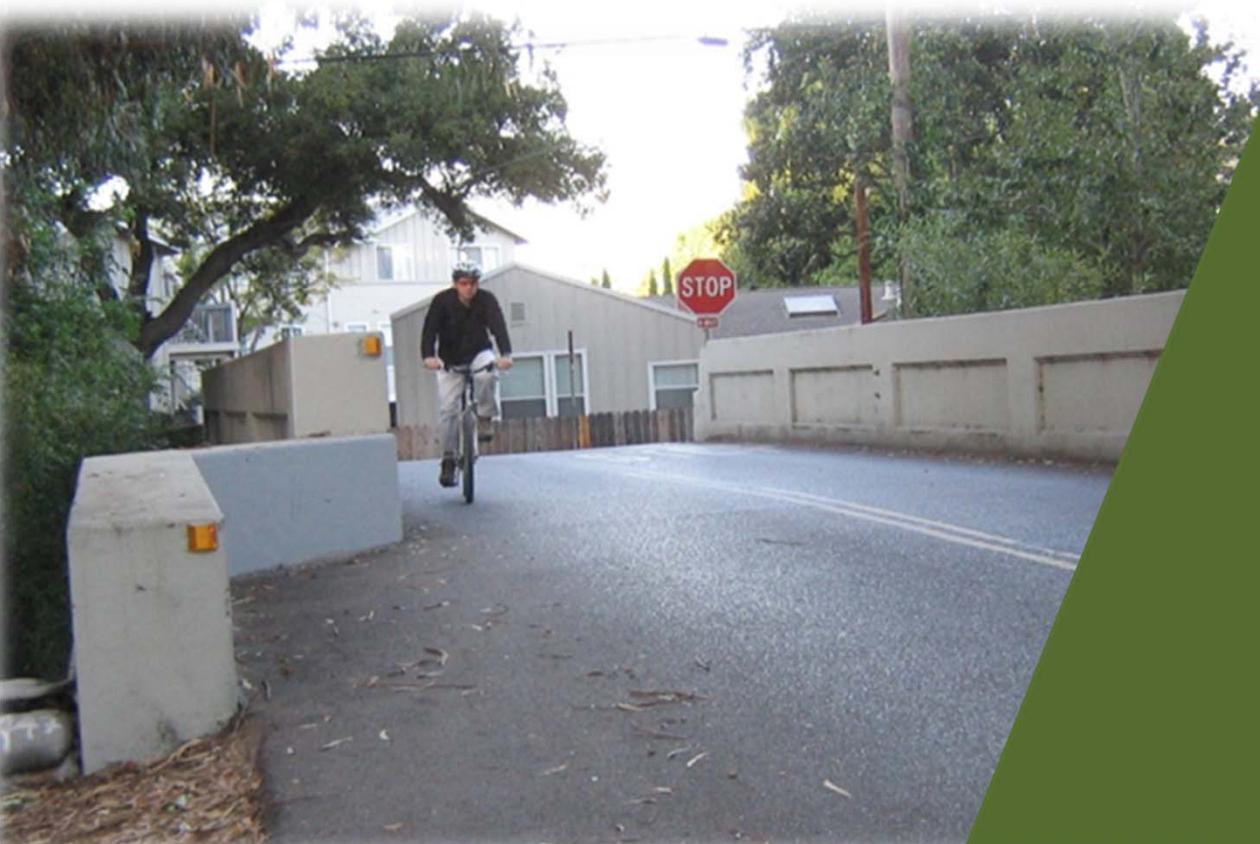




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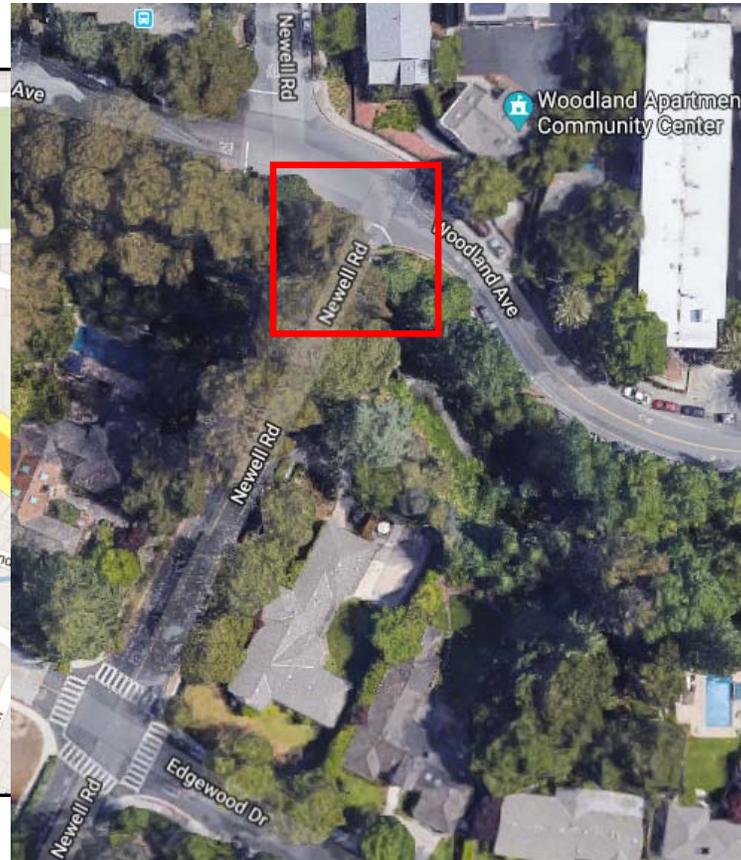
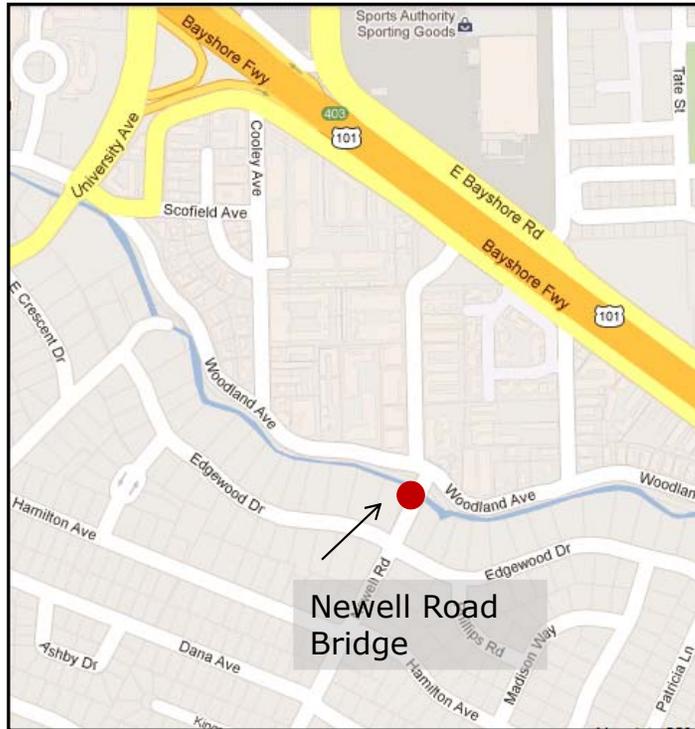


Newell Road Bridge Replacement City Council

June 1, 2020

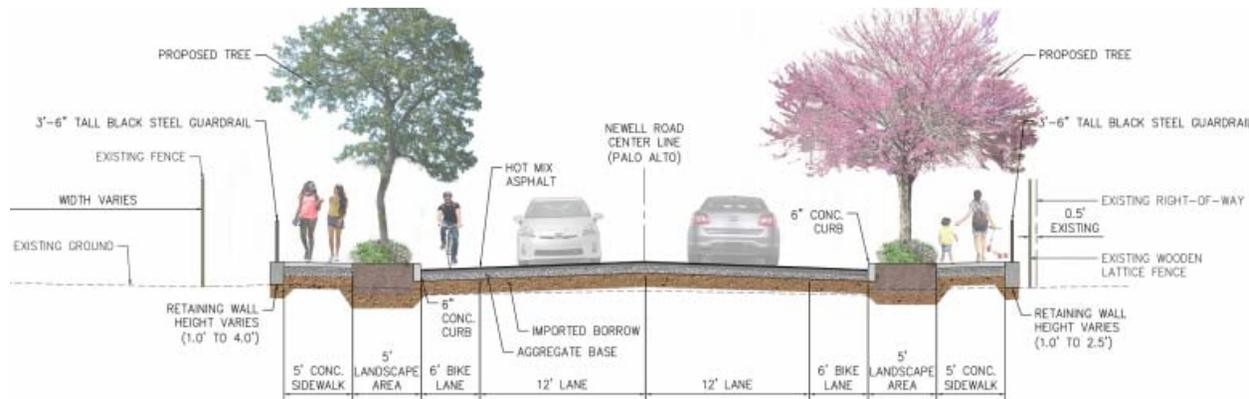
www.cityofpaloalto.org

LOCATION MAP

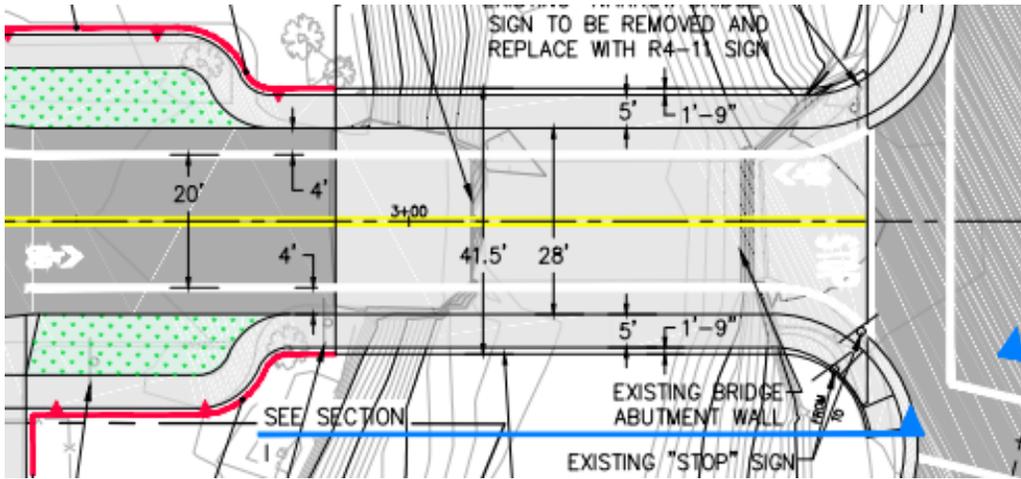


PROJECT OVERVIEW

- Replacement of an existing two-lane bridge with a two-lane bridge along the same alignment:
 - Sharrows (shared vehicle/bicycle lanes) with 4-foot shoulder for bicycles
 - Sidewalk on each side of the bridge
- Raises the existing bridge to increase flow capacity beneath
- Raises a portion of Woodland Avenue (EPA) and Newell Road; includes retaining walls in some locations to support the raised road

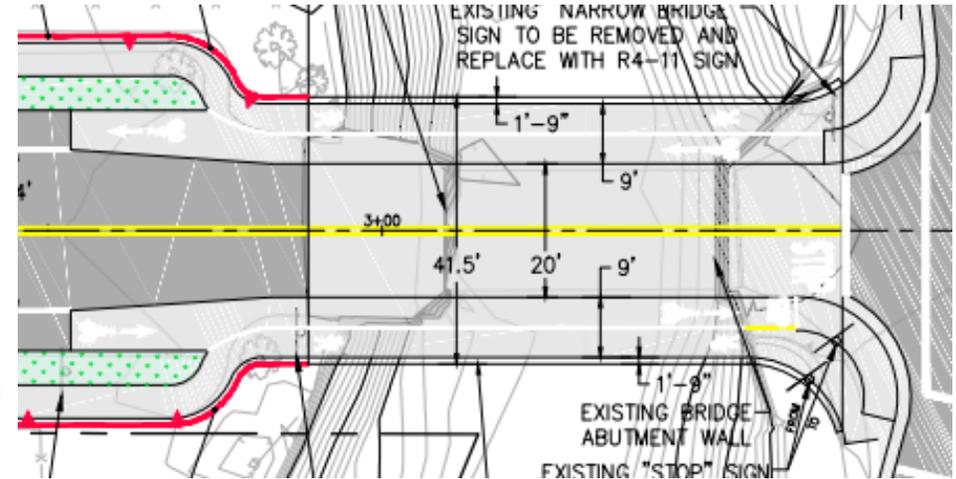


STRIPING OPTIONS



OPTION A

Raised 5-foot wide sidewalk; 4-foot wide striped shoulder for bicycle use and 10-foot wide sharrows (shared vehicle/bicycle use)



OPTION B

Raised 9-foot wide shared pedestrian/bicycle path; 10-foot wide vehicle lanes

PROPOSED PROJECT: VIEW FROM PALO ALTO



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PROPOSED PROJECT: VIEW FROM EAST PALO ALTO



Alternate 2 - View 2

PROJECT BACKGROUND

- Existing Bridge deemed functionally obsolete (does not meet Caltrans design standards); City works with Caltrans/SCVWD to secure funding for replacement: 2011-2012 (88.5% Caltrans Highway Bridge Program grant, 11.5% Santa Clara Valley Water District)
- Community Outreach Meetings: 2012-2015
- Informational Report to Council: May 6, 2019
- Notice of Preparation Released; EIR/EA Scoping began: Fall 2015
- Preparation of Technical Reports and DEIR/EA: Fall 2015-Spring 2019
- DEIR Published: May 31, 2019
- PTC Study Session: June 12, 2019
- ARB Public Hearings: July 18, 2019; May 7, 2020
- FEIR Published: April 24, 2020



PUBLIC OUTREACH

- Nine early community engagement meetings
- EIR/EA 30-Day Scoping Public Comment Period and Scoping Meeting
- Draft EIR/EA Extended Circulation Period (60 days)
- Six Public Meetings
 - Palo Alto: PTC, ARB and Community Meeting
 - East Palo Alto: PWTC and City Council
 - SFCJPA Board
- Meetings with adjacent neighbors
- Newspaper advertisements and postcard noticing
- Additional outreach: e-mail, news details, nextdoor
- Signs posted near project site



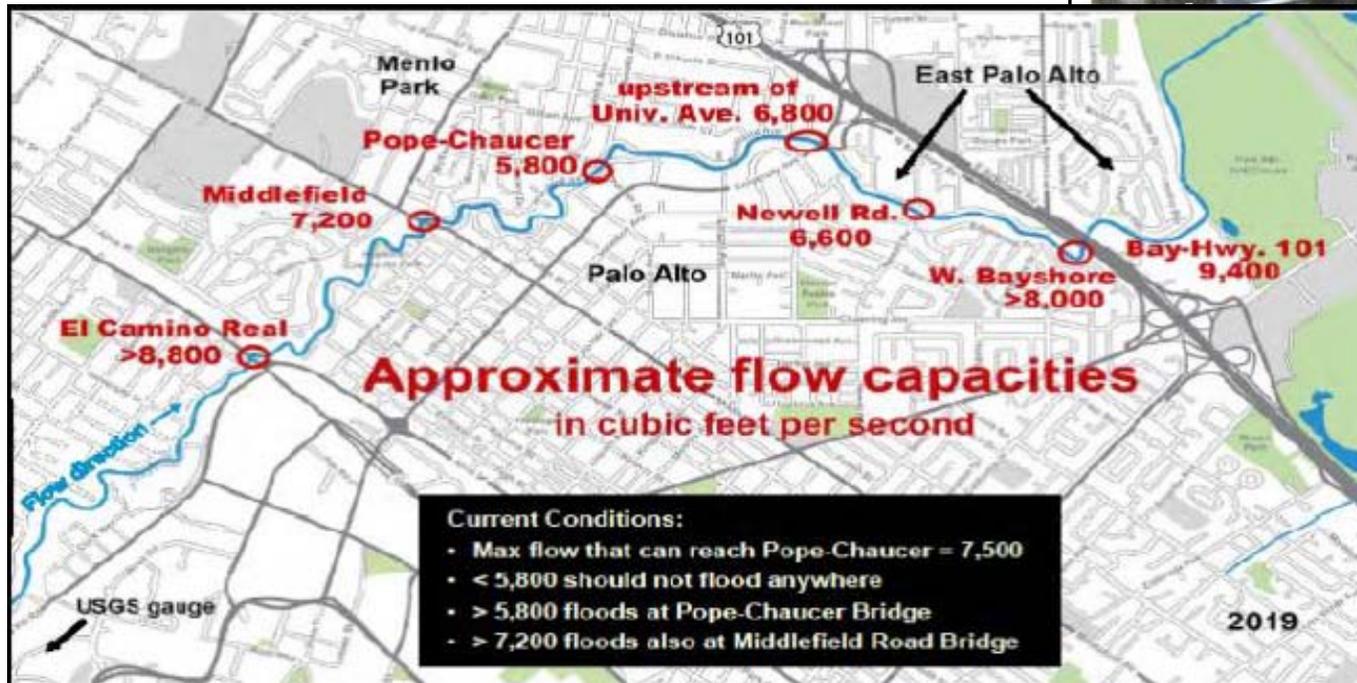
KEY CONSIDERATIONS

- Approved Funding: Environmental Documents, Design and Right-of-Way
- Contract Amendment: Current and Future
- Encroachment Permits and Access Easements

Funding Source	Approved Funding Amount	Construction Project Cost
Caltrans (Highway Bridge Program grant)	88.53% of the Bridge (\$1.04M)	\$8.1 M
Valley Water (Local Match)	11.47% of the Bridge (\$314K)	\$1.0 M
General Capital Improvement Fund	Staff Oversight	Continued Staff Oversight

POLICY CONSIDERATIONS

- Flood Hazard Mitigation



POLICY CONSIDERATIONS (CONT)

- Safety
- Multi-modal Transportation



EIR CONCLUSIONS

- Impacts on most resources (e.g. Air Quality, Aesthetics, Noise, Biology, Water Quality, Geology, etc.) were found to be less than significant or less than significant with mitigation
- Temporary significant and unavoidable impact on traffic at the East Crescent Drive/University Avenue intersection in East Palo Alto during construction
- To certify the EIR, Council must adopt overriding considerations

RECOMMENDED MOTION

Staff recommends Council take the following actions:

- Adopt the Resolution certifying an Environmental Impact Report for the Newell Road/San Francisquito Creek Bridge Replacement Project, making the required findings, and adopting a statement of overriding considerations and a Mitigation Monitoring and Reporting Plan, all in accordance with the California Environmental Quality Act (CEQA);
- Approve the Record of Land Use Action approving the proposed Architectural Review application based on the findings and subject to conditions of approval; and
- Approve and authorize the City Manager or his designee to execute Amendment No. 3 to Contract No. C12142825 with NV5, Inc. to update the Schedule of Performance and extend the contract time to December 2021 to complete the design phase of the Project.

NEXT STEPS

- Caltrans NEPA Certification
- Coordination with wildlife/water resource agencies for applicable permits
- Continue coordination with East Palo Alto, Caltrans, Valley Water and other SFCJPA members
- Right-of-way/easement procurement
- Construction anticipated to start end of 2021 and take 1.5 years





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Alternative 1

- Bi-directional
- One 16-foot wide lane
- Two 5-foot wide sidewalks
- Traffic signal control (15 signals/9 poles)
- Operation and maintenance cost



Alternative 3

- Similar to Alternative 2 but partial realignment (30-foot shift)
- Stop controlled intersection
- Area of site disturbance slightly increases

