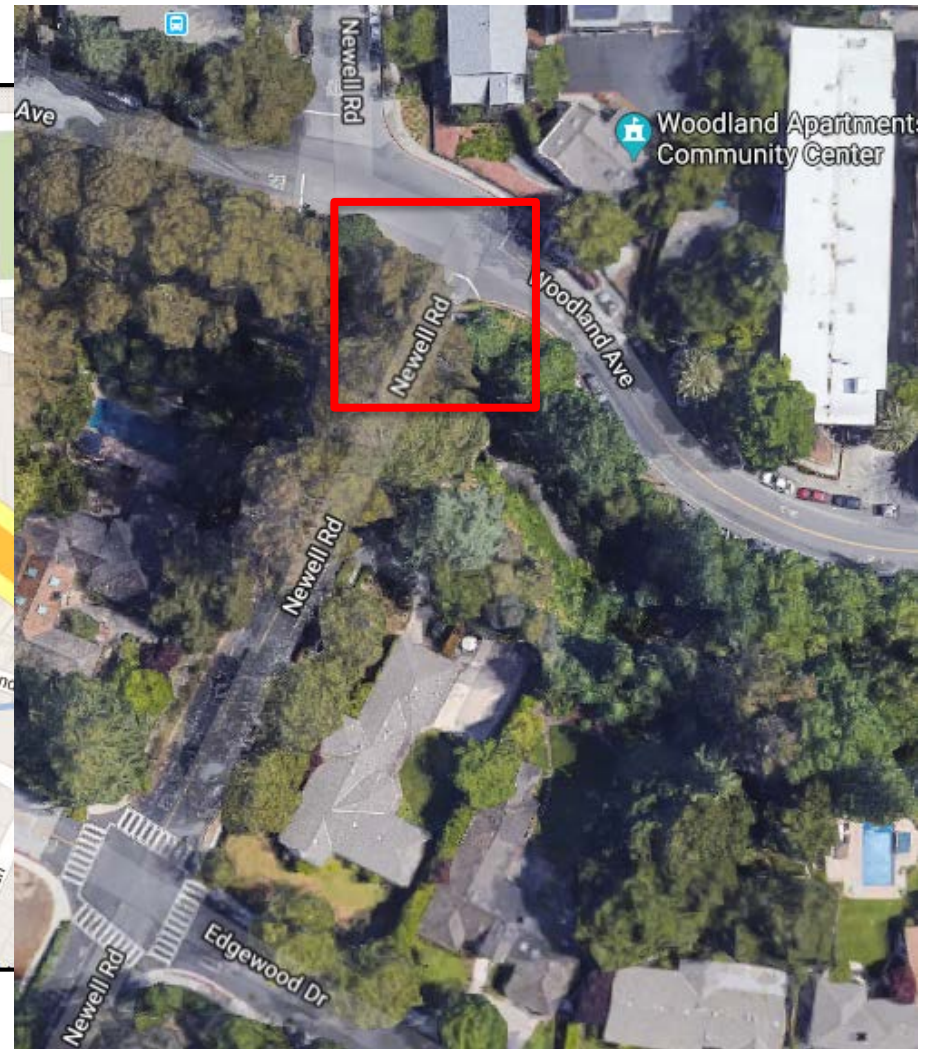
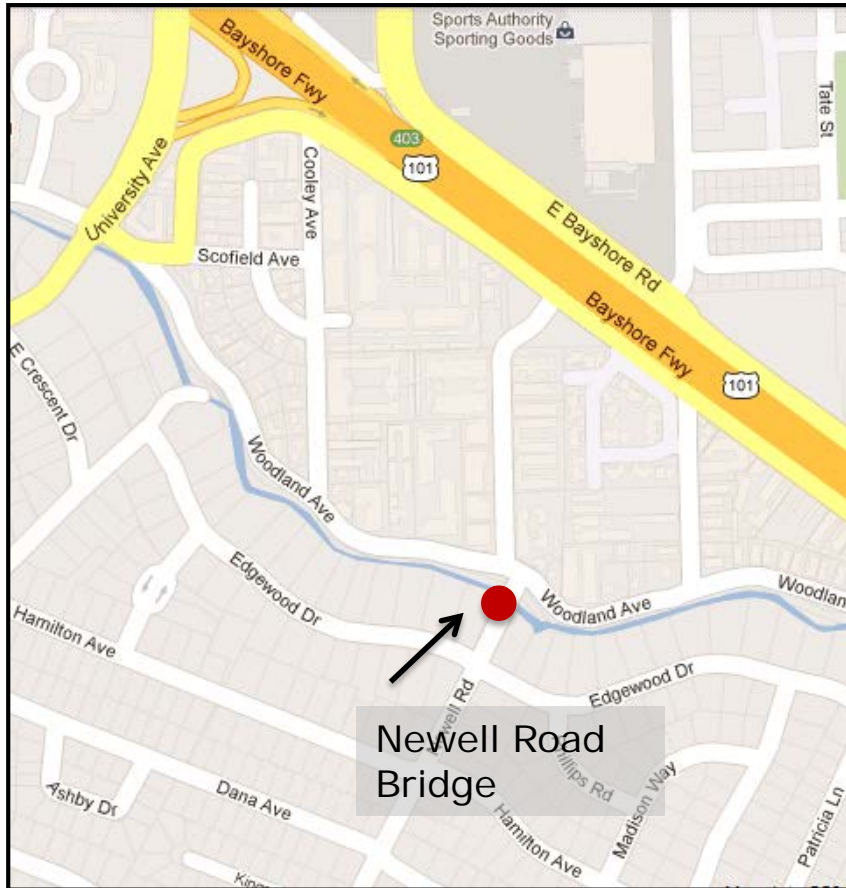


Newell Road Bridge Replacement

June 19, 2019



Location Map



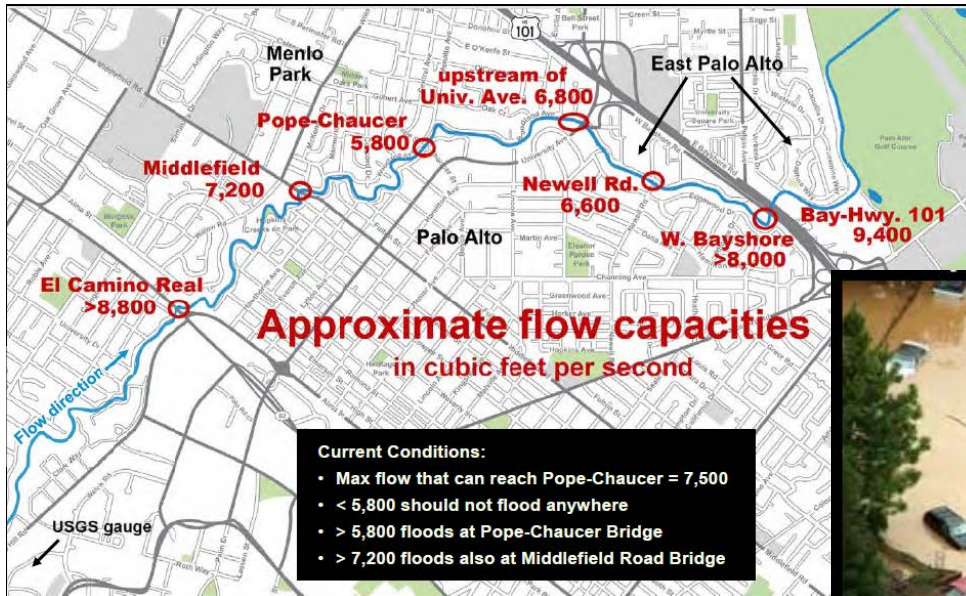
Purpose and Need

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



Purpose and Need

- The bridge reduces the flows 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 for the 50-year storm event (7,500 cfs)



Alternate 2 - View 1

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

Eight Alternatives Considered & Results

| 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
- *** Original Criteria in 2013, 70-year storm is possible

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



Alternate 1 - View 1

Bi-Directional One-Lane
Traffic W/Signal Control



Alternate 1 - View 2

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

Alternative 2: Benefits of the Existing Alignment

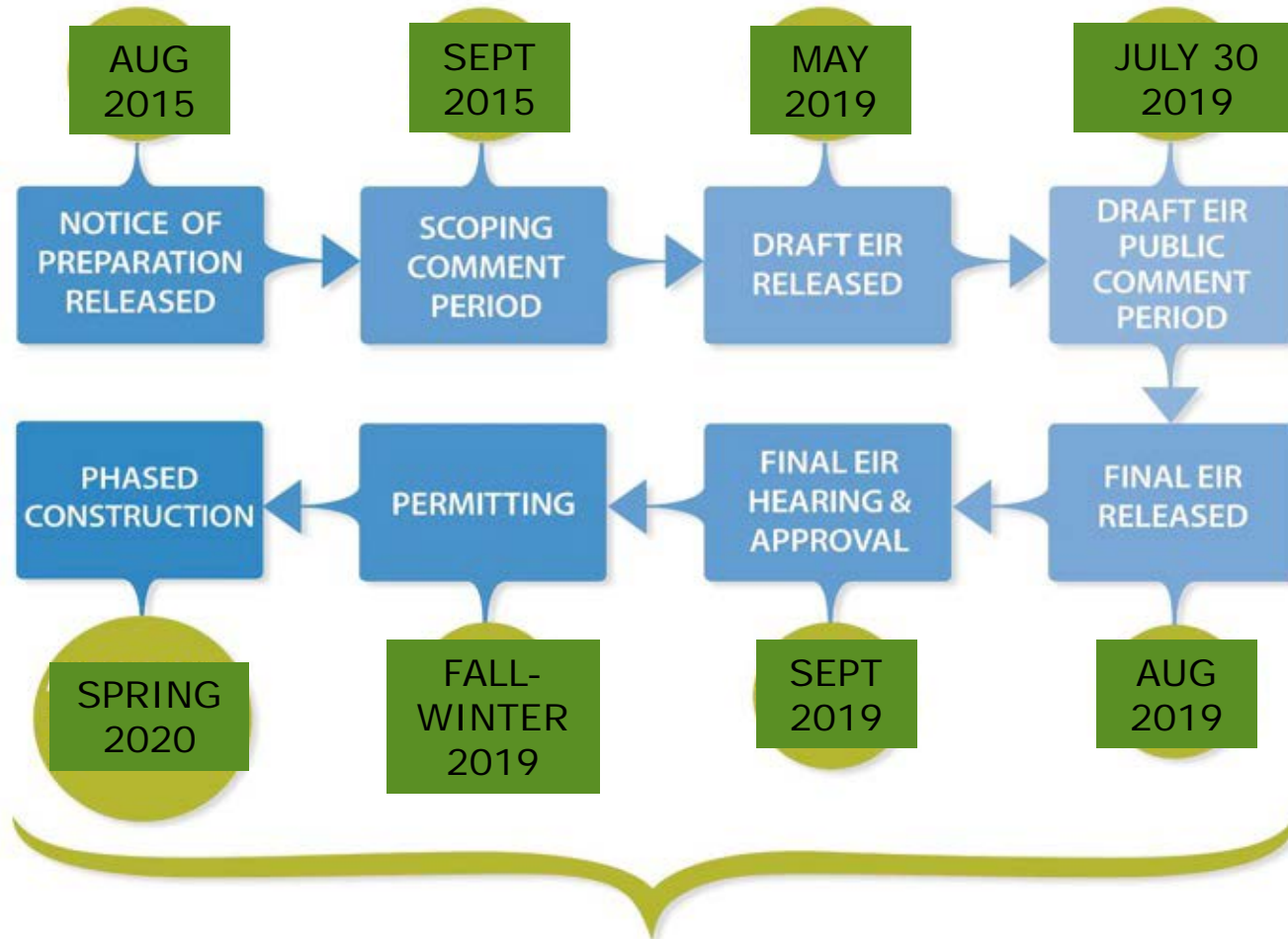


- Least* disturbance to existing trees and creek bank
- Least impact on adjacent residents.
 - Shorter retaining walls
 - Maintains existing distance from adjacent neighbors
- No Operation or Maintenance costs (power and fiber)
- Palo Alto and East Palo Alto staff are in agreement

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

Newell Road Bridge Replacement

June 19, 2019

