

TO: James L. App, City Manager

FROM: Ronald Whisenand, Community Development Director

SUBJECT: Highway 101 Median Barrier Project Recommendations

DATE: April 20, 2010

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Needs: Consider and provide recommendations to Caltrans on a modified Highway 101 median barrier project

Facts:

1. On February 2, 2010, the Council reviewed Caltrans' design for the median barrier on State Route 101.
2. The Council indicated a willingness to accept the concrete barrier and enhanced landscape plan but requested that Caltrans come back with two design alternatives, including a native stacked stone option as well as a design that is more abstract or artistic.
3. Council also requested that Caltrans explore an access break in the barrier to allow the passage of emergency vehicles. Caltrans has indicated that such a break would result in loss of a significant portion of landscaping and does not meet State design standards. Furthermore, the City's Emergency Services Chief has indicated (see attached memo) that a break is not necessary for City emergency response and could in itself create safety issues for emergency personnel and equipment.

Analysis &  
Conclusion: The revised design evaluated in February included the following changes:

- Increase the extent of dual barrier stretches that will allow additional landscaping
- Reduce the paved shoulder width from 9 to 7 feet
- Increase the spacing of dual barriers from 13 to 17 feet to allow more substantial plantings
- Use of a variety of ornamental tree species that have canopies that can grow beyond the barrier limits but not over the travel lanes
- More substantial tree plantings with 140 new trees in the median
- Planting of ornamental grasses on the outside of single barrier stretches
- Save and enhance existing oleanders in areas where the dual barriers are proposed

The design options being presented at this meeting include:

- Use of a stamped and colored concrete to emulate an Adelaida stacked stone wall.
- Three artistic stamped options including:
  - Architectural Concept
  - Layered Hills Concept
  - Rolling Hills Concept

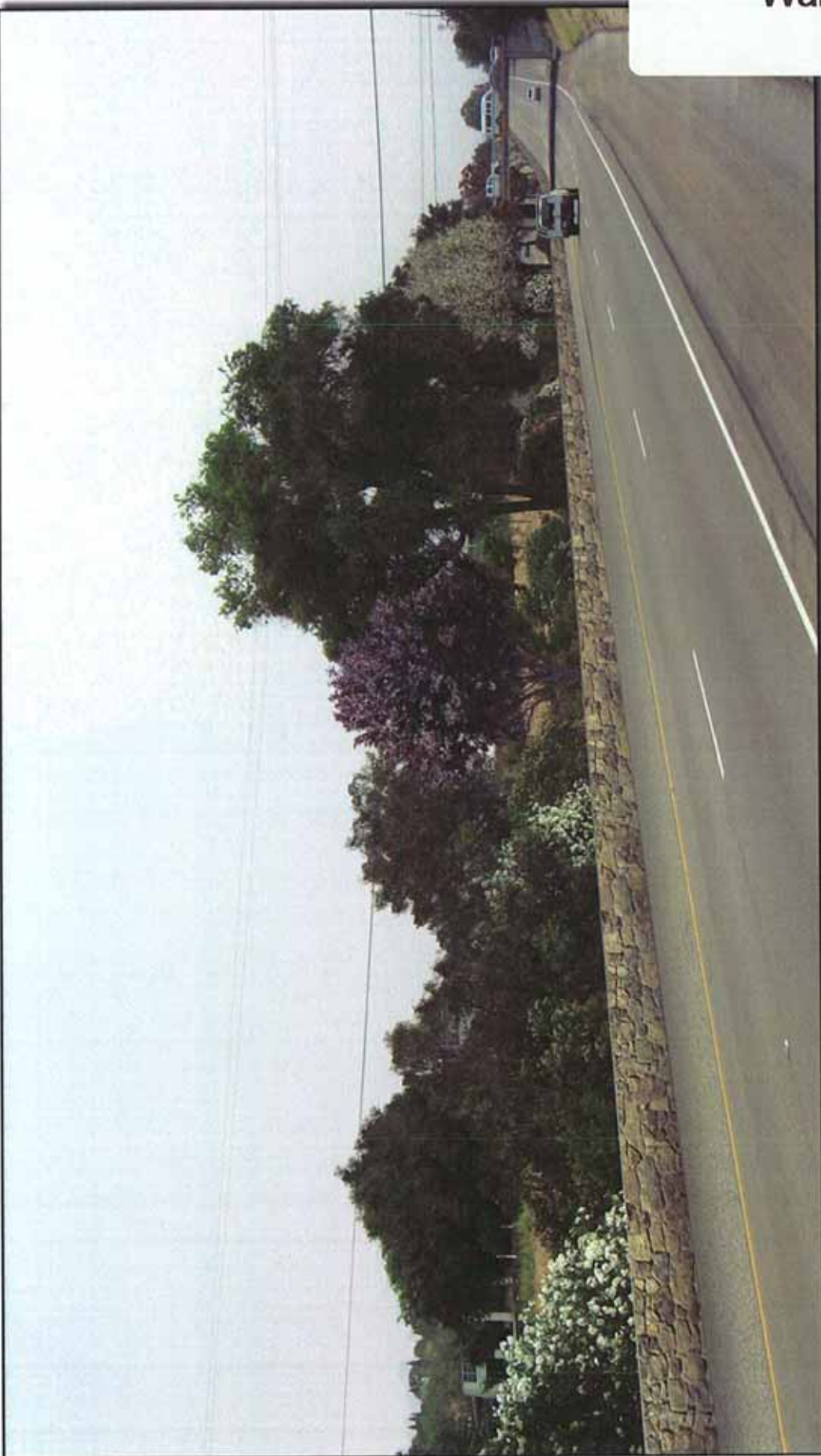
The landscape plan and other project features remain unchanged.

- Options:
- a. Provide Caltrans with feedback on the preferred treatment for the proposed concrete barrier.
  - b. Amend, modify or reject the foregoing options.

Attached:

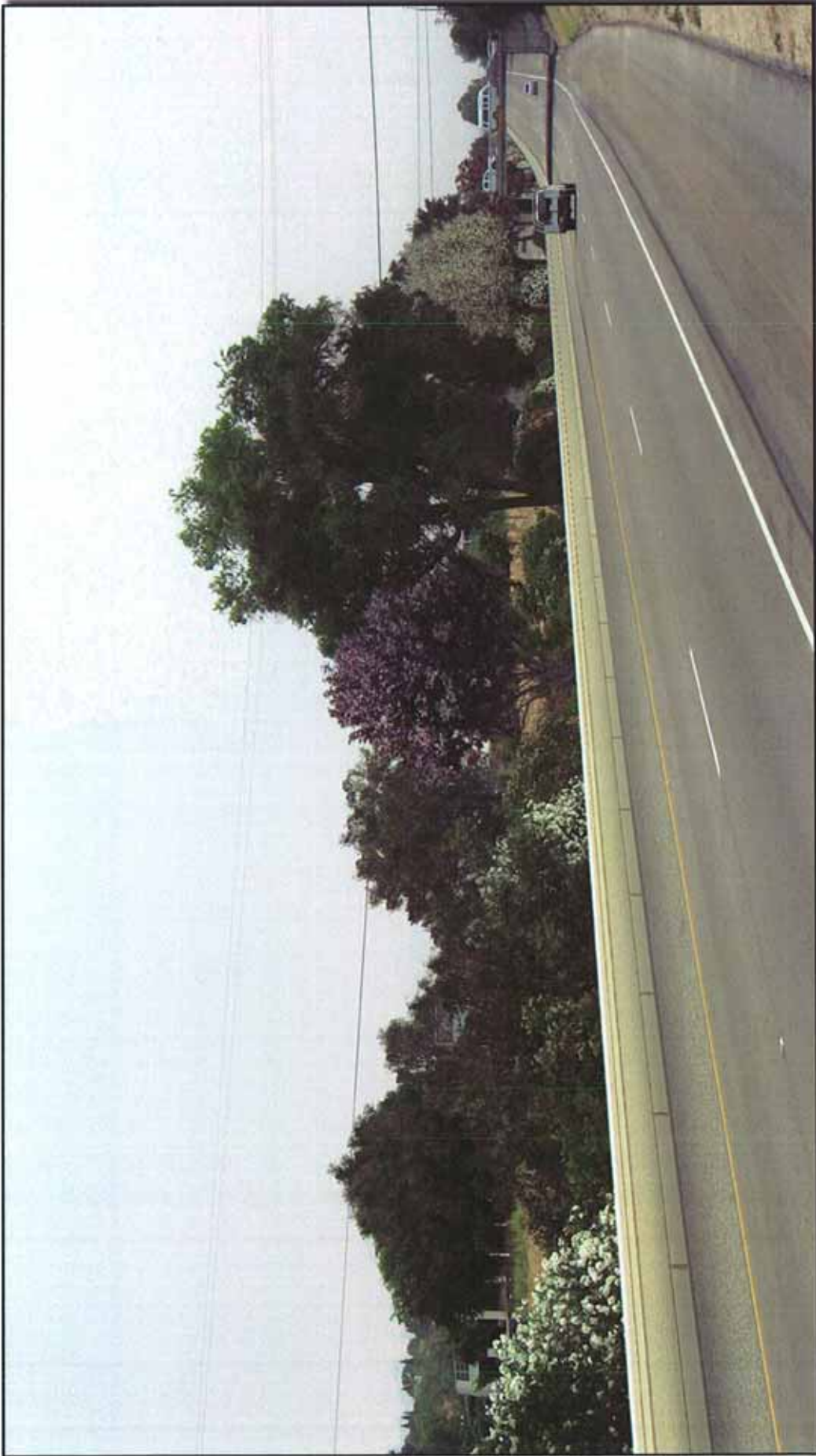
1. Wall Simulations
2. Emergency Services Memo

Attachment 1  
Wall Simulations



SOUTHBOUND  
AT STRAIGHT SECTION NORTH OF 13th ST

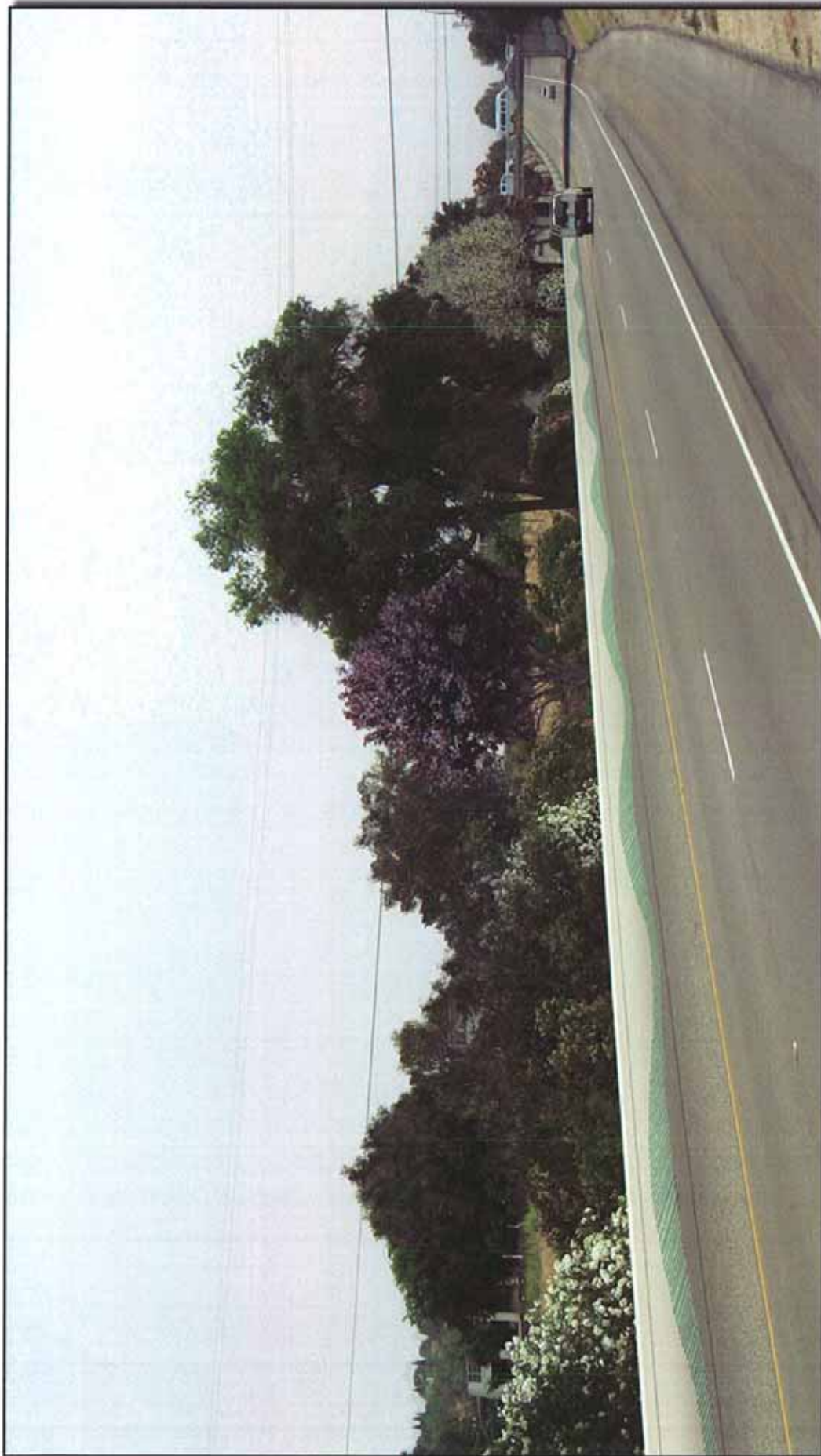
ADELAIDA STONE WALL CONCEPT



SOUTHBOUND VIEW  
AT STRAIGHT SECTION NORTH OF 13th STREET

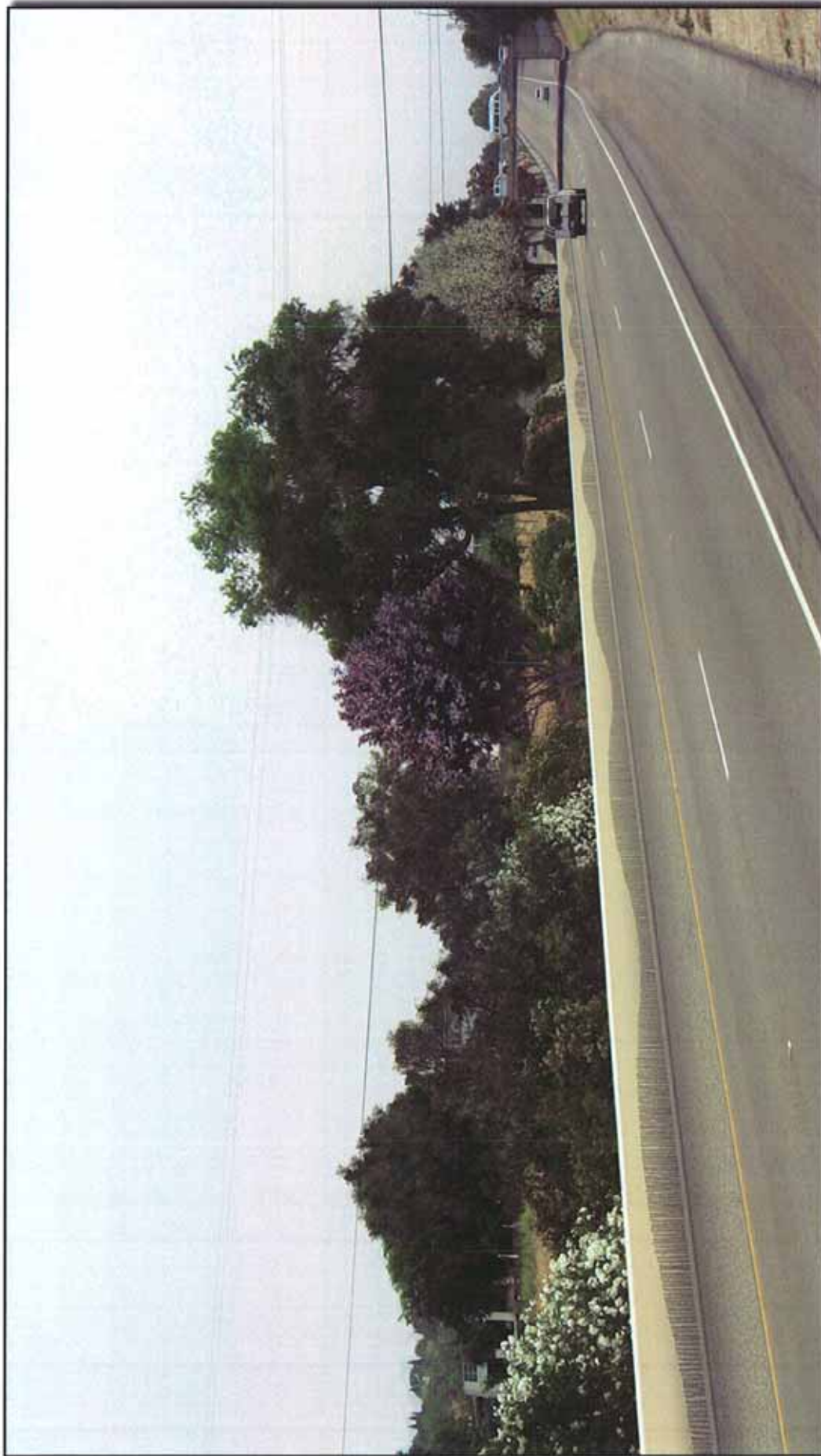
ARCHITECTURAL CONCEPT





SOUTHBOUND VIEW  
AT STRAIGHT SECTION NORTH OF 13th STREET

LAYERED HILLS CONCEPT




SOUTHBOUND VIEW  
AT STRAIGHT SECTION NORTH OF 13th STREET

ROLLING HILLS CONCEPT

## Attachment 2

# Emergency Services Memo

To: Ron Whisenand, Community Development Director

From: Ken Johnson, ES Chief 

Date: March 16, 2010

Subject: CalTrans 101 Median Barrier Project

We have spent some time reviewing the opportunities and challenges associated with altering the 101 median running through our community. We were unable to establish significant emergency operations concerns associated with the proposed project.

There are several turn-around points that we've used from time to time, although I doubt any of these were sanctioned or otherwise met the State requirements as approved access points. These have been used more as a convenience, subject to safety considerations (traffic congestion/flow, weather, etc.). The most important turn-around has been immediately north of the Niblick bridge. Its elimination would require travelling south to 46 West in order to respond to north-bound accidents between Niblick and 13<sup>th</sup> streets. The north-bound roadway section between 46 West and Niblick is covered as part of the City's automatic aid agreement with CAL FIRE.

Eliminating all turn-arounds enhances safety by necessitating our response always be with the normal course of traffic. The installation of a standard height concrete divider through much of the corridor also improves our ability to access traffic collision sites from either side of the highway. Much of the existing barrier vegetation prohibits the transfer of equipment from one side of the highway to the other, dictating the need for a great deal of our turn-around travel now.