

MEMORANDUM

DATE: February 5, 2008

TO: Patrick D. O’Keeffe, Executive Director

FROM: Economic Development & Housing

SUBJECT: South Bayfront Pedestrian-Bicycle Bridge: Consideration of Incorporating Elevators in the Bridge Design

RECOMMENDATION

The South Bayfront Pedestrian-Bicycle Bridge Project Committee is requesting the Redevelopment Agency consider allowing the Project Committee and design team to investigate incorporating one or two elevators in the bridge design. The Project Committee would like to evaluate the costs and benefits of incorporating an elevator on one or both sides of the railroad tracks. This evaluation would include an assessment of construction, maintenance, and operating costs, design modifications to the bridge landing and ramps, accessibility for disabled users, and pedestrian and bicycle access.

BACKGROUND

In March 2007, the Redevelopment Agency issued a Request for Proposals (RFP) for the design of the South Bayfront Pedestrian-Bicycle Bridge (the “Project”), and appointed a Project Committee comprised of residents, bicycle and pedestrian representatives, businesses and two Agency members to guide the development of the Project. The RFP explicitly stated that an elevator would not be included in the Project scope of work. In August 2007, the Agency executed an agreement with Biggs Cardosa Associates for the design and engineering of the bridge. At the September 18, 2007 meeting, the Agency accepted the Project Committee’s recommendation that the east landing be designed so that an elevator could be added in the future, but not be included in the current project. All relevant documents tracking the history of the Project are found on the project website at <http://www.ci.emeryville.ca.us/econdev/sbpedbikebridge.html>

The January 25, 2008 Project Committee meeting was hosted by Bay Street at which the Project Committee inspected the location of the ramps, bridge, landing locations and other features as proposed in the most recent schematic designs. As a result of this site visit, several Project Committee members reacted negatively to the length and scale of the proposed ramps. These Committee members were concerned that the current design requirements eliminating the use of elevators were constraining project design. It was their opinion that the elevators should be considered as a design and access alternative. After discussing this issue, the Project Committee voted to recommend that the Agency remove the restriction against consideration of elevators, and allow the Project Committee and design team to study including an elevator on one or both sides of the railroad tracks. The motion passed 6-1 (John Fricke).

DISCUSSION & ANALYSIS

The South Bayfront Pedestrian-Bicycle Bridge Project Committee is requesting the Redevelopment Agency consider allowing the Project Committee and design team to investigate incorporating one or two elevators in the bridge design. The elevator issue has been previously discussed in the context of this project. In 2003, the Council was considering several alternatives to the project, one which included elevators. One alternative included two elevators, which were estimated to cost \$1 million. Another alternative included 10 feet wide, 500 foot ramps, which were estimated to cost \$1.2 million. Cost estimates presented in 2003 are presented as Attachment 1. Biggs Cardosa, the Agency's engineer on the project, estimates that costs have increased by 50 percent since 2003. Based on the City Council direction, staff will refine estimates of construction, maintenance, and operating costs for elevators that can be compared to the cost of including ramps, as currently envisioned, in the project

There are several advantages and disadvantages to incorporating an elevator in the design, some of which are summarized below.

Advantages

1. An elevator has a small footprint. Incorporating an elevator in the design allows for the reduction or elimination of ramps in the Project. This is particularly important considering the site location of ramps on the west side of the bridge, behind the Bay Street garage, is quite constrained. If ramps were limited or removed on the east side, more park area would be available to users.
2. The elevator tower can serve as a focal design element, and enhance the bridge feature.
3. An elevator will be easy to construct and may be accommodated in the project budget.
4. An elevator can be designed using glass for visibility to address security issues.
5. An elevator would provide improved accessibility to disabled persons.

Disadvantages

1. Elevators require an operating and maintenance budget that would be funded through the City's General Fund, since Redevelopment Agency funds cannot be used to fund operating and maintenance costs.
2. Elevators are more subject to vandalism.
3. If elevators are installed in lieu of ramps, it will be necessary for bicyclists to dismount.
4. If a west elevator is installed in lieu of the lower part of the ramp, and a ramp was included that connected cyclists to the Bay Street garage, cyclists may exit through the garage instead of using the Bay Street elevator.
5. An elevator on the west side would not tie into the restaurant level of Bay Street.

If the Agency approves the Project Committee's recommendation, the Project Committee will explore the tradeoffs of including an elevator on one or both sides of the railroad tracks. The Project Committee will evaluate the impact of including an elevator on construction and maintenance costs, safety, bridge and ramp design, as well as pedestrian, bicycle, and disabled access.. Findings from this assessment will be discussed at future Project Committee meetings and forwarded to the City Council for consideration.

FINANCIAL CONSIDERATIONS

It will be necessary to supplement the design budget to allow additional design studies and analysis, and public outreach. At a future meeting, staff will also provide information on how the project budget and schedule may be affected.

IGNACIO DAYRIT
CED Coordinator

HELEN BEAN
Director of Economic Development and Housing

APPROVED AND FORWARDED TO THE EMERYVILLE REDEVELOPMENT AGENCY

PATRICK D. O'KEEFFE
Executive Director

Attachments:

Attachment 1: Emeryville Access Options – 2003

EXHIBIT 'A'

EMERYVILLE PED OH
ACCESS OPTIONS

POSSIBLE OPTIONS	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
DESCRIPTION	Stairs & Elevators	350' Ramps 10' wide, and Stairs	500' Ramps 10' wide, and Stairs	350' Ramps 8' wide, and Stairs	500' Ramps 8' wide, No Stairs	350' Ramps 8' wide, No Stairs
ITEMS						
	COSTS					
Overhead Structure with Lighting (300')	\$2,700,000	\$2,700,000	\$2,700,000	\$2,700,000	\$2,700,000	\$2,700,000
Two 10' wide 350' Long Ramps with Lighting	\$850,000	\$850,000				
Two 8' wide 350' Long Ramps with Lighting	\$780,000			\$780,000		\$780,000
Two 10' wide 500' Long Ramps with Lighting	\$1,200,000		\$1,200,000			
Two 8' wide 500' Long Ramps with Lighting	\$1,100,000					
Two Stairs with Lighting	\$250,000	\$250,000	\$250,000	\$250,000	\$1,100,000	
Two Elevators with Lighting	\$1,000,000					
Grading, Sidewalk, and Related Work	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
SUBTOTALS						
20% Construction Contingency	\$4,000,000	\$3,850,000	\$4,200,000	\$3,780,000	\$3,850,000	\$3,530,000
10% Design Support, Administration, and Inspection Services	\$800,000	\$770,000	\$840,000	\$756,000	\$770,000	\$706,000
	\$400,000	\$305,000	\$420,000	\$378,000	\$385,000	\$353,000
Preliminary Construction Project Estimate	\$5,200,000	\$5,005,000	\$5,460,000	\$4,914,000	\$5,005,000	\$4,589,000