LOCATION MAP

Newell Road Bridge
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
PROPOSED PROJECT: VIEW FROM EAST PALO ALTO
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

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Approved Funding Amount</th>
<th>Construction Project Cost</th>
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</thead>
<tbody>
<tr>
<td>Caltrans (Highway Bridge Program grant)</td>
<td>88.53% of the Bridge ($1.04M)</td>
<td>$8.1 M</td>
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<tr>
<td>Valley Water (Local Match)</td>
<td>11.47% of the Bridge ($314K)</td>
<td>$1.0 M</td>
</tr>
<tr>
<td>General Capital Improvement Fund</td>
<td>Staff Oversight</td>
<td>Continued Staff Oversight</td>
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</tbody>
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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.
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
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