DATE: Month Day, Year

AGENDA ITEM # _____

TO: Planning and Traffic Commission

FROM: Jim Gustafson, Public Works Director

SUBJECT: Loyola Bridge Project Aesthetics

RECOMMENDATION:

Consider alternative crash barrier and design scheme

SUMMARY:

Estimated Fiscal Impact:

Amount: None

Budgeted: Yes

Public Hearing Notice: Not applicable

Previous Planning and Traffic Commission Consideration: November 15, 2012

CEQA Status: Not Applicable (County Project with CEQA to be determined)

Attachments:

1. Joint Special Meeting Minutes of November 15, 2012
2. Conceptual Design Alternatives One and Two
3. Other Bridge Design Alternatives

BACKGROUND

At a joint special meeting of the Planning and Traffic Commission and the Bicycle and Pedestrian Advisory Commission on November 15, 2012, Santa Clara County's project to widen the bridge over Foothill Expressway at Loyola Corners was considered. County staff presented preliminary design concepts for the bridge along two themes: "Depot" and "Village." Staff received comments on the concepts during the meeting, and invited written comments for submission after the meeting. The minutes from the meeting are provided as Attachment 1.

Staff received comments from several Commissioners which were forwarded to County staff for review and consideration.

DISCUSSION

The County's consultant developed two different elevation views of possible bridge designs provided as Attachment 2 in response to comments at the November 15, 2012 meeting.. Conceptual Design Alternative One of Attachment 2 provides crash barrier walls with visual openings as suggested then. Conceptual Design Alternative Two also provides visual openings in the crash barrier. The long-radius top rail element in that alternative is noted to be non-structural and could be deleted.

Additional options that may be considered are provided as Attachment 3. Attachment 3 consists of photos of other bridges that have the appropriate crash-rated barriers and are different than schemes previously presented. Additionally, a sketch prepared by the Chair of the Planning and Traffic Commission completes Attachment 3.

Staff notes that the design of the bridge is proceeding pending a decision on the crash barrier design and other architectural elements at the ends of the bridge that would be consistent with the crash barrier selection. The County's schedule for the project is based on construction beginning in August 2013.

Staff recommends the Commission consider the additional bridge designs provided and select one to submit to the County. The City will communicate a final recommendation on the bridge aesthetic in February, 2012 to meet the design timeframe required by the project schedule.

FISCAL IMPACT

None.

PUBLIC CONTACT

Posting of the meeting agenda serves as notice to the general public.

ATTACHMENT 1

MINUTES OF A SPECIAL JOINT MEETING OF THE PLANNING AND TRANSPORTATION COMMISSION AND BICYCLE AND PEDESTRIAN ADVISORY COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, NOVEMBER 15, 2012, BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

ROLL CALL

INFORMATIONAL ITEM

1. **Loyola Corners Bridge**
   County presentation on the proposed Loyola Corners bridge aesthetics.

Public Works Director GUSTAFSON introduced the item and the County of Santa Clara personnel in attendance. Following a presentation, Commission discussion ensued. The comments were varied, but were generally in concurrence on the following issues:

- The project was an overall improvement to the bridge configuration, both in terms of facilitating traffic congestion improvements and providing ADA compliant sidewalks and bicycle lanes. It was noted that a number of children bicycled from the Loyola Hills area to the several nearby schools.

- The bridge architecture should be timeless and not "trendy". There should also be signage on the bridge acknowledging the Loyola Corners business district.

- The bridge alignment and travel lanes were quite awkward with the majority of the expansion occurring to the north versus being centered to A Street – this created an irregular bicycle and pedestrian connection to A Street.

- The Commissioners did not care for the monoliths.

- Bridge sidewalks terminated at "dead-end" pedestrian points.

- Could the bridge include an open design – versus a solid wall design – to create better visual interest?

The Commissioners were appreciative of the opportunity to review the project and agreed to generate detailed comments directly to Public Works Director GUSTAFSON to share with City Council.

ADJOURNMENT

Chair BRESSACK adjourned the meeting at 10:00 PM.

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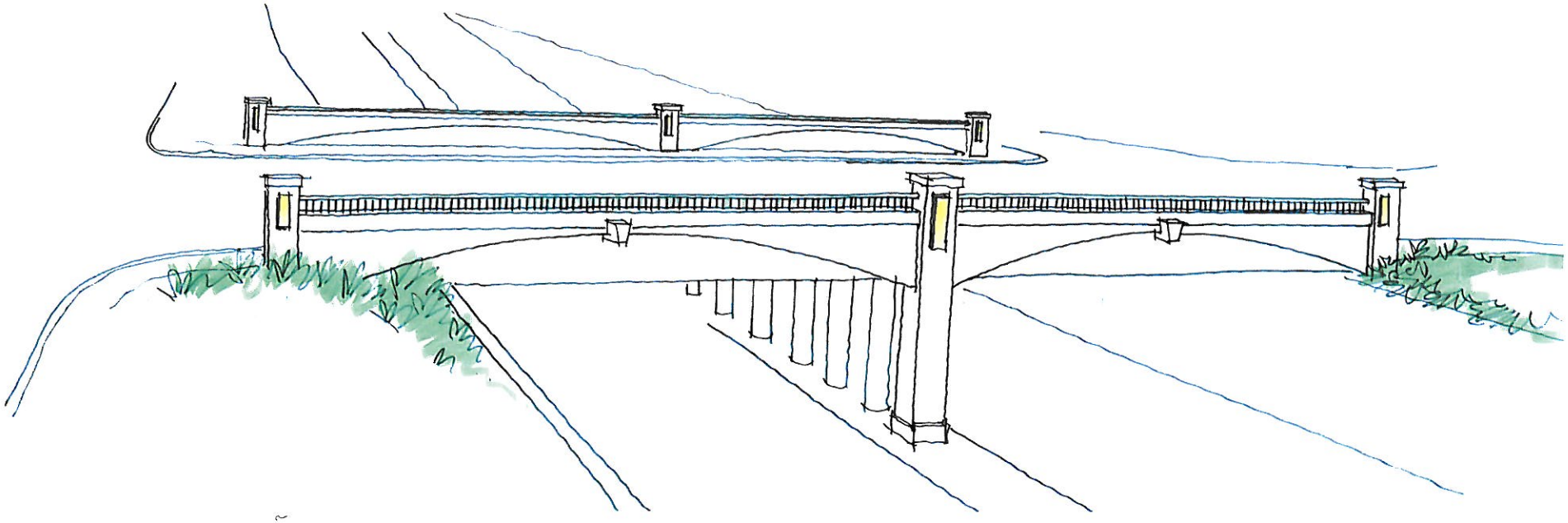
James Walgren, AICP
Assistant City Manager

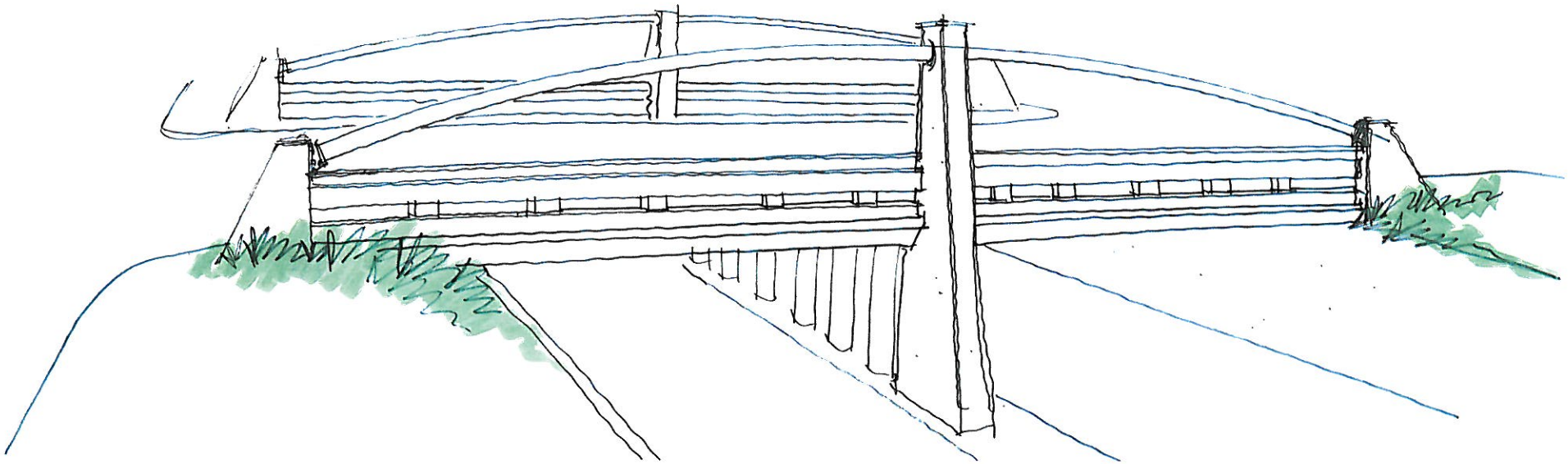


Conceptual Design Alternative One

Loyola Bridge Widening

November 28, 2012

ATTACHMENT 2



Conceptual Design Alternative Two

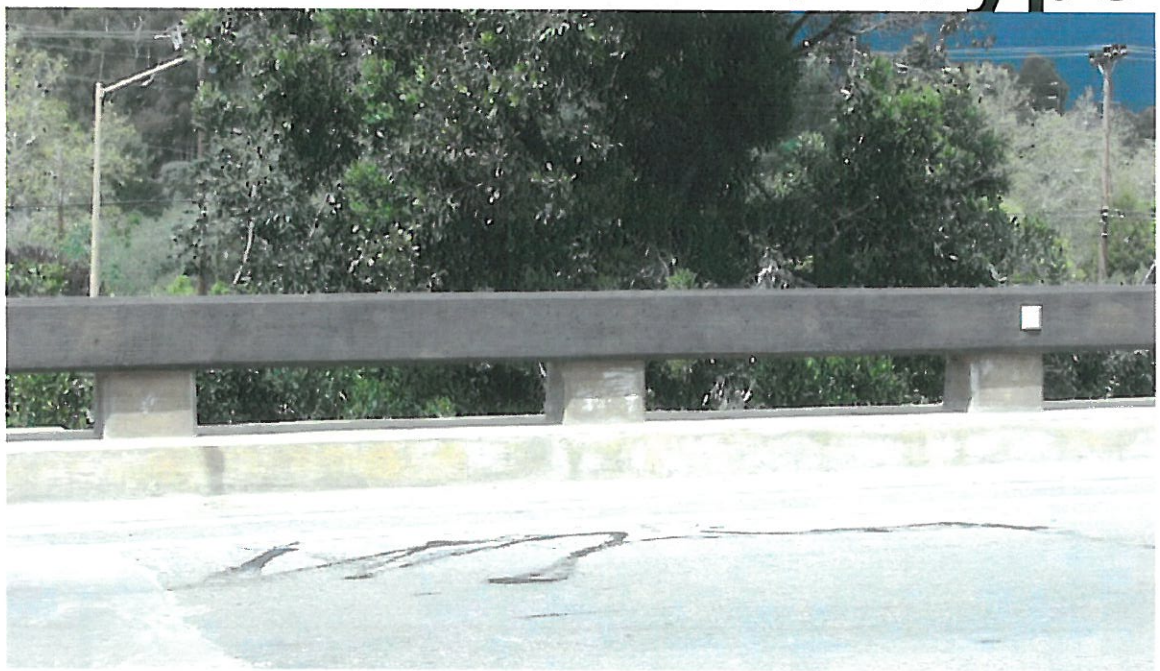
Loyola Bridge Widening

November 28, 2012

Alternative 3

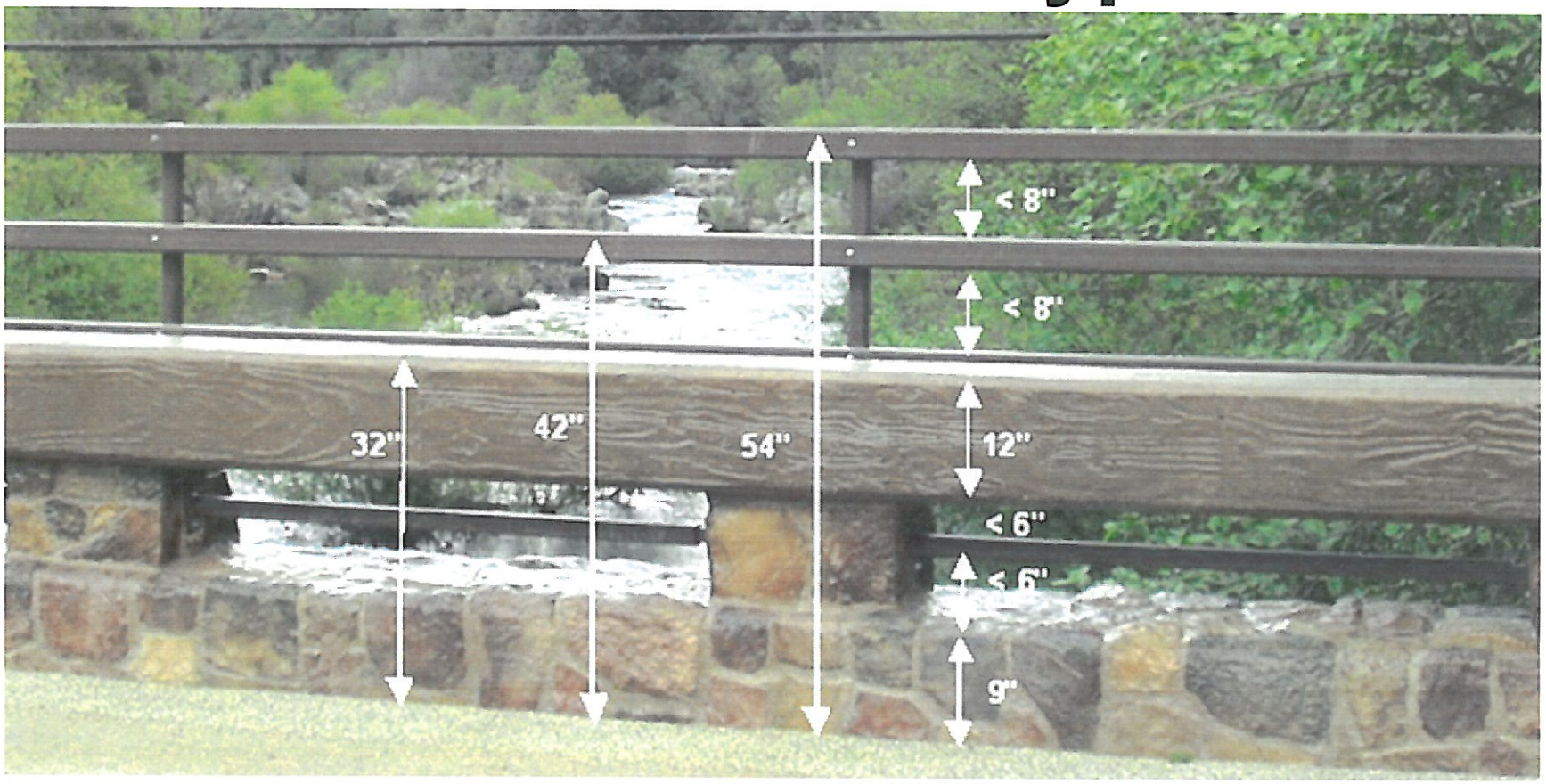
ATTACHMENT 3

Concrete Barrier Type 80



- **Description:** See through concrete barrier.
- **Test Level:** TL-4
- **Standard Plans:** Standard Plans B11-60, B11-61, XS Sheet website
- **Height:** 32" above bridge deck.
- **Comments:** Requires addition of steel rail on top to increase height to a minimum of 42" as well as modification of the clear opening for use as a pedestrian/bicycle rail.
  - *Successfully used on past projects in the Coastal Zone.*

Concrete Barrier Type 80

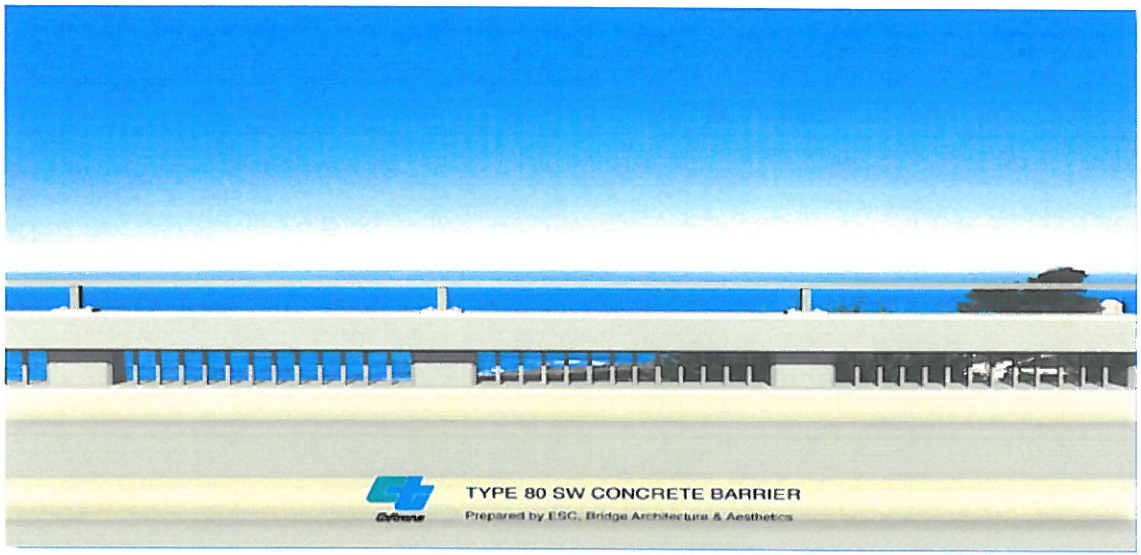


- Photo of Concrete Barrier Type 80 - Modified with Architectural Treatment and with Bicycle Rail Offset 15" from Rail Face.

Concrete Barrier Type 80

Sheffield Drive Bridge
Santa Barbara County

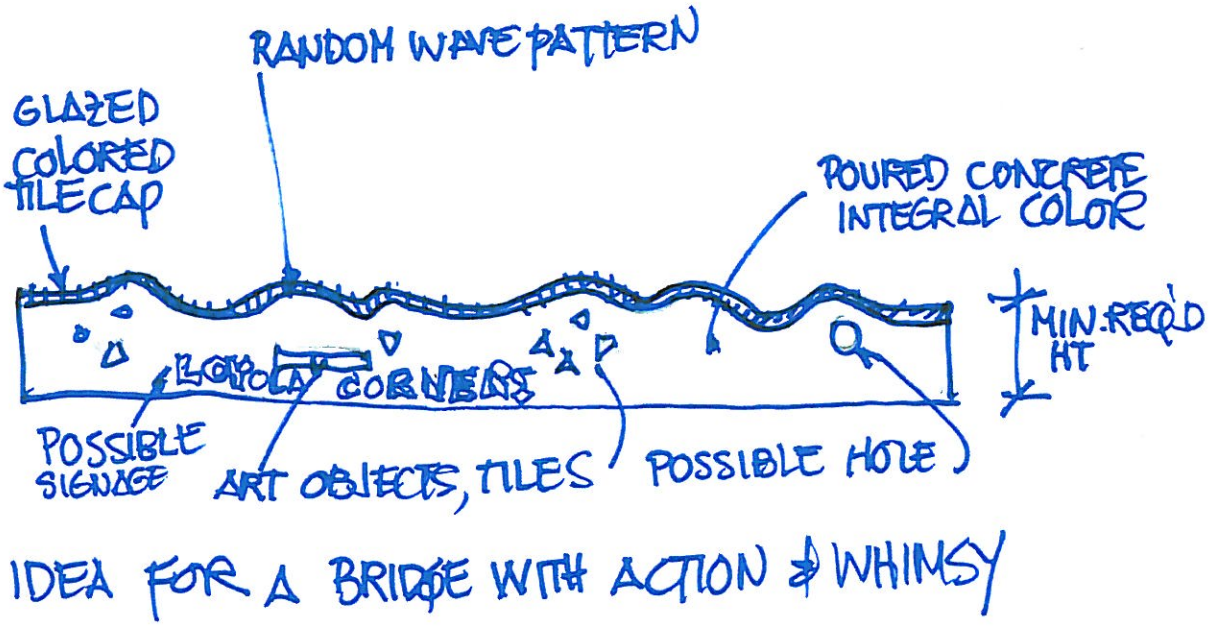
Concrete Barrier Type 80SW



- **Description:** See through concrete barrier with a raised sidewalk.
- **Test Level:** TL-2
- **Standard Plans:** Standard Plans B11-62, B11-63, B11-64
- **Height:** 42" above sidewalk (32" See-through concrete barrier plus 10" of handrail). 8" high sidewalk/curb next to traffic (9" at edge of deck).
- **Comments:** Cannot be used on bridge decks with high speed vehicular traffic (greater than 45 mph).

Concrete Barrier Type 80SW

Canal Street Bridge
El Dorado County



IDEA FOR A BRIDGE WITH ACTION & WHIMSY