

# Newell Road Bridge Replacement Project Draft Environmental Impact Report

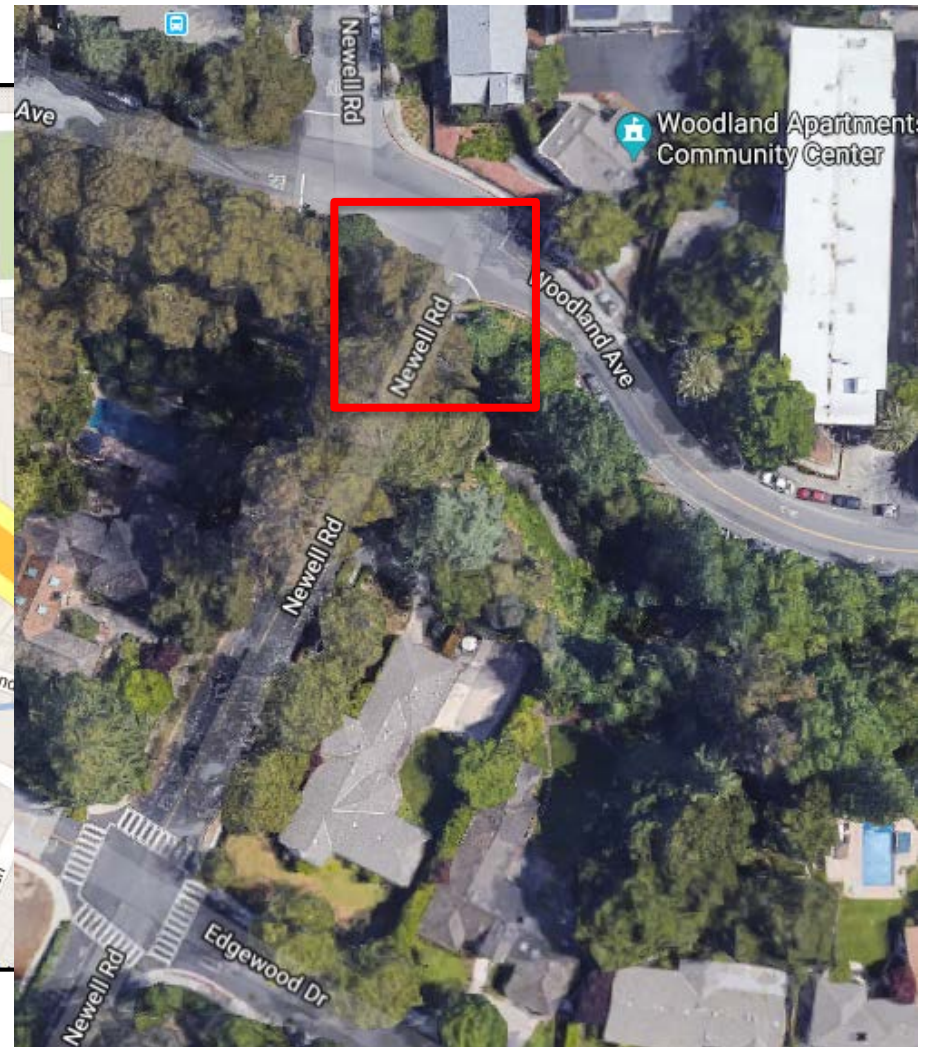
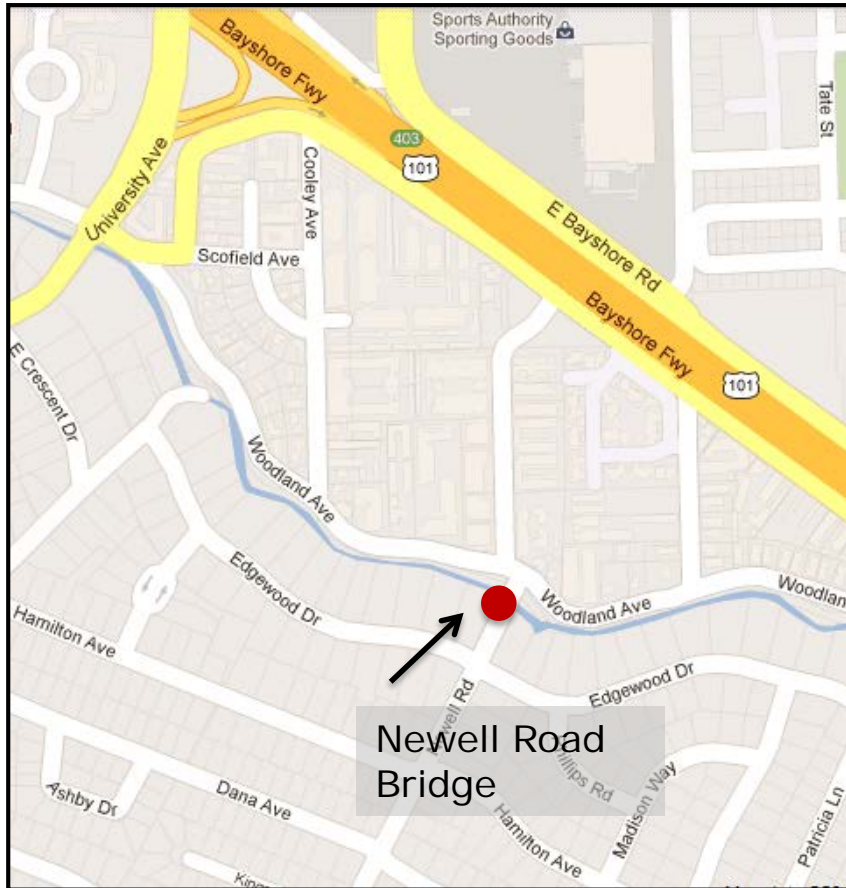


# Agenda

1. Public Reviews the Exhibits
2. Introduction—Brad Eggleston – Palo Alto Director of Public Works
3. Project Overview
4. Draft EIR/EA Comments and Discussion
5. Additional Public Meetings



# Project Overview - Location Map



# Purpose and Need

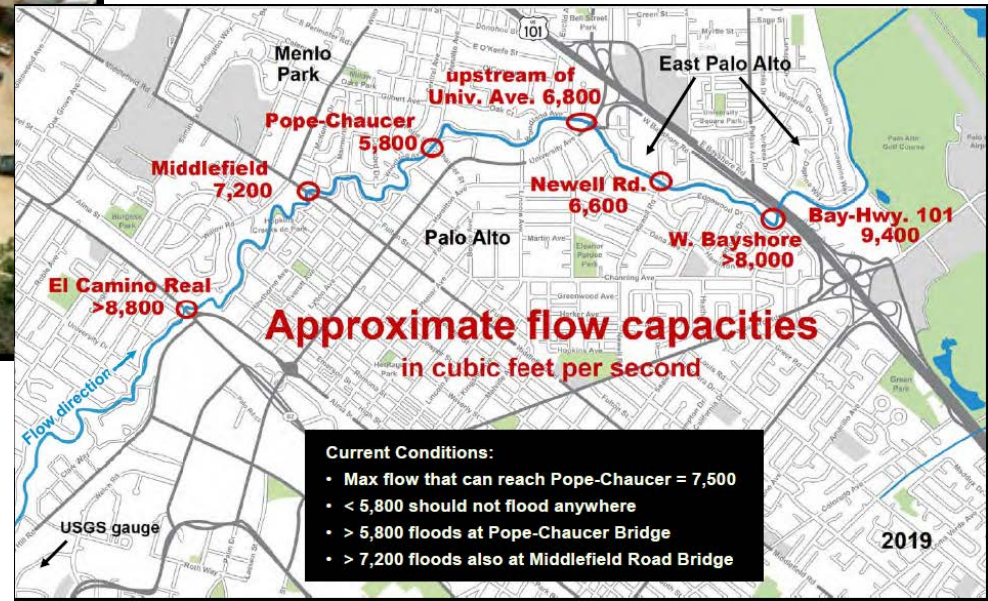
- The existing bridge is classified as Functionally Obsolete (FO)
  - does not accommodate two-way vehicular traffic
  - does not provide access for pedestrians or bicyclists
- The sight distance is substandard and poor drivability due to steep vertical profile





# Purpose and Need (Continued)

- The bridge reduces the flow that can pass within San Francisquito Creek



# 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 multi-modal access and safety across San Francisquito Creek at Newell Road
- Upgrade the channel width beneath the bridge to allow a flow of 7,500 cubic feet per second to pass



# Project History

- Community Meetings
  - June 27, 2012 – Began Community Engagement
  - January 8, 2013 – Commitment to Preparing a Full EIR
  - October 17, 2013 – Presentation of 8 alternatives and screening criteria
  - February 27, 2014 – Screening Analysis findings
  - June 22, 2016 – Presentation of Five Project Alternatives



# Alternatives Considered

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

- \*The “ No Build” option is always assessed in the EIR/EA
- \*\* Did not meet the threshold for significance but is notable
- \*\*\* Original Criteria in 2013, 70-year storm is possible

# Alternatives Carried forward for full Analysis

- No Build Alternative (Bridge remains as is)
- Alternative 1: One-lane bridge with bi-directional 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



Alternate 1 - View 1

Bi-Directional One-Lane  
Traffic With Signal Control



Alternate 1 - View 2



# Alternative 2: (Proposed Project)



Alternate 2 - View 1

Two-Lane Existing  
Alignment With Stop Signs



Alternate 2 - View 2

# Alternative 3



Alternate 3 - View 1

Two-Lane Partial Realignment  
With Stop Signs



Alternate 3 - View 2



# Alternative 4



Alternate 4 - View 1

Two-Lane Full Realignment  
With Stop Signs



Alternate 4 - View 2



# Alternative 2: Benefits of the Existing Alignment

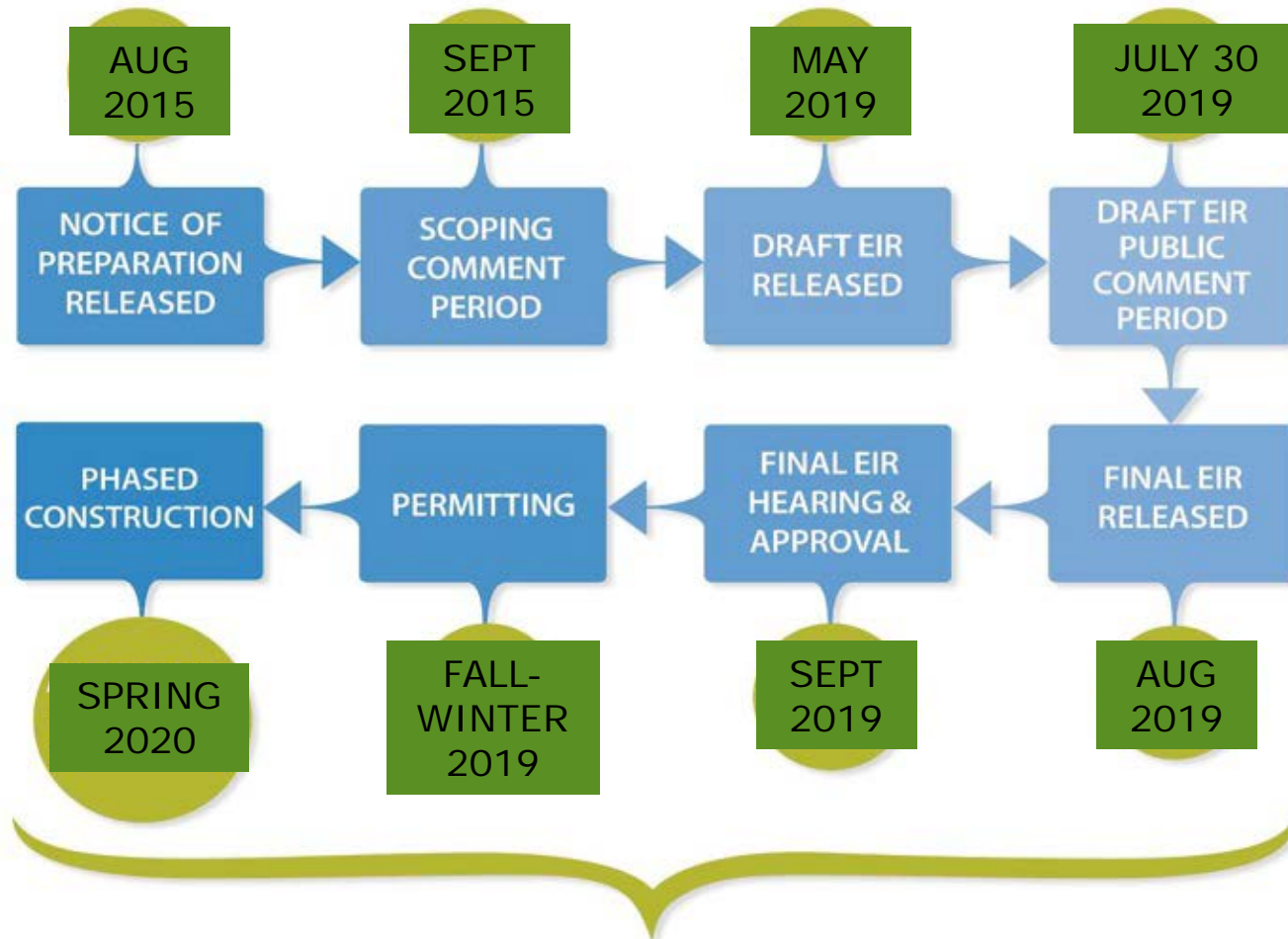


- Least\* disturbance to existing trees and creek bank
- Least impact on adjacent residents.
  - Shorter retaining walls
  - Maintains existing distance from adjacent neighbors
- No Operation or Maintenance costs (power and fiber)
- Palo Alto and East Palo Alto staff are in agreement

# 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

# Schedule



ONGOING COMMUNITY ENGAGEMENT



# Draft EIR/EA Comments and Discussion

## Additional Public Meetings

- Wednesday, June 19 at 7:30 PM  
Public Works Transportation Committee  
2415 University Avenue  
East Palo Alto, CA 94303
- Thursday, July 18 at 8:30 AM  
Architectural Review Board  
250 Hamilton Avenue – Council Chambers  
Palo Alto, CA 94301