



Agenda Item: 10.A
Date of Meeting: September 9, 2024
Department: Public Works

STAFF REPORT

To: City Council
From: Nora Gamino
Subject: **East Line Street Bridge Replacement Project – Crosswalks and Railings**
Prepared On: August 30, 2024
Attachments: East_Line_Street_PC_Presentation
Transcribed_Comment_Card_Index__Anonymous

Background/History:

The City of Bishop is currently working on the design phase of the East Line Street Bridge Replacement Project. The project will replace the existing East Line Street Bridge with reinforced concrete box (RCB) culvert sections. The project is proposing a new sidewalk on the southern side of East Line Street and a new sidewalk connection on the north-west side of East Line Street. The project may include barrier rails, pedestrian crossings, pedestrian refuge islands, traffic signage, and gateway signage.

The final roadway design has not yet been determined yet because the City needed to complete the required review under the California Environmental Quality Act (CEQA) and file a Notice of Determination with Caltrans prior to the design funds being allocated. The city adopted a Mitigated Negative Declaration for the project on March 11, 2024 and received the design funding allocation in the environmental compliance on May 28, 2024.

A public engagement session was held in May 2023 to seek public input and feedback on possible roadway design features. Now that the city is approved to continue with designing the project, a final decision about project features must be made. Specifically, the location of potential crosswalks, traffic calming measures, and railing type need to be determined.

Analysis/Discussion:

The bridge is being widened to accommodate safe pedestrian and bicycle routes across the bridge. Additional non-motorized safety improvements will include at least one crosswalk and traffic calming measures. The need for these improvements was reinforced by the comments received during the public engagement session.

There are two choices for crosswalk location, either in the middle of the bridge or to the east and west of the bridge. Both options can be paired with a center median strip to provide visual

narrowing to slow traffic down. The center crosswalk location could also be paired with curb extensions (bulb-outs) to provide for visual narrowing, rather than the center median. Each of these options has a unique set of pros and cons, which can be found in the attached presentation.

Staff recommends Option 2 with the crosswalk located in the middle of the bridge with a center median. This recommendation is made based on the following benefits:

- It is the most central location, which provides users from all locations equal access to the crossing.
- It requires a shorter planted median which achieves the same traffic calming effect at a lower cost than a longer median.
- The center median is preferred over the curb extensions (bulb-outs) because it includes a pedestrian island for increased safety.

The downside to the staff recommended crosswalk location with center median, is that a gateway sign would need to be located to the north of the road and would likely require easement or right of way acquisition from LADWP.

This bridge is a gateway to the City of Bishop and notably it is the gateway from the airport.

Because this is the first opportunity to welcome people to the city, the visual aesthetics of the bridge railing are important. There will be a barrier separation between the roadway/bike lane and the pedestrian path. Railing is also required on the outside edge of the pedestrian path to prevent users from falling into the canal. There are several different railing or barrier options, which are included in the attached presentation.

The railing options are based on different aesthetics, levels of pedestrian safety, and cost effectiveness. The staff recommendation for railing type is option 6, which balances these three things. While it did not receive the most public support during the engagement session, it could be modified to add artistic elements to the outside railing to increase appeal.

Gateway signage is another design element that needs to be determined. While examples of different types of gateway signage are included in the presentation, more public engagement and input is needed to determine the specific design of the sign. This will be discussed at a later stage of the project. Importantly, the decision on the location of crosswalks and traffic calming will inform the constraints of the gateway sign location. The staff recommended crosswalk layout with center median will not allow for a gateway sign in the center median.

Also, based on public input, staff will not be carrying the overhead suspended sign into future gateway sign discussions.

This presentation was provided to the City's Planning Commission on July 30, 2024 with a recommended action to approve the design layout for crosswalks, traffic calming measures, and railing style. The planning commission voted to move forward with crosswalk option 3 and railing design 6. It was later determined that the Planning Commission lacked the authority to make such a decision. As such, the Council is requested to consider the Planning Commission's action on July 30, 2024 as a recommendation and to provide final design direction to staff.

Economic Impacts:

None

Budget Impacts:

None

Legal Review:

City Attorney Pucci has reviewed this item and finds that the recommended action complies with the law.

Recommended Action:

Review planning commission action and provide direction to staff.

Approved By: Ethan Aukee 9/4/2023

Approved By: Robin Picken 9/4/2024

Approved By: Deston Dishion 9/4/2024

Approved By: