

# **Newell Road/San Francisquito Creek Bridge Replacement Project**

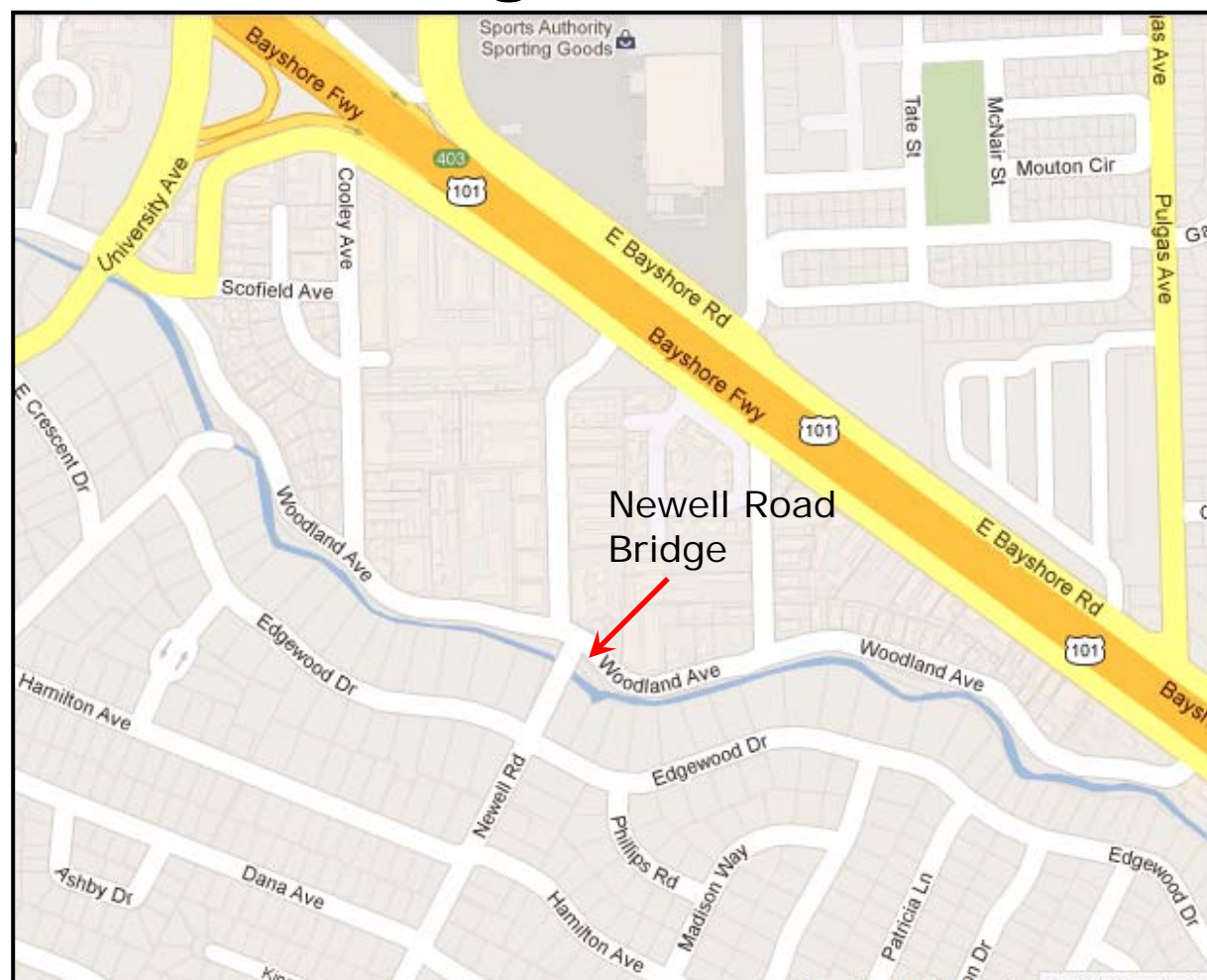
Community Meeting

January 8, 2013

# Meeting Agenda

- Welcome and Introductions  
(Jim Keene, Palo Alto City Manager)
- Evolution of JPA Flood Protection Strategy  
(SF Creek JPA Chair/Palo Alto Councilmember Pat Burt)
- Comprehensive SF Creek Flood Protection Plan  
(Len Materman, San Francisquito Creek JPA)
- Project Background and Development  
(Joe Teresi, Palo Alto Senior Engineer)
- Bridge Study Alternatives  
(Jaime Rodriguez, Palo Alto Chief Transportation Official)
- Next Steps  
(Mike Sartor, Palo Alto Public Works Director)
- Questions and Comments

# Newell Road/San Francisquito Creek Bridge Location



# Existing Bridge @ Newell Road/San Francisquito Creek







650-324-1972  
sfcjpa.org







Newell Road Bridge

upstream face

12/23/12 6:13 p.m.

approximately 13-year flow

water surface about 3 feet below top of Palo Alto bank

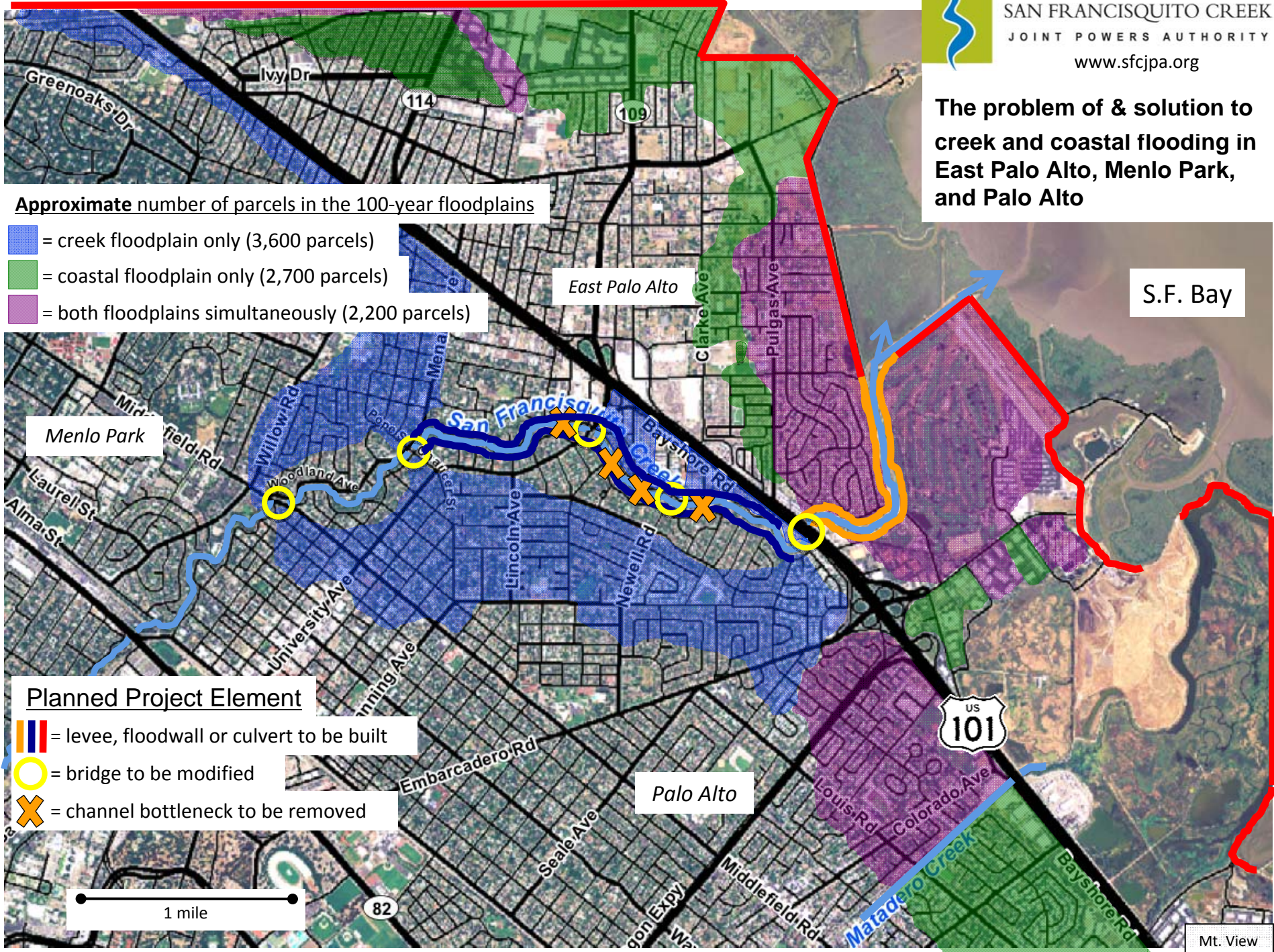
Analysis of storm impacts and response

January 24 SFCJPA Board meeting

4:30 p.m. Menlo Park City Council Chambers



**The problem of & solution to creek and coastal flooding in East Palo Alto, Menlo Park, and Palo Alto**



**Approximate number of parcels in the 100-year floodplains**

- = creek floodplain only (3,600 parcels)
- = coastal floodplain only (2,700 parcels)
- = both floodplains simultaneously (2,200 parcels)

**Planned Project Element**

- = levee, floodwall or culvert to be built
- = bridge to be modified
- = channel bottleneck to be removed

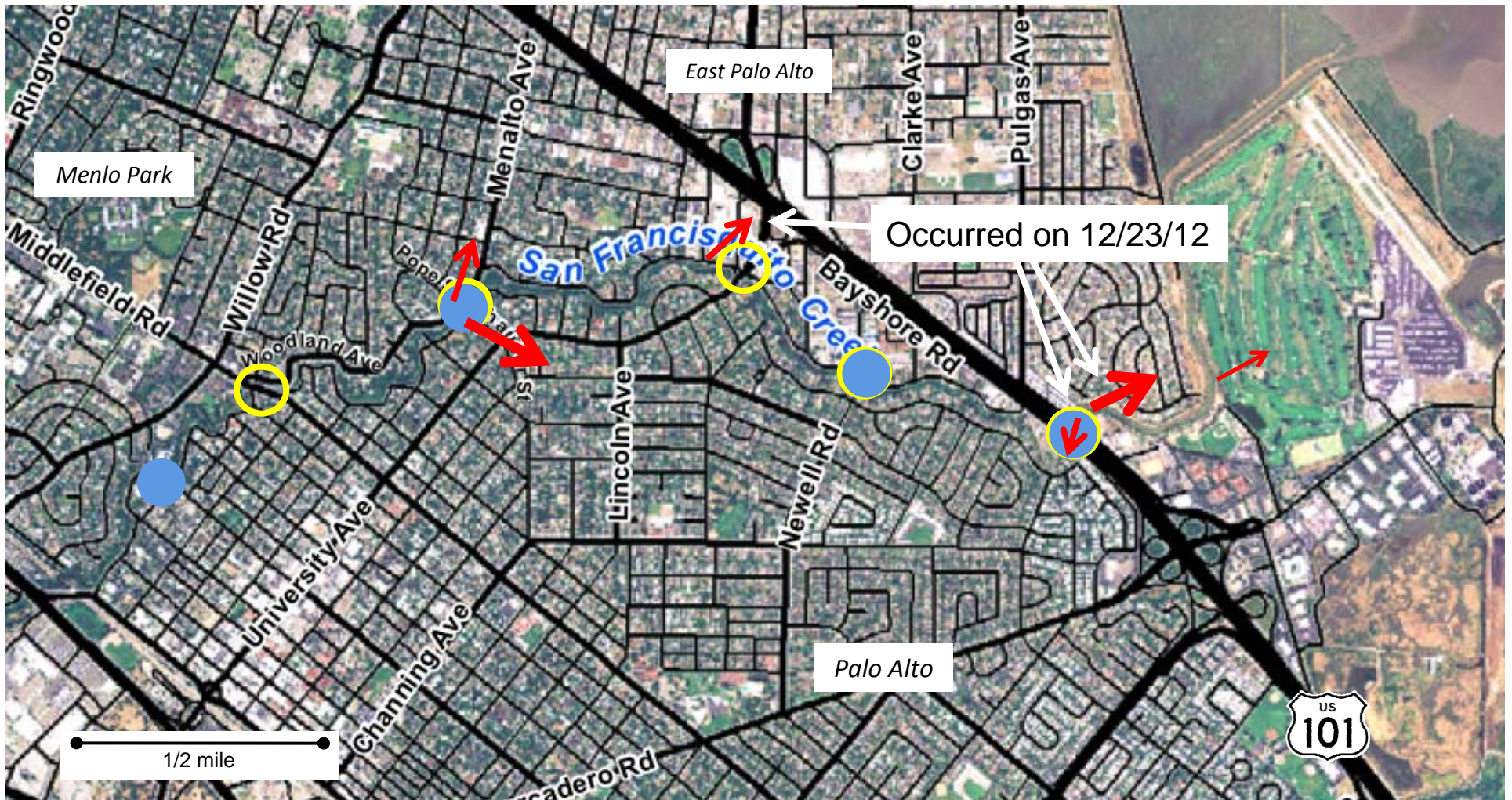
1 mile

Mt. View





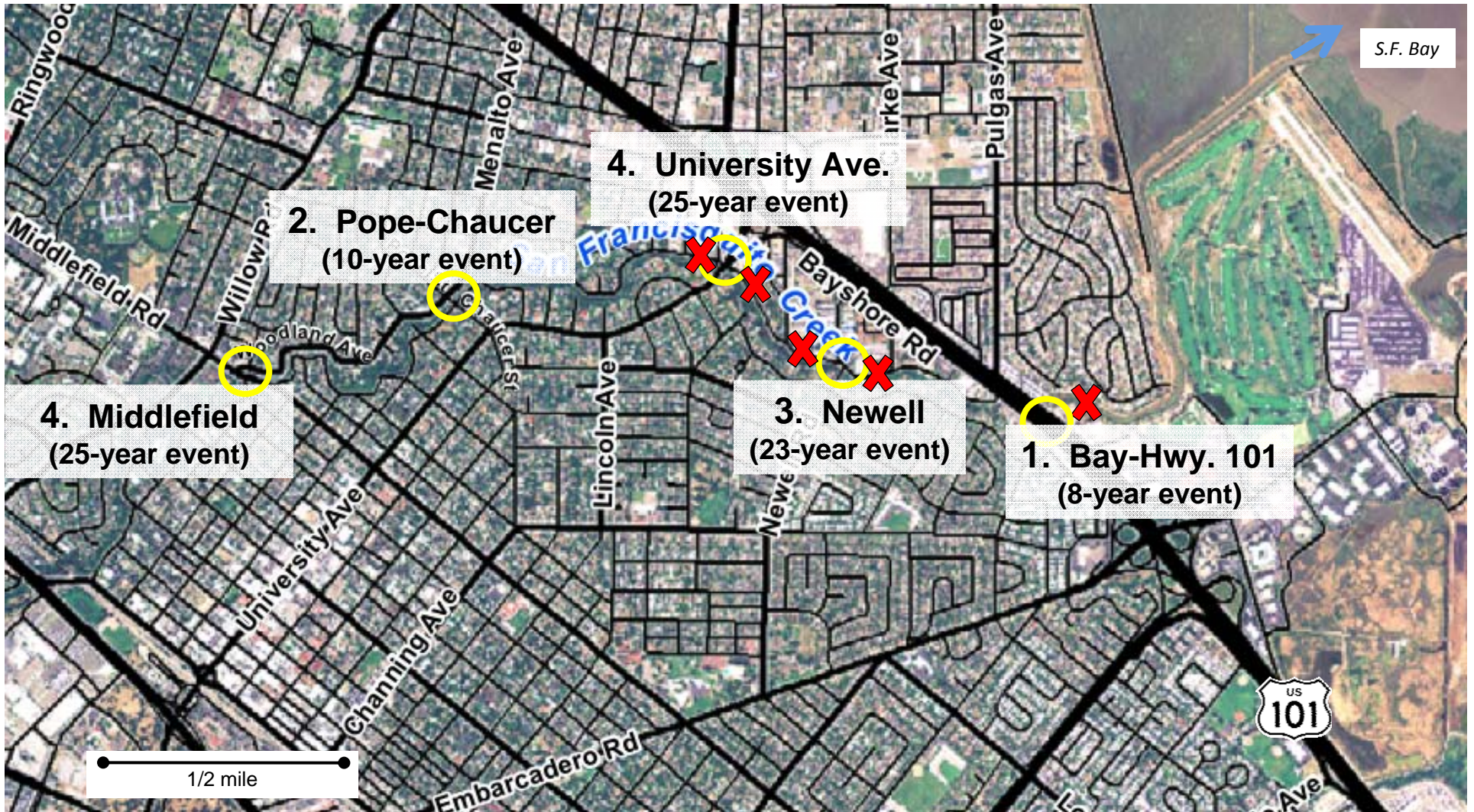
## Currently, the maximum creek flow under Middlefield Bridge exits the creek at the following locations





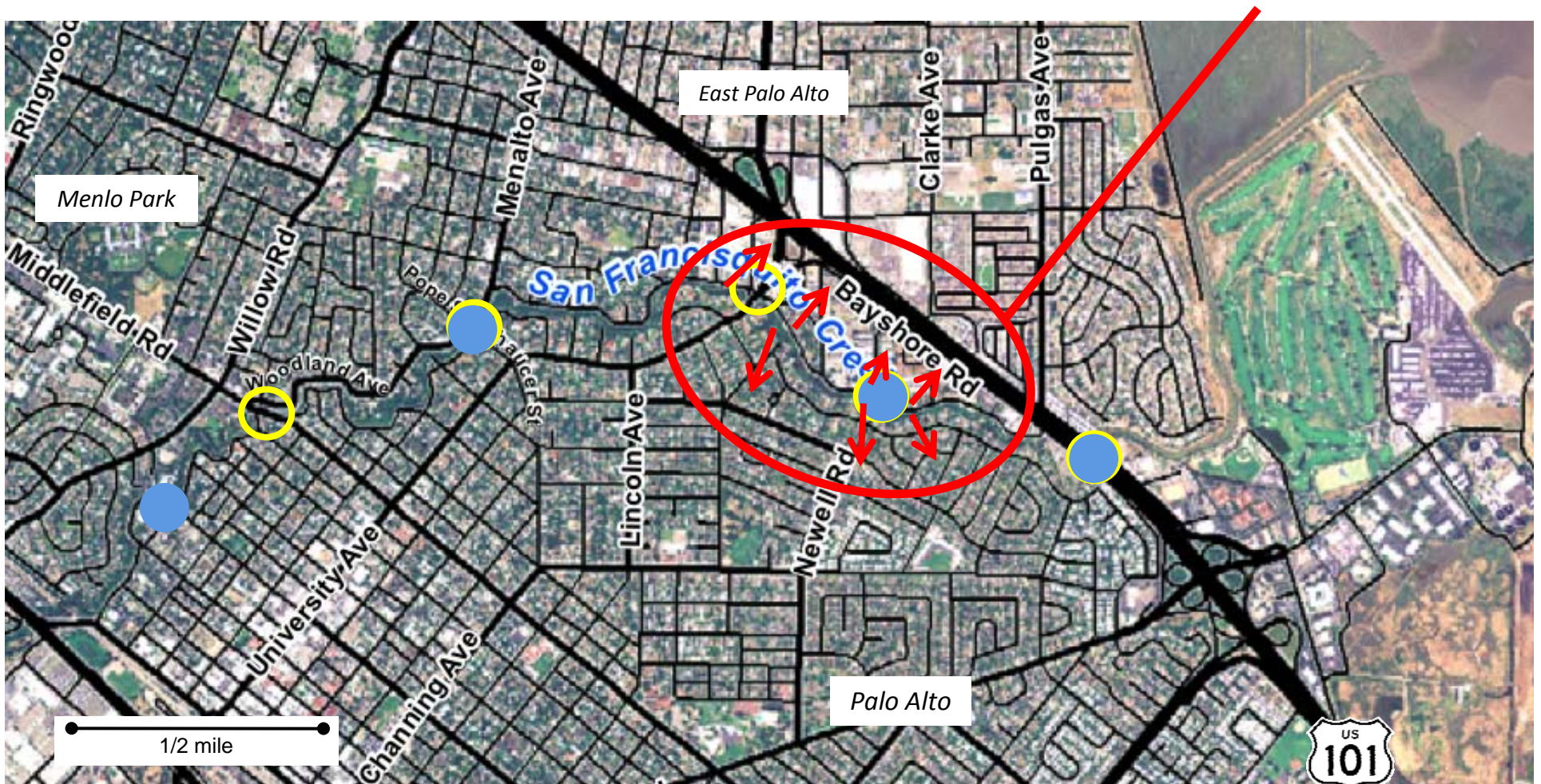


## Risk and approximate flow capacity at bridges from Highway 101 to El Camino Real





**After the S.F. Bay-Hwy. 101 projects are built,  
if Pope-Chaucer is built next,  
the maximum creek flow under Middlefield transfers the risk downstream**



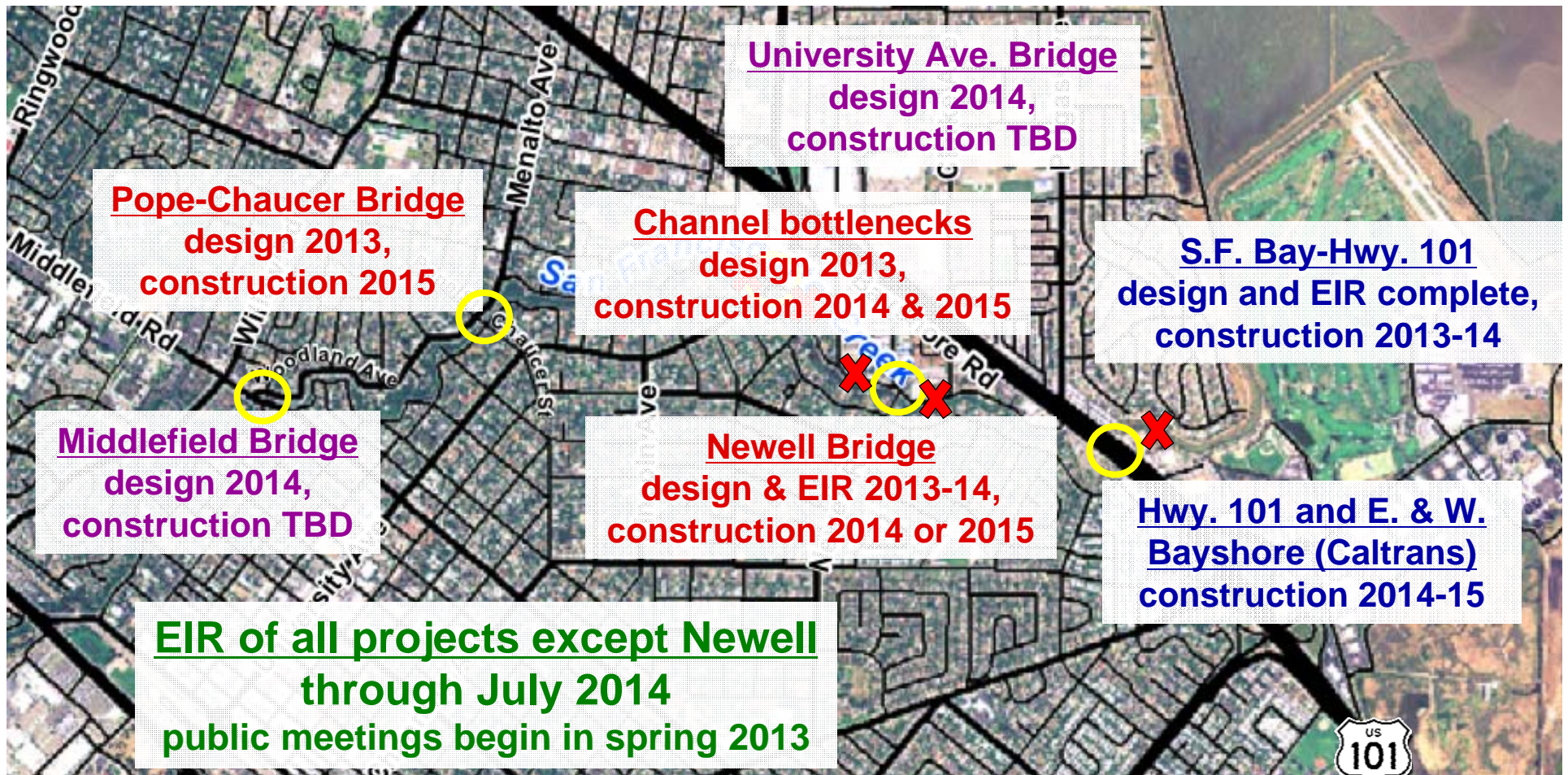


Increase flow capacity at Newell by building new bridge without large abutments





## San Francisquito Creek anticipated project activity: 2013-2015



Funded by Santa Clara Valley Water District Measure B, Caltrans, SFCJPA grant from the State, East Palo Alto, and San Mateo County



By December 2015, we can protect against a flood almost equal to 1998, at any tide.

We would then construct projects at Middlefield and University, possibly with 100-year creek and Bay flood protection projects to reduce risk and the need for insurance.





# Evolution of Project Funding

- JPA identified Newell Road bridge replacement as a necessary element of a comprehensive San Francisquito Creek flood protection strategy
- JPA identified Caltrans Highway Bridge Program as a potential project funding source
- City of Palo Alto (Caltrans-designated responsible agency) eligible to apply for grant funds
- Palo Alto secures project funding (88.5% Caltrans grant, 11.5% Santa Clara Valley Water District)



# Project History To-Date

- September 2010 – City submits Highway Bridge Program grant application to Caltrans
- July 2011 – Council approves creation of Newell Road Bridge CIP and accepts Caltrans grant funds
- Fall 2011 – Consultant selection process coordinated with JPA and East Palo Alto staff
- April 2012 – Council approves contract with design/environmental consultant and accepts supplemental grant funds



# Project History To-Date

- June 2012 – Initial outreach meetings with community and neighborhood groups
- Oct/Nov 2012 – Preliminary meetings with Palo Alto and East Palo Alto advisory boards/commissions
- November 2012 – Heightened level of concern expressed by local neighbors
- January 2013 – Second community meeting



# Future Project Direction

- Amend consultant contract to conduct a full Environmental Impact Report (EIR)
  - Consider full suite of project alternatives
  - Identify and analyze impacts of each project alternative, such as:
    - Visual
    - Traffic
    - Biological Resources/Trees
    - Land Use
    - Noise



# Possible Bridge Scoping Alternatives

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## *Options*

- Removal of existing bridge without replacement
- Bicycle/Pedestrian Bridge
- Bridge with Existing Alignment
- Bridge with Partial Realignment
- Bridge Aligned with Newell Road in East Palo Alto
- No Project

## *Study*

- Identify Environmental Impacts
- Return to Public to Solicit Input



# Bridge Scoping Alternatives: No Bridge or Bicycle-Pedestrian Bridge

## ***Study Options:***

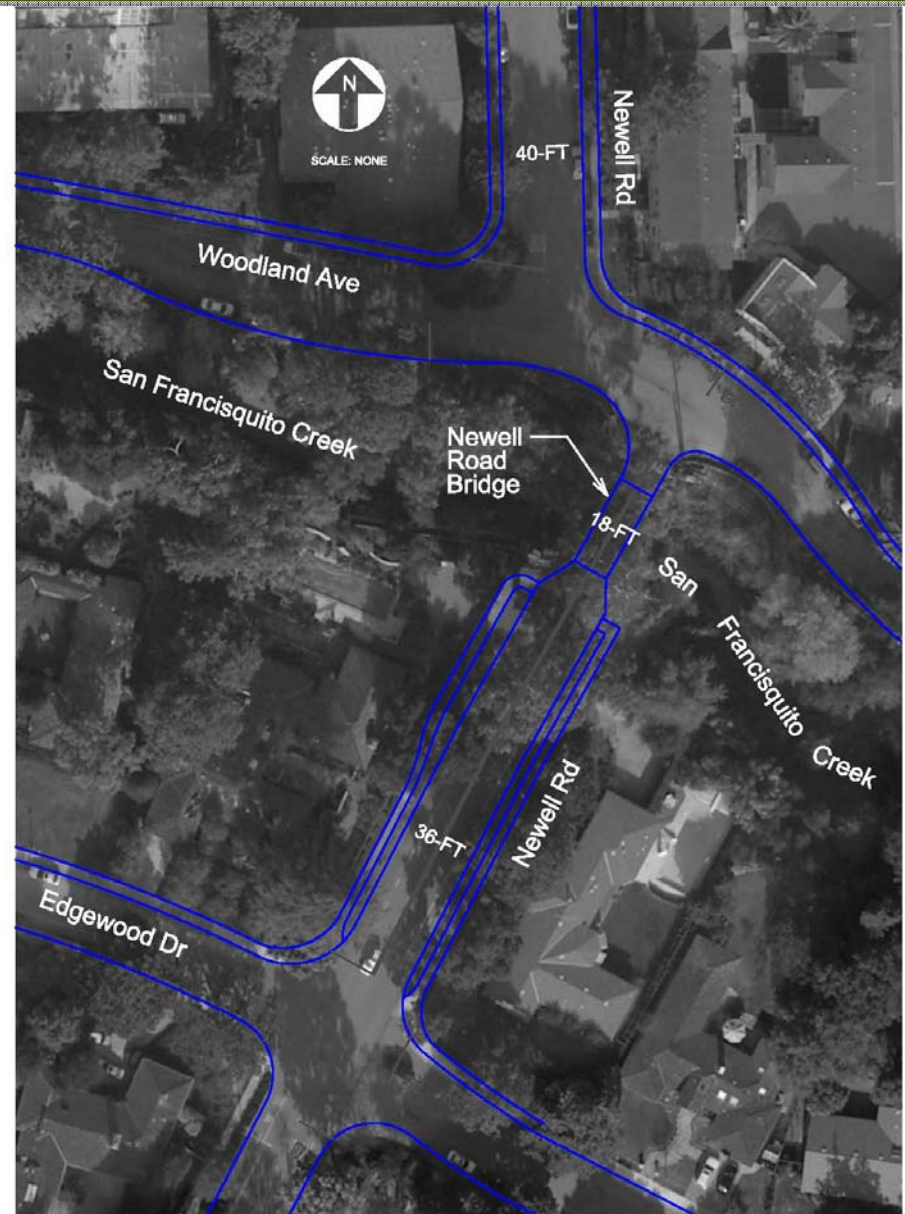
- Removal of Existing Bridge
- Bicycle/Pedestrian Bridge Only

## ***Study Factors:***

- Environmental Factors
- Traffic Circulation
- Emergency Access

## ***Funding Impact:***

- Lose State Funding





# Bridge Scoping Alternatives: Bridge with Existing Alignment

## ***Study Options:***

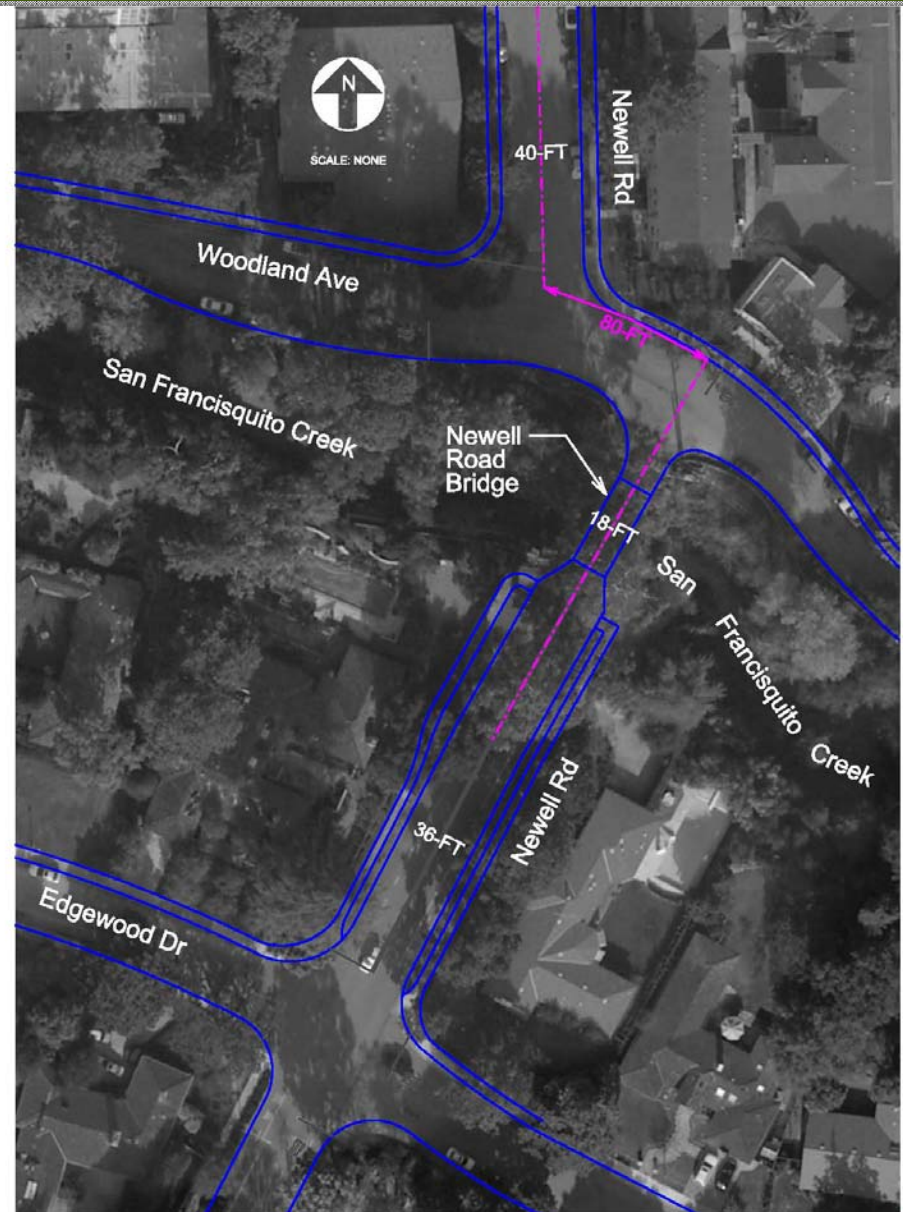
- Riparian/Tree Impacts
- Roadway Geometrics on Woodland Avenue

## ***Study Factors:***

- Environmental Factors
- Bridge profiles
- Bicycle/Pedestrian Access

## ***Funding Impact:***

- None, Comply with Min. Roadway Criteria





# Bridge Scoping Alternatives: Bridge with Partial Alignment

## ***Study Options:***

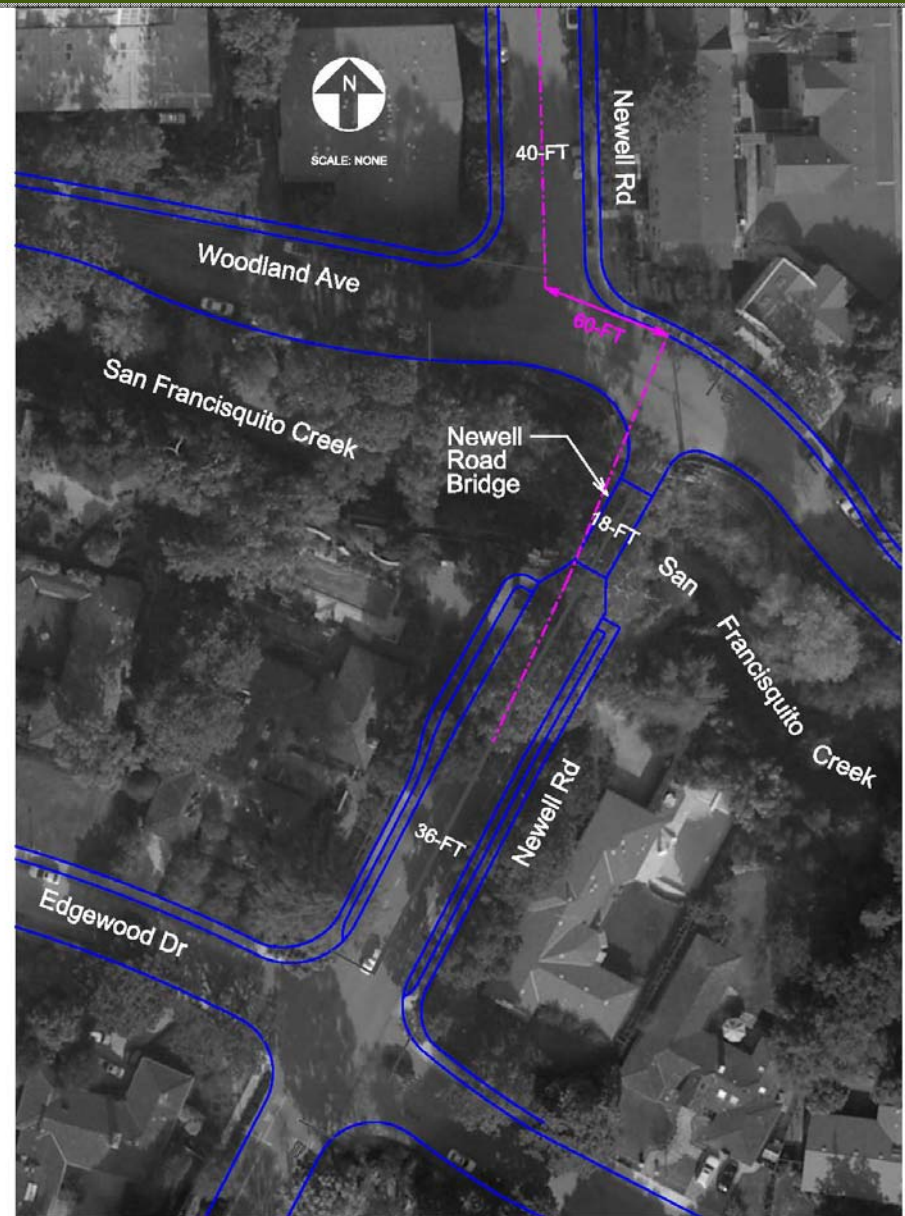
- Riparian/Tree Impacts
- Bridge profiles
- Traffic Calming Elements

## ***Study Factors:***

- Environmental Factors
- Bicycle/Pedestrian Access

## ***Funding Impact:***

- None, Comply with Min. Roadway Criteria



# Bridge Scoping Alternatives: Bridge with Full Alignment

## ***Study Options:***

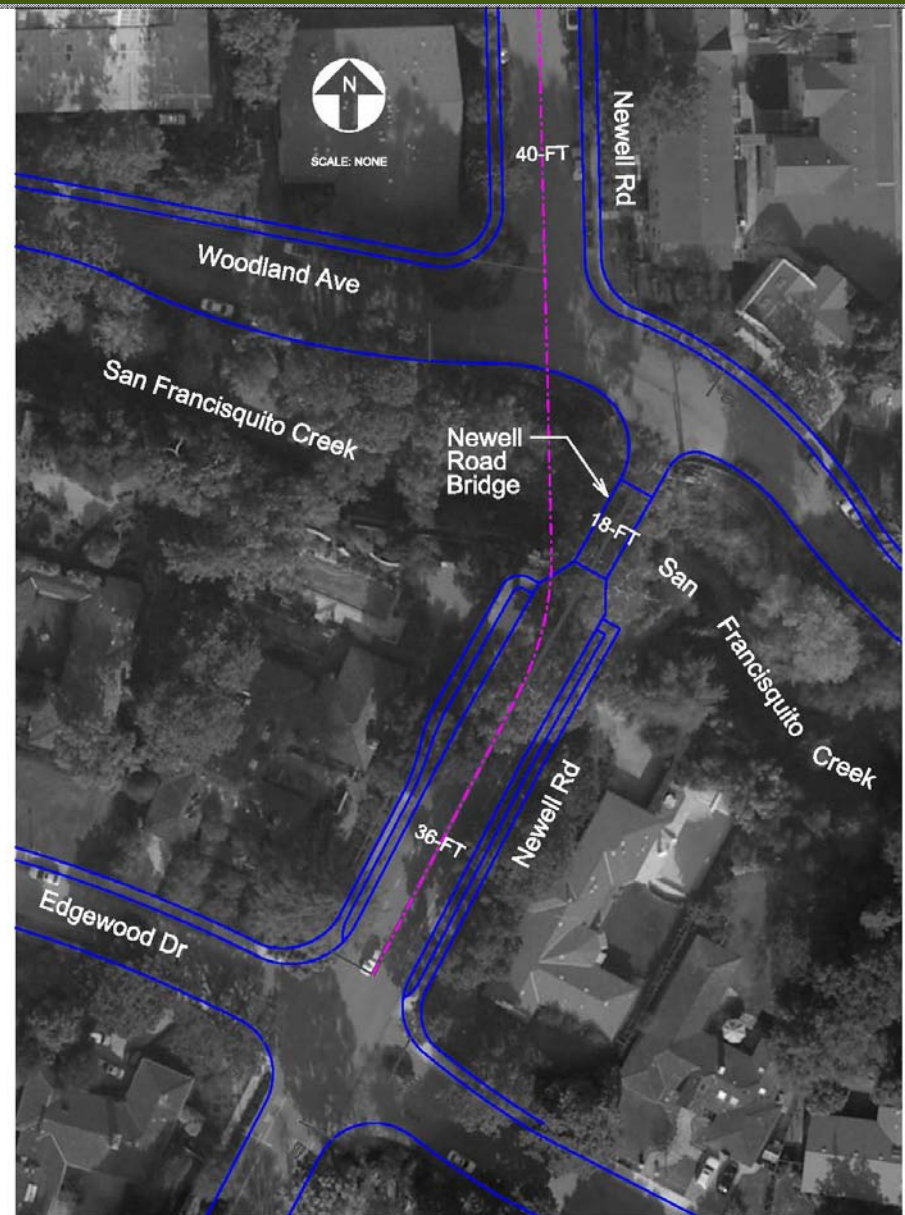
- Riparian/Tree Impacts
- Traffic Calming Elements

## ***Study Factors:***

- Environmental Factors
- Bridge profiles
- Traffic Circulation
- Bicycle/Pedestrian Access

## ***Funding Impact:***

- None, Comply with Min. Roadway Criteria

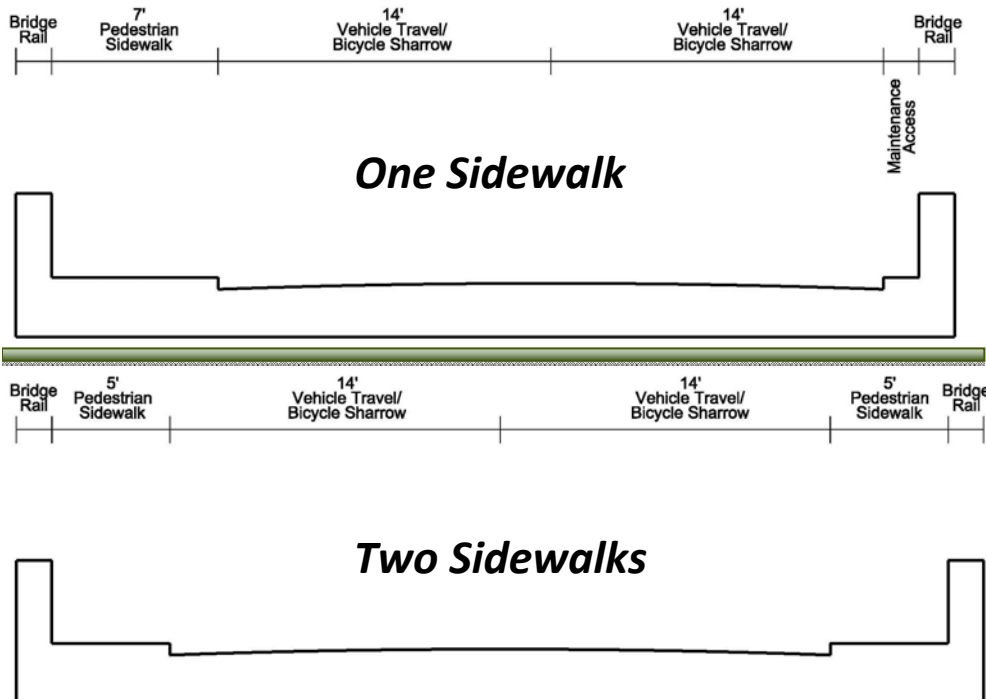




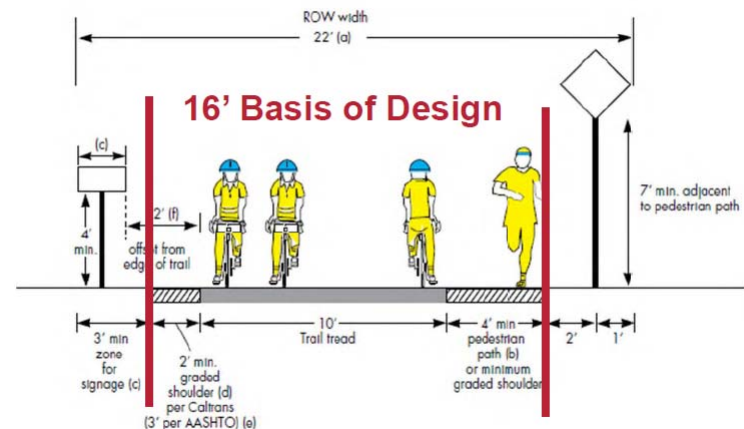
# Bridge Profile Considerations

## Considerations

- 14-FT Caltrans Lane Standards  
28-FT Wide Bridge Curb-to-Curb
- Share the Road Bicycle Markings  
“Sharrows”
- Pedestrian Access
- One Side or Both Sides?
- Bicycle Route
- Intersection Geometry with  
Woodland Avenue



## Bicycle/Pedestrian Bridge (Adobe Creek/Hwy 101 Bridge Example)



# Next Steps

|                     |  |
|---------------------|--|
| February            | Council to amend design contract to add funding for EIR                          |
| Spring 2013         | Public Scoping Meeting   |
| Fall 2013           | Draft EIR released   |
| Spring 2014         | Final EIR released   |
| Mid-2014            | Approval of final bridge alternative by Palo Alto & East Palo Alto City Councils |
| Spring to Fall 2015 | Project construction   |



# Community Questions and Comments