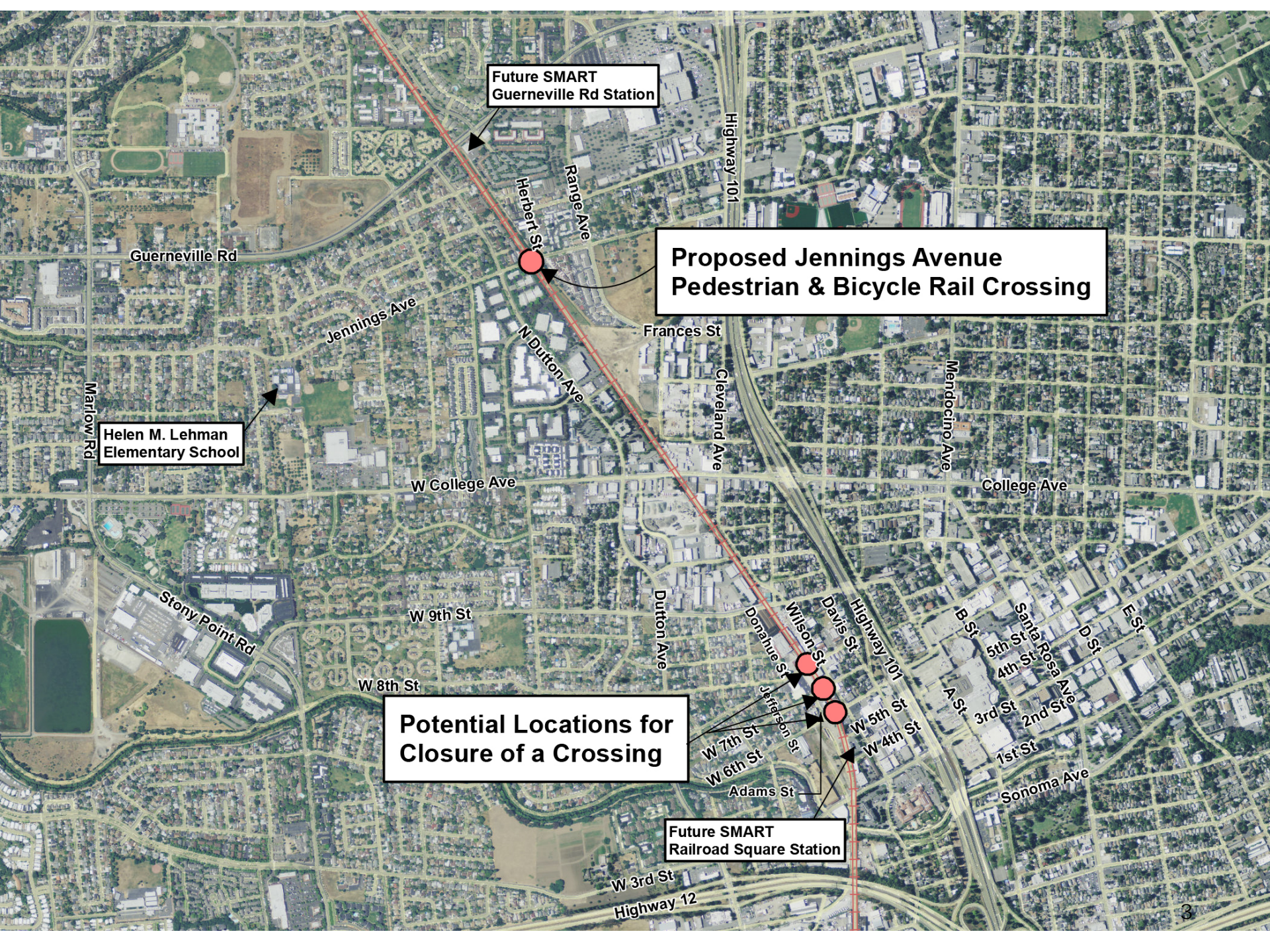


Jennings Avenue Pedestrian and Bicycle Rail Crossing Final Environmental Impact Report

- Consider certification of the Final Environmental Impact Report (EIR) for the Jennings Avenue Pedestrian and Bicycle Rail Crossing



**Future SMART
Guerneville Rd Station**

**Proposed Jennings Avenue
Pedestrian & Bicycle Rail Crossing**

**Helen M. Lehman
Elementary School**

**Potential Locations for
Closure of a Crossing**

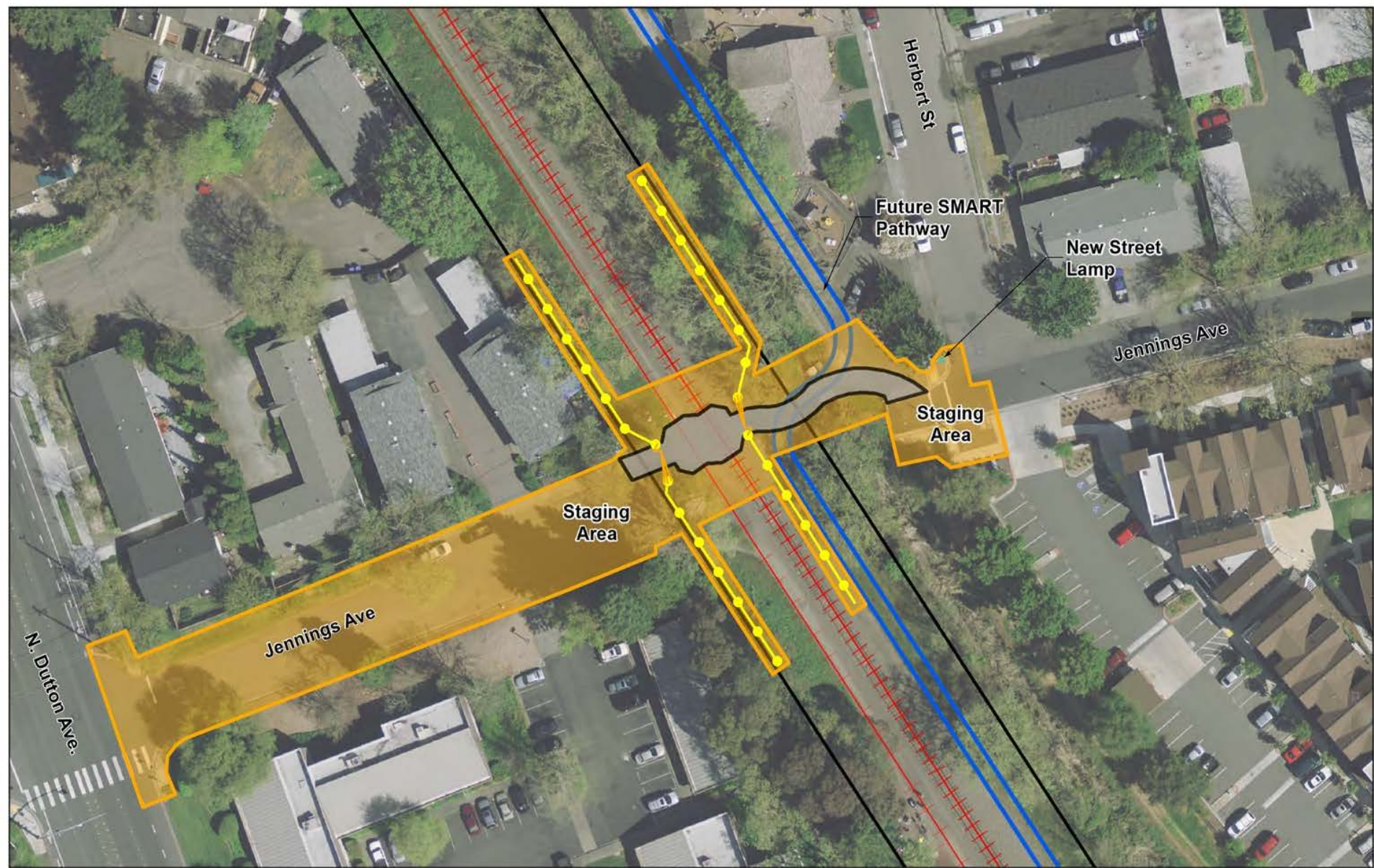
**Future SMART
Railroad Square Station**

- The EIR analyzes the preferred project and an alternative design at the same level of detail
- Council Identified Preferred Project – At-grade pedestrian and bicycle rail crossing, with a closure at either W. 6th, W. 7th or W. 8th Street
- Alternative Design – Pedestrian and bicycle rail overcrossing
- EIR Alternatives – Final EIR includes at-grade crossing with no closure

- At-grade pedestrian and bicycle rail crossing at Jennings Avenue:
 - ❖ Installation of crossing surfaces, warning devices, pathway improvements, electronic signs, exit swing gates and fencing

- Closure of an existing crossing at W. 6th, W. 7th or W. 8th Street:
 - ❖ Removal of existing crossing surfaces and signal components

 - ❖ Addition of guard rail and fencing



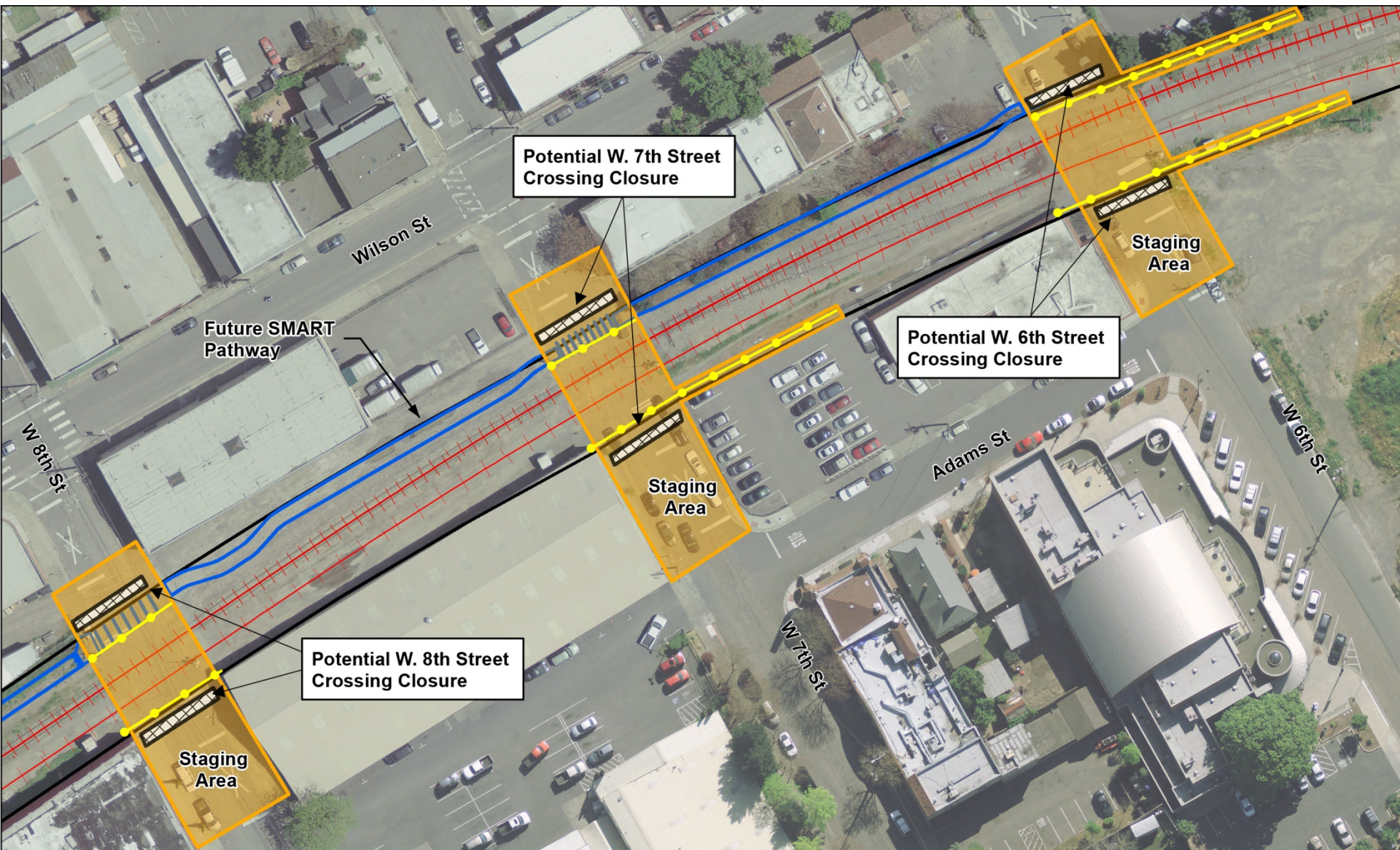
At-grade crossing footprint and staging area



- Existing view from Jennings Avenue looking east

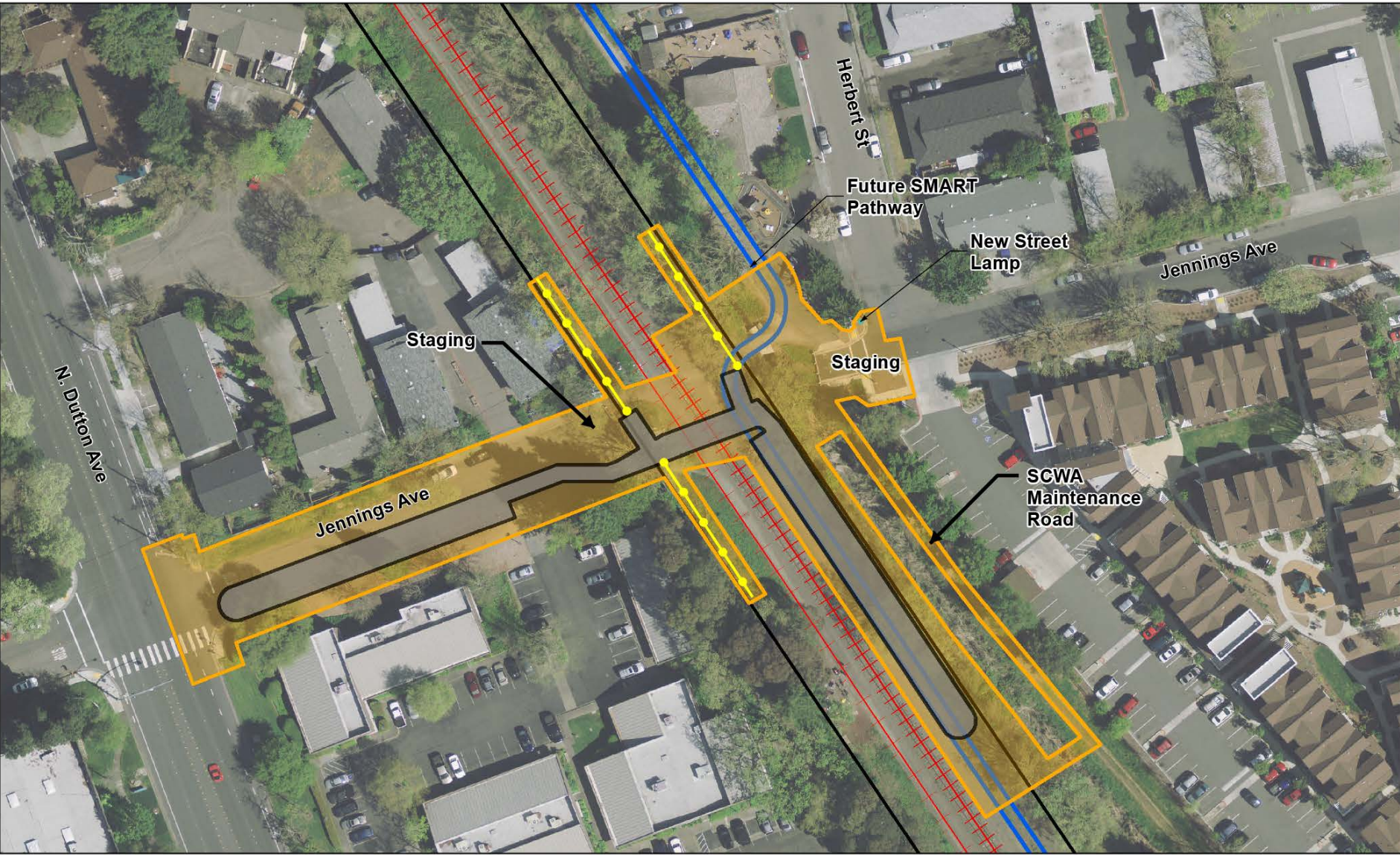


- Visual simulation of at-grade crossing from Jennings Avenue looking east



At-grade crossing alternative locations for closure of one crossing

- Grade-separated pedestrian and bicycle rail overcrossing alternative:
 - ❖ No street closures required
 - ❖ Construction of ramps, stairs and elevated crossing (23 feet of clearance over rail)
 - ❖ Ramps – 450 feet long in both directions to obtain clearance and ADA required slopes



Overcrossing footprint and staging area



- Existing view from Jennings Ave looking east



- Rail overcrossing from Jennings Ave looking east

- Existing view of Jennings Ave looking east from Dutton Ave



- Rail overcrossing looking east from Dutton Ave





- Existing view of Jennings Ave looking west



- Rail overcrossing from Jennings Ave looking west

- California Environmental Quality Act (CEQA) requires agencies to identify, evaluate, disclose to the public, and mitigate to the extent feasible the environmental impacts of proposed land use activities.
- Final EIR must be certified before a project can approved.

- November 12, 2013: Notice of Preparation and Notice of Scoping Meeting
- December 4, 2013: Scoping Meeting (51 attendees)
- October 17, 2014: Draft EIR released for 45-day review (ending December 1, 2014)
- November 18, 2014: Public Hearing
- February 9, 2015: Final EIR released

- The Final EIR consists of:
 1. Draft EIR and Appendices
 2. Comments on the Draft EIR
 - ❖ 22 written comments received
 - ❖ 14 comments received at public hearing
 3. Response to Comments
 4. Revisions to Draft EIR
 5. Mitigation Monitoring Program

- Statements of opinion for or against a project alternative
- Preferred Project
 - ❖ Safety
 - ❖ Noise
 - ❖ Traffic and bicycle / pedestrian circulation
 - ❖ Requirement for rail crossing closure
- Rail Overcrossing
 - ❖ Visual simulations
 - ❖ Fence Cutting
- Request for New Alternative – Preferred Project with No Rail Crossing Closure

- Clarifications to Mitigation Measures
 - ❖ BIO-2
 - ❖ BIO-3
 - ❖ TR-2
- Minor improvements to the Preferred Project
- New Alternative - Preferred Project with No Rail Crossing Closure

- Changes to at-grade rail crossing
 - ❖ Sidewalks, retaining wall, storm drain, asphalt overlay
 - ❖ New signal house
 - ❖ No new significant impacts or mitigation measures

- Preferred Project with No Rail Crossing Closure Alternative
 - ❖ Subset of Preferred Project
 - ❖ Conditioned upon a determination by the CPUC that a closure would not be required
 - ❖ GO No. 75-D, Section 13.3, provides for exemptions where “in the Commission’s opinion, public interest would be served by so doing.”
 - ❖ No new significant impacts or mitigation measures

- Alternatives evaluated in Draft EIR
 - ❖ Preferred Project with Rail Crossing Closure at W. Sixth Street, W. Seventh Street, or W. Eighth Street
 - ❖ Rail Overcrossing Alternative
 - ❖ No Project Alternative
- Additional alternative evaluated in Final EIR
 - ❖ Preferred Project with No Rail Crossing Closure

Overview of Impacts in Final EIR

- Changes to the mitigation measures strengthen or clarify the mitigation measures compared to those included in the Draft EIR
- No significant new information has been added to the Final EIR that would require recirculation

Significant and Unavoidable Impacts

Impact	At-Grade Rail Crossing				Rail Overcrossing Alternative
	Closure at W. 6 th St	Closure at W. 7 th St	Closure at W. 8 th St	No Closure	
AES-2: Degrade visual character.	LSM	LSM	LSM	LS	SUM
CR-2: Adverse change in the significance of a historical resource.	LSM	LSM	SUM	LS	LS
LU-2: Conflict with any applicable land use plan, policy, or regulation.	SU	SU	SU	NI	NI
NO-1: Exposure of persons to or generation of noise levels in excess of standards.	SUM	SUM	SUM	SUM	LS
NO-3: Substantial permanent increase in ambient noise levels.	SUM	SUM	SUM	SUM	LS
NO-C-1: Cumulatively considerable contribution to cumulative impacts related to noise.	SUM	SUM	SUM	SUM	LS
TR-4: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.	LSM	LS	SU	NI	NI

NI = No Impact
LS = Less than Significant

SU = Significant and Unavoidable
SUM = Significant and Unavoidable with Mitigation

- Santa Clara Valley Transportation Authority (VTA) vs. CPUC – court found that the CPUC did not have jurisdiction over VTA grade crossings
- VTA is a light rail system
- SMART is a heavy rail system
- CPUC has confirmed that they have jurisdiction over heavy rail systems

- Determine whether the Final EIR is adequate.
- CEQA Guidelines state that an EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences.
- An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible.

Statement of Overriding Considerations

- As part of the future selection process, because each alternative has significant and unavoidable impacts, the Council will be required to state the reasons for its action in writing.
- This “Statement of Overriding Considerations” must be included in the record of project approval.

It is recommended by the Community Development and Transportation and Public Works Departments that the Council, by resolution:

- Certify the Final EIR for the Jennings Avenue Pedestrian and Bicycle Crossing project.