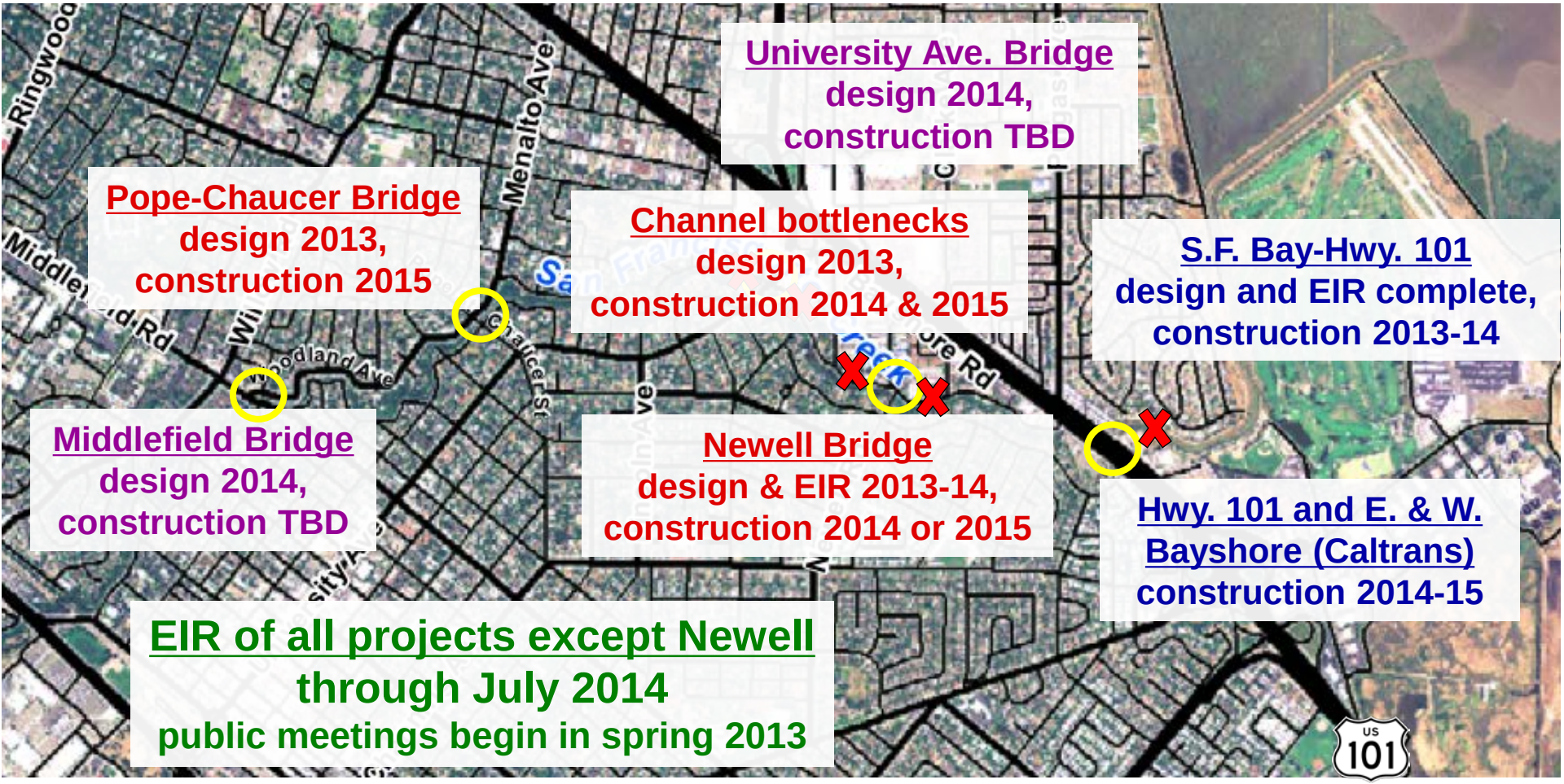
San Francisquito Creek anticipated project activity: 2013-2015



Funded by Santa Clara Valley Water District Measure B, Caltrans, SFCJPA grant from the State, East Palo Alto, and San Mateo County

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By December 2015, we <u>can</u> protect against a flood almost equal to 1998, at any tide.

We would then construct projects at Middlefield and University, possibly with 100-year creek and Bay flood protection projects to reduce risk and the need for insurance.

Evolution of Project Funding

- JPA identified Newell Road bridge replacement as a necessary element of a comprehensive San Francisquito Creek flood protection strategy
- JPA identified Caltrans Highway Bridge Program as a potential project funding source
- City of Palo Alto (Caltrans-designated responsible agency) eligible to apply for grant funds
- Palo Alto secures project funding (88.5% Caltrans grant, 11.5% Santa Clara Valley Water District)

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Project History To-Date

- September 2010 – City submits Highway Bridge Program grant application to Caltrans
- July 2011 – Council approves creation of Newell Road Bridge CIP and accepts Caltrans grant funds
- Fall 2011 – Consultant selection process coordinated with JPA and East Palo Alto staff
- April 2012 – Council approves contract with design/environmental consultant and accepts supplemental grant funds

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Project History To-Date

- June 2012 – Initial outreach meetings with community and neighborhood groups
- Oct/Nov 2012 – Preliminary meetings with Palo Alto and East Palo Alto advisory boards/commissions
- November 2012 – Heightened level of concern expressed by local neighbors
- January 2013 – Second community meeting

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Future Project Direction

- Amend consultant contract to conduct a full Environmental Impact Report (EIR)
  - Consider full suite of project alternatives
  - Identify and analyze impacts of each project alternative, such as:
    - Visual
    - Traffic
    - Biological Resources/Trees
    - Land Use
    - Noise

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Possible Bridge Scoping Alternatives

Options

- Removal of existing bridge without replacement
- Bicycle/Pedestrian Bridge
- Bridge with Existing Alignment
- Bridge with Partial Realignment
- Bridge Aligned with Newell Road in East Palo Alto
- No Project

Study

- Identify Environmental Impacts
- Return to Public to Solicit Input

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Bridge Scoping Alternatives:

No Bridge or Bicycle-Pedestrian Bridge

Study Options:

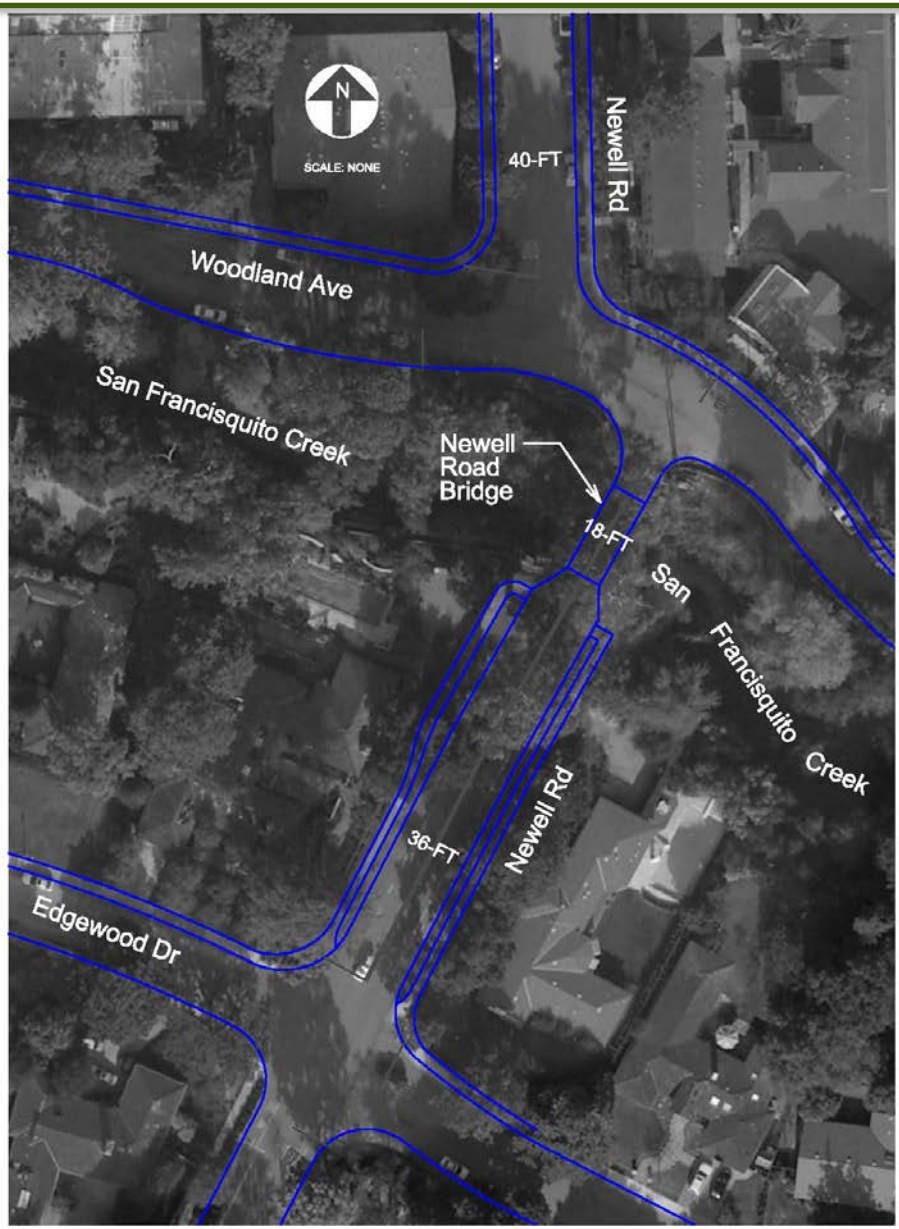
- Removal of Existing Bridge
- Bicycle/Pedestrian Bridge Only

Study Factors:

- Environmental Factors
- Traffic Circulation
- Emergency Access

Funding Impact:

- Lose State Funding



Bridge Scoping Alternatives:

Bridge with Existing Alignment

Study Options:

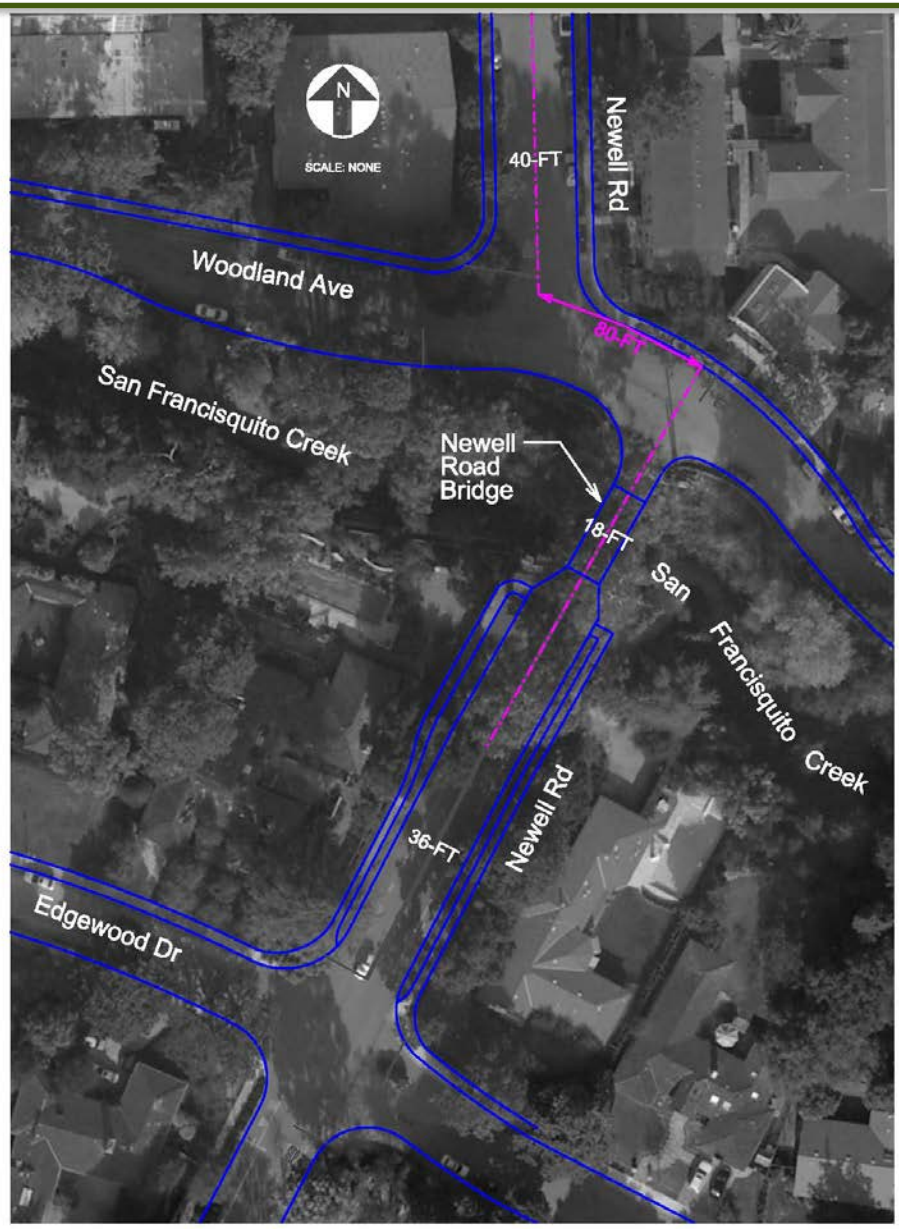
- Riparian/Tree Impacts
- Roadway Geometrics on Woodland Avenue

Study Factors:

- Environmental Factors
- Bridge profiles
- Bicycle/Pedestrian Access

Funding Impact:

- None, Comply with Min. Roadway Criteria



Bridge Scoping Alternatives:

Bridge with Partial Alignment

Study Options:

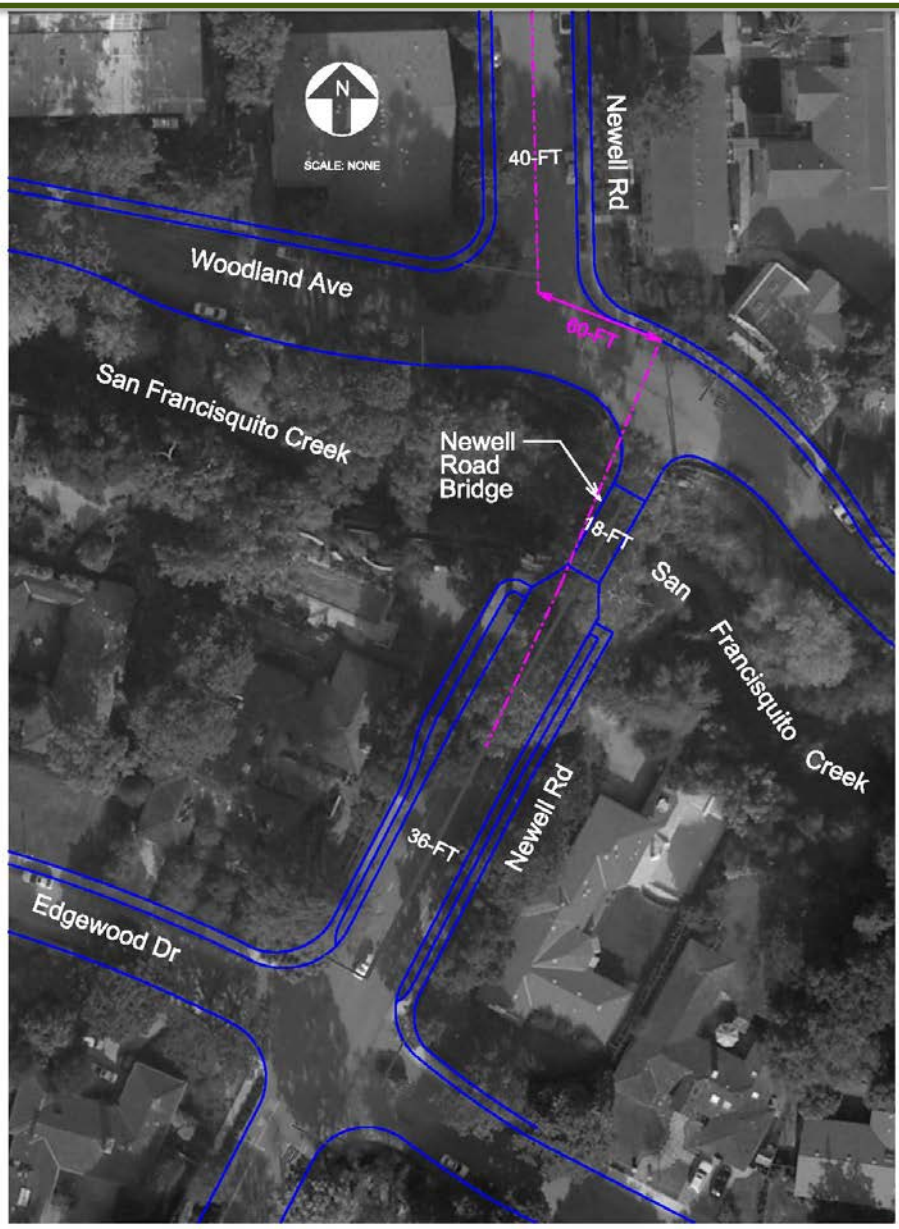
- Riparian/Tree Impacts
- Bridge profiles
- Traffic Calming Elements

Study Factors:

- Environmental Factors
- Bicycle/Pedestrian Access

Funding Impact:

- None, Comply with Min. Roadway Criteria



Bridge Scoping Alternatives:

Bridge with Full Alignment

Study Options:

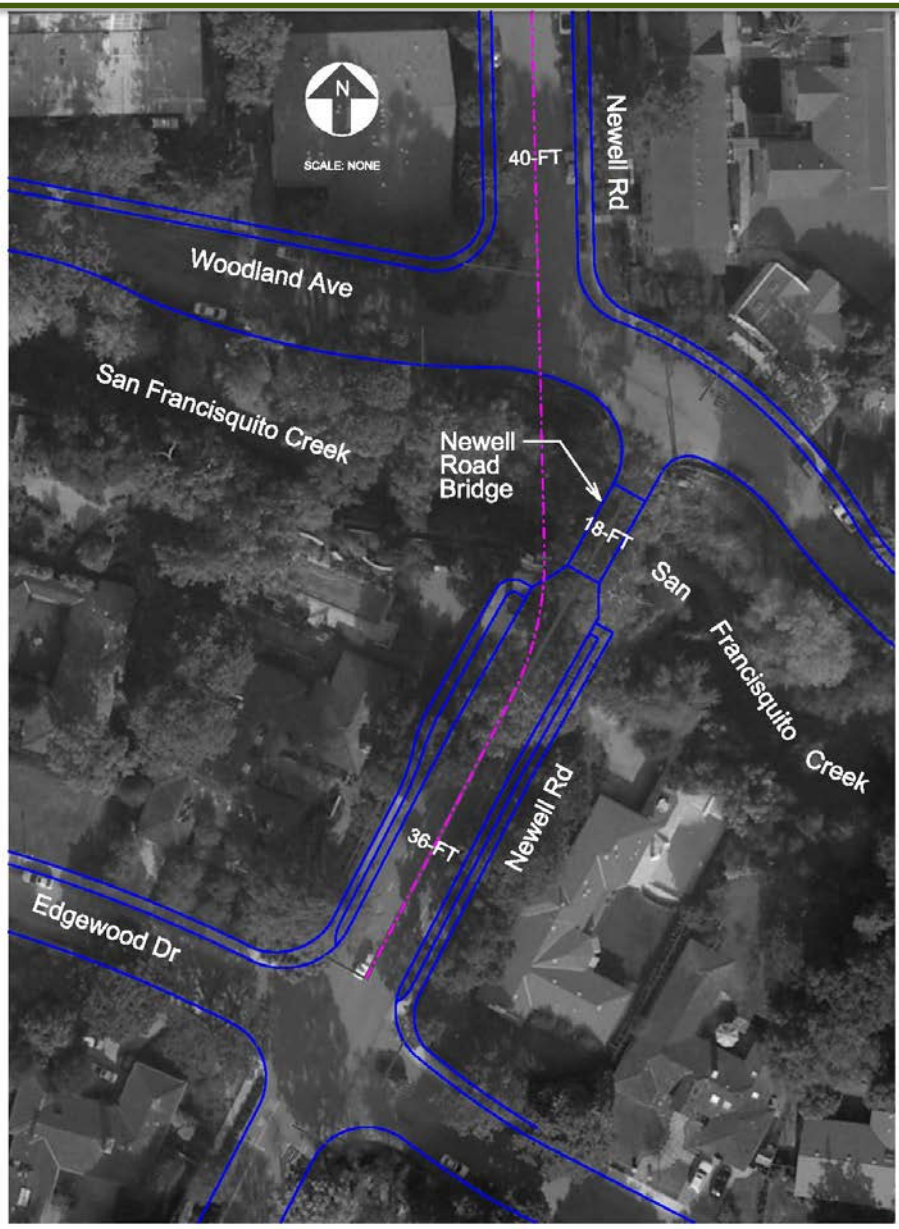
- Riparian/Tree Impacts
- Traffic Calming Elements

Study Factors:

- Environmental Factors
- Bridge profiles
- Traffic Circulation
- Bicycle/Pedestrian Access

Funding Impact:

- None, Comply with Min. Roadway Criteria

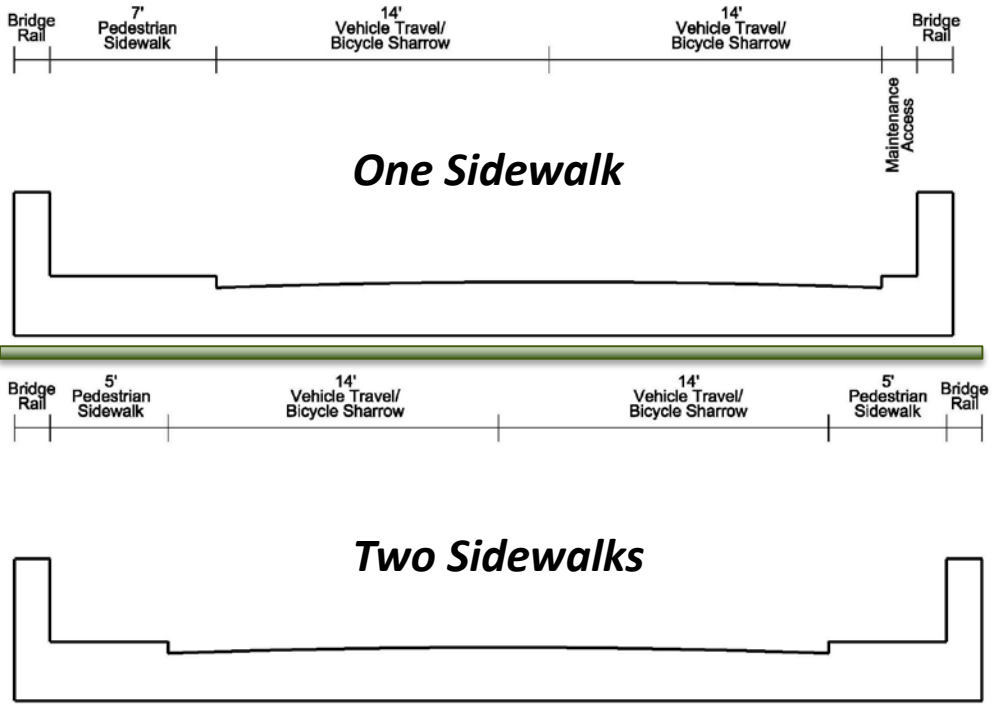


Bridge Profile Considerations

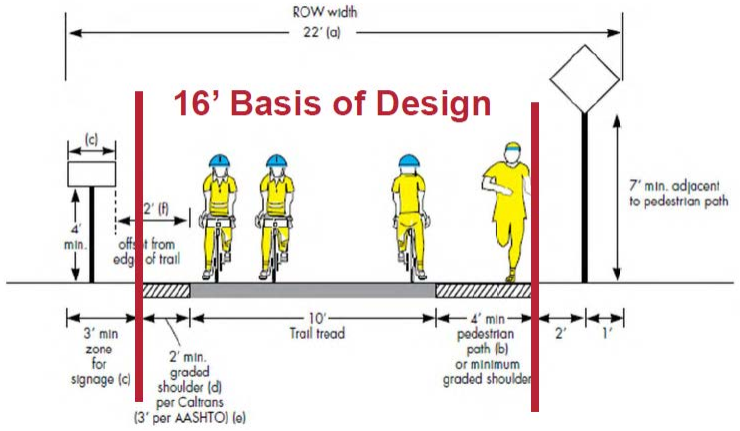
Considerations

- 14-FT Caltrans Lane Standards

  28-FT Wide Bridge Curb-to-Curb
- Share the Road Bicycle Markings "Sharrows"
- Pedestrian Access
- One Side or Both Sides?
- Bicycle Route
- Intersection Geometry with Woodland Avenue



Bicycle/Pedestrian Bridge
(Adobe Creek/Hwy 101 Bridge Example)



Next Steps

February	Council to amend design contract to add funding for EIR
Spring 2013	Public Scoping Meeting
Fall 2013	Draft EIR released
Spring 2014	Final EIR released
Mid-2014	Approval of final bridge alternative by Palo Alto & East Palo Alto City Councils
Spring to Fall 2015	Project construction

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Community Questions and Comments

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