
CITY OF SANTA ROSA
US HIGHWAY 101 BICYCLE & PEDESTRIAN OVERCROSSING

Online Public Meeting - Summary

Wednesday, December 8, 2021, 5:30-7:30 PM

Online Zoom Webinar with Spanish Interpretation

Meeting Format

The City of Santa Rosa conducted an online Public Meeting for the US 101 Bicycle and Pedestrian Overcrossing on December 8, 2021, at 5:30 PM, using Zoom Webinar. The meeting was joined by 40 Attendees, excluding Panelists. Attendees were not required to register for the meeting prior to joining and could access the meeting via the public web address and/or telephone call-in number that was included in meeting invitations, mailers, electronic newsletters, and posted on the project webpage. The meeting's Key Panelists were:

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| 1. Grant Bailey, City of Santa Rosa | Facilitator |
| 2. Steve Brown, City of Santa Rosa | Host |
| 3. Steven Grover, SGA Architecture & Engineering | Main Presenter |
| 4. Charles Idyk, International Effectiveness Center | Spanish Interpreter |
| 5. Pablo Rodas, International Effectiveness Center | Spanish Interpreter |

Also in attendance were Additional Panelists, who were available to provide additional information and support during the meeting. These individuals were:

1. Paul Lowenthal, Santa Rosa Fire Department
2. Nancy Adams, City of Santa Rosa
3. Carmelo Cecilio, BKF Engineers
4. Ahmad Rahimi, Caltrans District 4
5. Oscar Tsai, SGA Architecture & Engineering

Grant Bailey (GB) opened the meeting, introduced Steve Brown (SB) as Host, introduced the Spanish Interpreters, and provided instructions for how to hear the meeting in Spanish. SB provided meeting ground rules. GB began the slide portion of the meeting by discussing the meeting agenda, project background and milestones, and next steps for the project.

GB emphasized that the intent of the meeting was to update the community about the project and to provide a forum for sharing new questions and comments. GB then introduced Steven Grover (SG) to give the main presentation.

SG's presentation began by briefly reviewing the existing neighborhood street context, project design goals, and history of community and stakeholder meetings since the project began in 2007. SG then provided a summary of the November 4th Design Review Board (DRB) meeting and presented a series of rendered visualizations depicting the asymmetrical single-pylon cable-stayed bridge design that was unanimously supported by the DRB. Lastly, SG reviewed several additional interests and concerns expressed by the community following the project's environmental phase and discussed how the City and project team were addressing each of them.

SG's presentation was followed by a question-and-answer period moderated by GB. At the start of the question-and-answer period, GB introduced the Additional Panelists, and SB instructed attendees to click "Raise Hand" or the hand icon if they have a question to be called on to speak. Attendees were also able to type their questions and comments in the Chat. Call-in attendees were instructed to press *9 to raise their hand. Attendees who raised their hands were called on by SB and asked to unmute themselves before asking their questions. GB received attendees' questions and provided a response or deferred to another Panelist. If questions and comments were typed in the chat, Oscar Tsai (OT) read them aloud for interpretation and for Panelists to respond. During the question-and-answer period, GB restated that a recording of the meeting, with closed captions, will be posted to the project webpage by Friday. A summary of the questions and comments is provided below, and individuals who stated their name for the record are identified with their surnames.

After receiving no more raised hands or typed questions, GB closed the question-and-answer period. In his closing remarks, GB thanked Attendees, Panelists, and Interpreters, and restated that a recording of the meeting, with subtitles, would be posted to the project webpage. GB invited attendees to visit the project web page and to contact him with any additional questions or comments, before concluding the meeting at 7:30 PM.

Questions and Comments

1. Thomas Ells

- Thomas stated that he is an anthropologist and civil engineer. He asked if the conflicts between the overcrossing and aerial utilities have been studied, what party is responsible for the relocation of utilities, and what is the cost?

- Carmelo Cecilio (CC), of BKF Engineers, stated that an analysis of conflicts was conducted during the project's environmental phase and that the project team is coordinating with the affected utility companies and

arranging to relocate the lines. CC added that depending on the disposition of lines, they may be undergrounded in some locations.

- GB stated that there are Master Agreements in place between the City and different utility companies that include identification of shared costs. GB added that the project's right-of-way phase, which includes right-of-way acquisitions and utility relocations, is estimated to cost \$2.3 million, and a significant portion of the cost is expected to go to utility relocation.
- Thomas stated that he has been following the project for a long time with the Transportation and Land Use Coalition and was pleased that it is located at Edwards-Elliott, instead of Bear Cub. He expressed that the bridge does not appear to identify Santa Rosa, Sonoma County, or the Redwood Highway, so the coalition proposed artwork that was submitted to the DRB that related to Snoopy and SMART. He asked if art could be considered for the bridge to "connect SMART and the Schulz Museum—places that make it a placemaking structure."
 - GB restated the DRB's position that the overcrossing itself should be the art piece and that additional artwork could be located at the landings. He added that since public artwork is outside of the DRB's purview, however, city staff will meet with the Art in Public Places Committee in February to receive its input on if art should be included in the project, and if so, how. GB described his understanding of the public art process to include the Committee's decision to include art, the preparation of a request for proposals (RFP), approval of the RFP by the Committee, and the release of the RFP. He stated that through that process, the Schulz Foundation could submit a proposal for Peanuts-related artwork for evaluation.

2. Steve Soldis

- Steve stated that he is the owner of the building at 1955 Cleveland, at the corner of Cleveland and Edwards. He stated that "the design of the bridge is beautiful," and "it will be a great addition to the neighborhood."
- Steve expressed that increased patrolling by police will not be effective against homeless encampments and asked what guarantees and assurances would the neighborhood have that homeless people will be prevented in the area.
 - GB stated that the City will continue to work with the police to address loitering and encampments.
 - SG described a variety of design strategies to deter homeless encampments, including using rocks, lighting, and a sidewalk configuration to activate the space under the structure with pedestrians.

- Steve stated that street parking on the north side of Edwards was removed with the construction of Dick's, and when Coddington and Dick's prohibit neighborhood residents from parking in their lots, there will be a parking problem. Steve asked if more parking can be designed with the bridge project.
 - GB stated that there will be no net loss of parking along Edwards and that the City is pursuing a separate project that adds improvements on Edwards, including more street parking where feasible. GB added that the separate project is still being programmed but anticipates it to be completed at approximately the same time as the overcrossing.
 - Steve stated that he owns the building across the street from the project, which has an underground parking garage and could be damaged from constant pounding during bridge construction. Steve asked if there would be an assessment before and after construction, as well as compensation for damages, including interruptions to business operations.
 - GB stated that assessments would be performed per the environmental document, before and after the construction activity, to ensure that no damage is caused to surrounding structures; however, pile driving is not anticipated.
 - SG confirmed that pile driving is not anticipated for the project's foundations, and drilled shafts are proposed instead, which would not result in the type of pounding and vibrations that Steve described.
 - Typed via Chat, "The bridge is inviting homeless and as a building owner I see enough coming onto my property and the last thing I need is to look at encampments."
 - Typed via Chat, "Art is nice and adds value but this is not a Shultz bridge... there are many art concepts that can be considered and should be looking into after the bridge is built."
 - Typed via Chat, "A small few people who love Snoopy should not be directing what art should be on the bridge. This should be a community as a whole once we determine where the art should be placed. The bridge should be clean and the design as it is displayed in proposal is a nice art piece. Do not turn this into an entrance into Disneyland with cartoon characters."
3. John Sutter
- John stated that he has lived at 618 Victor Drive, one block north of Elliott, for over 20 years, and "is a strong supporter of the bridge." John liked the proposed cable mesh fencing instead of chain link and thought the bulb-out at the Edwards crosswalk was a great idea to minimize travel distances for pedestrians. John

stated that in the words of a major-city urban planner, “if you want a successful downtown, build it around the pedestrians, not around cars.”

- John expressed that homelessness is a problem everywhere, and once or twice a week, he has to clean up debris left by homeless people in front of his business on Central Avenue. He added that homelessness is a citywide problem, if not a nationwide problem, and part of the problem is that California’s climate is so inviting; therefore, the problem won’t be solved by minor changes to the bridge structure.
- John stated that by being so close to the new student housing building being constructed, the construction noise was annoying, but he did not experience any ground shaking.
- John concluded his comments by stating that Mr. Grover was doing a wonderful job that will be a credit to the City for decades and that the bridge is going to be good for Coddington, SMART, the SRJC, and be memorable on the freeway to help distinguish Santa Rosa. He stated that there is an opportunity to tie the bridge to the Snoopy museum and the City’s history as the home to the creator of Snoopy, and to “please make this Snoopy’s bridge.”
- Typed via Chat, “Directional signs are a great idea also.”
- Typed via Chat, “The city needs to e [sic] planning traffic routes at each end of the bridge concurrent with the bridge planning.”
- Typed via Chat, “Just think of what the rainbow paint on the tunnel north of the golden gate bridge adds.”

4. Jan Ogren

- Jan stated that they [sic] are a member of the bike coalition, and that the bridge “looks like it has a beautiful design.”
- Jan asked for a detail of how the traveled way will be configured for pedestrians and cyclists, how people using the bridge will be able to get to SMART, and if the connections to the station will have bike facilities.
 - A presentation slide with a cross-section detail of the mode-separation on the traveled way was shown.
 - GB described how users can reach the SMART station on Guerneville Road by traveling on Edward Avenue and Range Avenue, and that wayfinding signage will include the SMART station as a destination.

5. Dylan Prindle

- Dylan stated that the project is “definitely overdue and will be very beneficial in the future.”

- Dylan stated that since the project will be a part of a broader active transportation network, it is important that traffic calming is added to the connecting streets for safety. He added that the bulb-out is a welcome addition and that the City's wayfinding signs need to be updated to stand out more, including distances to destinations, and include graphics to promote and explain active transportation and the use of sharrows.
6. David
- David appreciated the mode separation included in the project and asked if there were any official guidelines for this type of separation and if it will be reviewed by Caltrans.
 - SG explained that this type of mode separation was first used in the Bay Area on the Berkeley Bike Bridge that he was involved with 20 years ago, which was approved by Caltrans, and has since been used on other Bay Area projects. He stated that he is Chair of the Caltrans Pedestrian Advisory Committee and presented Caltrans staff with a study of international examples of bicycle and pedestrian mode separation similar to the design proposed for this project. He added that Caltrans is in the process of improving the Highway Design Manual for bicycle and pedestrian facilities, and mode separation is one topic they are very interested in.
 - David asked for more detail about the two-year construction timeline and process.
 - SG stated that the construction of the principal span over US 101 will involve temporary supports with individual lane closures and that a more detailed anticipated construction schedule and the process can be provided on the project webpage.
 - CC stated that there will be instances where US 101 is temporarily closed at night, one direction at a time, to erect and remove the temporary supports that the superstructure will sit on. He added that the construction process will be staged so that there will always be traffic access and circulation throughout the area.
 - David added that anything the City can do to show that it is making its public transportation infrastructure more usable is positive and that the project's construction schedule should be shortened to provide sooner access to SMART.
7. Eris Weaver
- Eris stated that she is the Executive Director of the Sonoma County Bike Coalition, and that the coalition has "been pushing for the project for about the entirety of

our existence, so we are so happy to see further movement towards it getting done and really happy with the design.” Eris agreed with previous comments about traffic calming. Eris described that to go from Coddington to the SMART station on the south side of Guerneville Road, cyclists have to travel west on the north side of Guerneville Road and pass the station before making a U-turn at the next crosswalk to get back to the south side of the road; or ride their bike the wrong way on the sidewalk. She stated that the City, in conjunction with SMART, should develop a connector to the station.

8. Jenny Bard

- Jenny stated that she is the President of the Sonoma County Bicycle Coalition and has lived in Santa Rosa for 35 years, mostly in the junior college neighborhood. She expressed that she has been waiting for the bridge for over 20 years and is very excited to support the overcrossing and design. Jenny also supported a proposal of artwork “with the Peanuts gang peeking over the bridge,” and would like to see other art and creative elements that showcase walking and biking. She stated that the City needs to show its commitment to addressing climate change and that the bridge can do that. Jenny asked how the bridge can make a bolder statement to address climate change.
 - SG stated that the team spoke with companies that develop automated bicycle and pedestrian traffic counters and is finding a way to add counters to the project, so that usage can be automatically recorded and publicized to show how much the project is helping to get people out of cars.
 - GB recalled that automated counters may have been an idea first suggested by a community member.
- Jenny also asked what other improvements are being made to make walking and biking safer around the landings.
 - Nancy Adams (NA), with Santa Rosa Transportation and Public Works, stated that the Jennings At-Grade Crossing of SMART is still a project that is being pursued by the City to improve east-west connectivity. NA agreed that connecting to SMART through Guerneville Road is difficult and stated that Jennings Avenue, a bike boulevard, connects directly to the SMART path for people to go north to the station or south to downtown. She added that SMART is planning to add a crossing of Guerneville Road to connect to the future SMART pathway to the north but is unaware of the schedule. NA added that on the east side, the City is designing separated bike paths on Armory Drive.

9. Judy

- Judy stated that as an art advocate, the bridge is an “incredible opportunity to make a statement about Santa Rosa, about art, and about commitment to climate action.” Judy stated that she does not think Snoopy will make a statement about the City’s commitment to climate action, but added that the screening on the bridge could be utilized “to create that meaningful statement; not a cartoon character.” She stated that words or simple figures can be incorporated that show climate action, walking and biking, and connecting the east and west sides. She added that there is a beautiful opportunity that shouldn’t be wasted, and “I do want to see art, and I don’t want to see Snoopy.”

10. Roberta Delgado

- Typed via Chat, “Thank you for separately designating travel paths for pedestrians and folks on wheels.”
- Typed via Chat, “The west end of Edwards ends at Herbert. The missing piece is a connection to the Smart Trail that is a short distance from the end of Herbert. I’m guessing there is a right-of-way issue related to the Coddington Mall Apartments. It appears that there are perimeter driveways very close to the Smart Trail. Could something be negotiated for the use of those? And what is in that gap between those driveways and the Trail such that it cannot be used to create a connector?”
- Roberta stated that she is member of the Sonoma County Bicycle Coalition and a member of the Sonoma County Biker Chicks. She clarified her question typed in the Chat by stating that there appear to be driveways around the Coddington Apartments that are adjacent to the SMART Trail but do not connect to it, so she wondered if there was a way to connect the two.
 - GB stated that the driveways and Coddington Apartments are private property so the City has not explored it as a connector to the SMART Trail. However, the City will consider it when exploring future bicycle and pedestrian connections in the area.
 - NA added that Roberta’s question also came up during the development of the North Station Area Specific Plan and confirmed that the area is private property; therefore, making new connections through the area for public access is still a conversation to be had.

11. Robin

- Typed via Chat, “The only safe reasonable access at the moment is to use the sidewalk on the south side of Guerneville Road.”

12. Michael

- Typed via Chat, "I hope the city realizes that unhoused people will probably still camp out under the overcrossing. Hostility against homelessness needs to end until this country can fix the problem. Santa Rosa PD can't fix the problem."
- Typed via Chat, "I agree that it is not easy getting to SMART going westbound on a bicycle"
- Typed via Chat, "Cartoon characters can get a meaningful message across, but I agree that demonstrative art should be placed at the landings."

13. Julie

- Typed via Chat, "This has been such a long time coming. Thank you to all those who kept up the pressure to make this project happen!"
- Typed via Chat, "Yes to traffic calming!"

14. Dwoltering

- Typed via Chat, "The overall structure as proposed appears quite artful and would bring positive attention to the City of Santa Rosa! Other forms of art could be at the landing points!"
- Typed via Chat, "Perhaps, the screening could depict a range of bicyclists and pedestrians."

15. Jenny

- Typed via Chat, "Can't wait for the cycle tracks on Armory!"
- Typed via Chat, "Bicycle counter is a great idea!"