

Newell Road Bridge Replacement

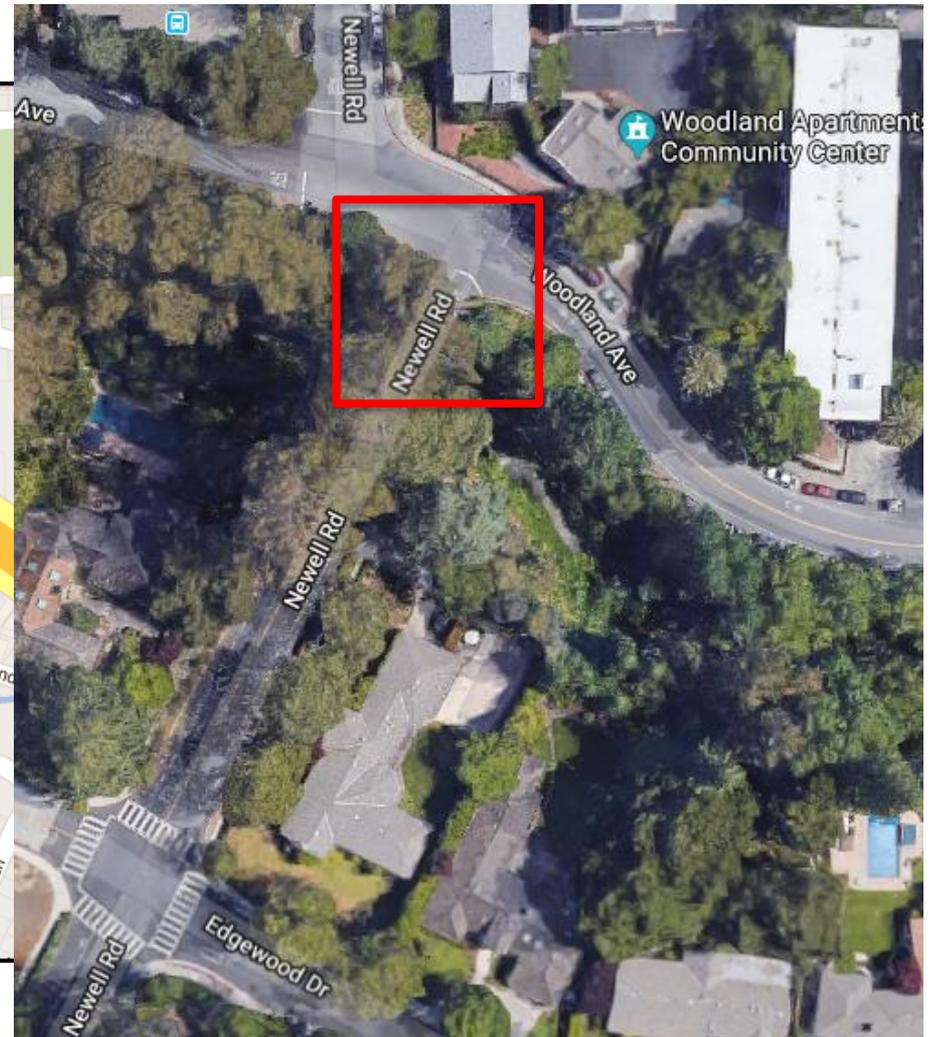
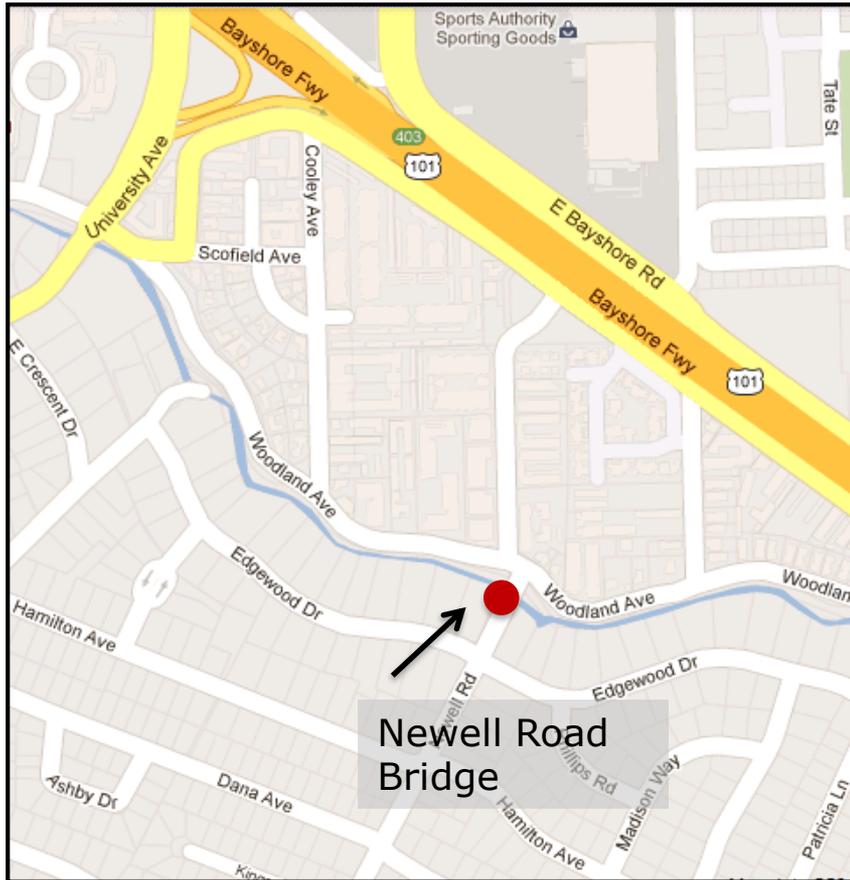
June 12, 2019



Background

- Existing Bridge deemed functionally obsolete (does not meet Caltrans design standards); City works with Caltrans/SCVWD to secure funding for replacement: 2011-2012
- Community Outreach Meetings: 2012-2015
- Notice of Preparation Released; EIR/EA Scoping began: Fall 2015
- Preparation of Technical Reports and DEIR/EA: Fall 2015-Spring 2019
- Release of DEIR: May 31, 2019

Location Map



Project Overview

- Replacement of existing two lane bridge (22 feet wide) with a two-lane bridge (42 feet wide) along the same alignment:
 - New lanes would be wide enough to meet Caltrans standards for sharrows (shared bicycle/vehicle lanes)
 - Includes a sidewalk on each side of the bridge
- Raises the existing bridge to allow better flow capacity beneath
- Raises a portion of Woodland Avenue and Newell Road; includes retaining walls in some locations to support the road

Proposed Project-View From Palo Alto



Alternate 2 - View 1

Proposed Project-View from East Palo Alto



Alternate 2 - View 2

Environmental Review Process

- The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) require state, local, and other agencies to evaluate the environmental implications of their actions
- The City of Palo Alto is the Lead Agency for the CEQA-specified Environmental Impact Report (EIR)
- Caltrans (administrator of federal grant funding) will serve as the Lead Agency for the NEPA-specified Environmental Assessment (EA)
- The City of East Palo Alto is a Responsible Agency

Environmental Review Process-Schedule



Key Input Requested from PTC

- Provide Comments on the DEIR/EA
- Recommend a preferred alternative to Council



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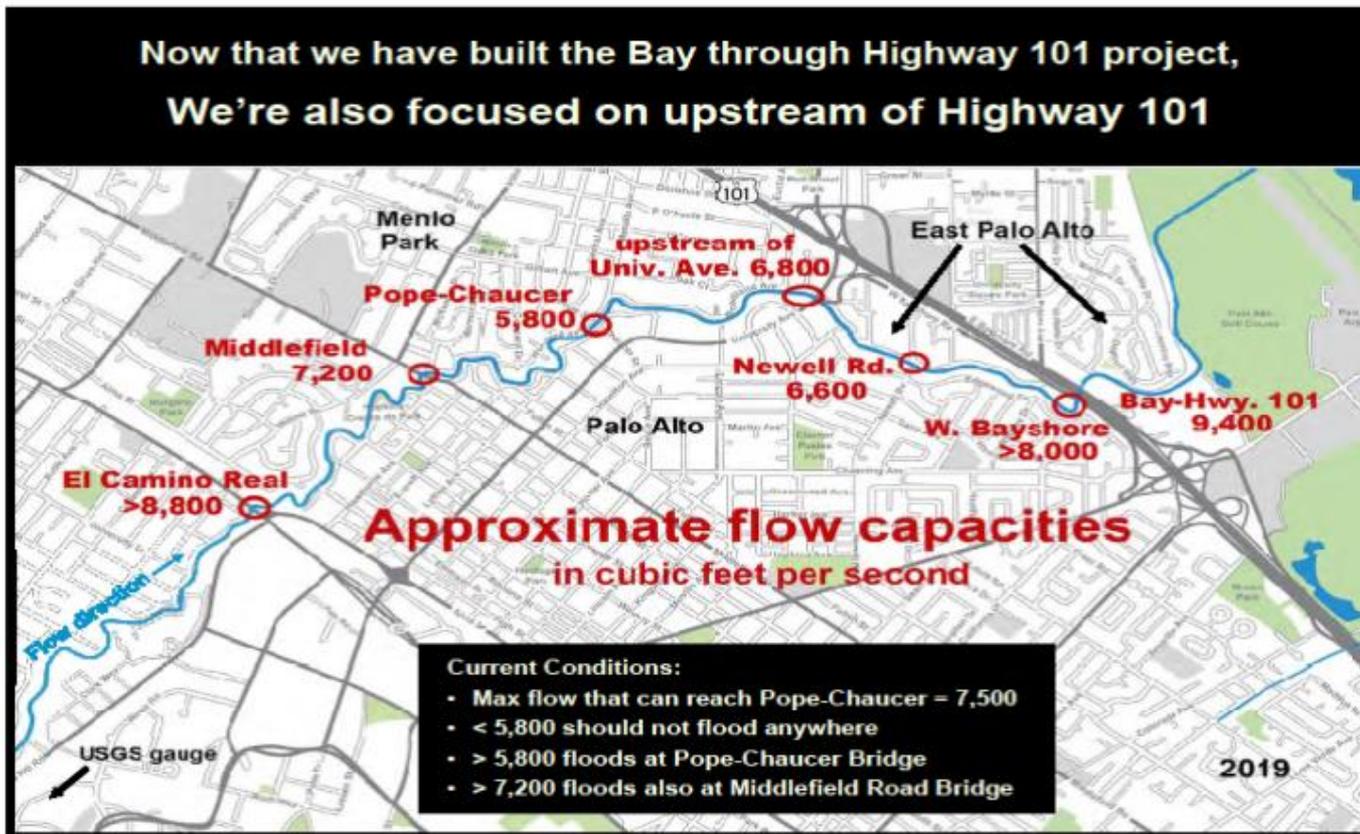
Purpose and Need

This project is needed because

- The existing bridge is classified as Functionally Obsolete (FO)
 - it does not accommodate two-way vehicular traffic
 - provide access for pedestrians or bicycles
- The sight distance is substandard and poor drivability due to steep vertical profile
- The bridge reduces the flows that can pass within San Francisquito Creek

Purpose and Need

Newell Road Bridge replacement is a necessary element of a comprehensive San Francisquito Creek flood protection strategy



Project Objectives

- Maintain connections for vehicular, bicycle, and pedestrian transportation across San Francisquito Creek at Newell Road while avoiding:
 - diversion of a significant number of vehicles to adjacent streets;
 - a substantial increase in the number of vehicles using Newell Road; and,
 - an increase in average vehicle speed on Newell Road.

Project Objectives (Continued)

- Improve pedestrian and bicycle access across San Francisquito Creek at Newell Road.
- Improve safety for all modes of transportation across San Francisquito Creek at Newell Road.
- Upgrade the channel width beneath the bridge to allow for the 50-year storm event (7,500 cfs) (actually 70-year storm event)

Alternatives Considered

Description	100-Year Storm Protection?	LOS Impact?	TIRE Impact?	Full Multi-Modal Access Benefits?	Advance or Eliminate
No Build (keep existing bridge)	No	No	No	No	Advance*
Remove existing bridge	Yes	Yes	Yes	No	Eliminate
Bicycle/Pedestrian Bridge	Yes	Yes	Yes	No	Eliminate
Bicycle Pedestrian Bridge with Emergency Access	Yes	Yes	Yes	No	Eliminate
One-Lane Bridge with Bi-Directional Traffic	Yes	Yes**	No	Yes	Advance
Two-lane bridge on existing alignment	Yes	No	No	Yes	Advance
Two-Lane Bridge with Partial Realignment of Newell Road	Yes	No	No	Yes	Advance
Two Lane Bridge with Full Realignment of Newell Road	Yes	No	No	Yes	Advance

- *The “ No Build” option is always assessed in the EIR/EA
- ** Did not meet the threshold for significance but is notable

Alternatives Carried forward for full Analysis

- No Build Alternative (Bridge remains as is)
- Alternative 1: Bridge w/bi-directional one-lane w/ traffic signal control
- Alternative 2: Two-lane bridge with bicycle/pedestrian access along Existing Alignment (LPA)
- Alternative 3: Two-lane bridge with bicycle/pedestrian access with partial Realignment of Newell Road
- Alternative 4: Two-lane bridge with bicycle/pedestrian access with full Realignment of Newell Road

Alternative 1



Bi-Directional One-Lane
Traffic W/Signal Control



Alternative 2: (Proposed Project)



Alternate 2 - View 1

Two-Lane Existing
Alignment W/Stop Signs



Alternate 2 - View 2

Alternative 3



Alternate 3 - View 1

Two-Lane Partial Realignment
W/Stop Signs



Alternate 3 - View 2

Alternative 4



Alternate 4 - View 1

Two-Lane Full Realignment
W/Stop Signs



Alternate 4 - View 2

Schedule

- Three Additional Community Meetings – Comments due on July 30.
- Permitting - Regulatory Agencies – commence Fall / Winter 2019
- Concurrently Prepare Construction Documents and Apply for Construction Funding
- Begin Construction when Permits, Construction Bids and Funds are obtained
- Constraints: work in the creek only between June 15 – Oct 15, upcoming rainy season, coordination with Upstream Project

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