



US Highway 101 - Bicycle and Pedestrian Overcrossing



City Council Meeting
July 21, 2020

Nancy Adams, Transportation Planner
Transportation and Public Works Department
Natalina Bernardi, BKF Engineers

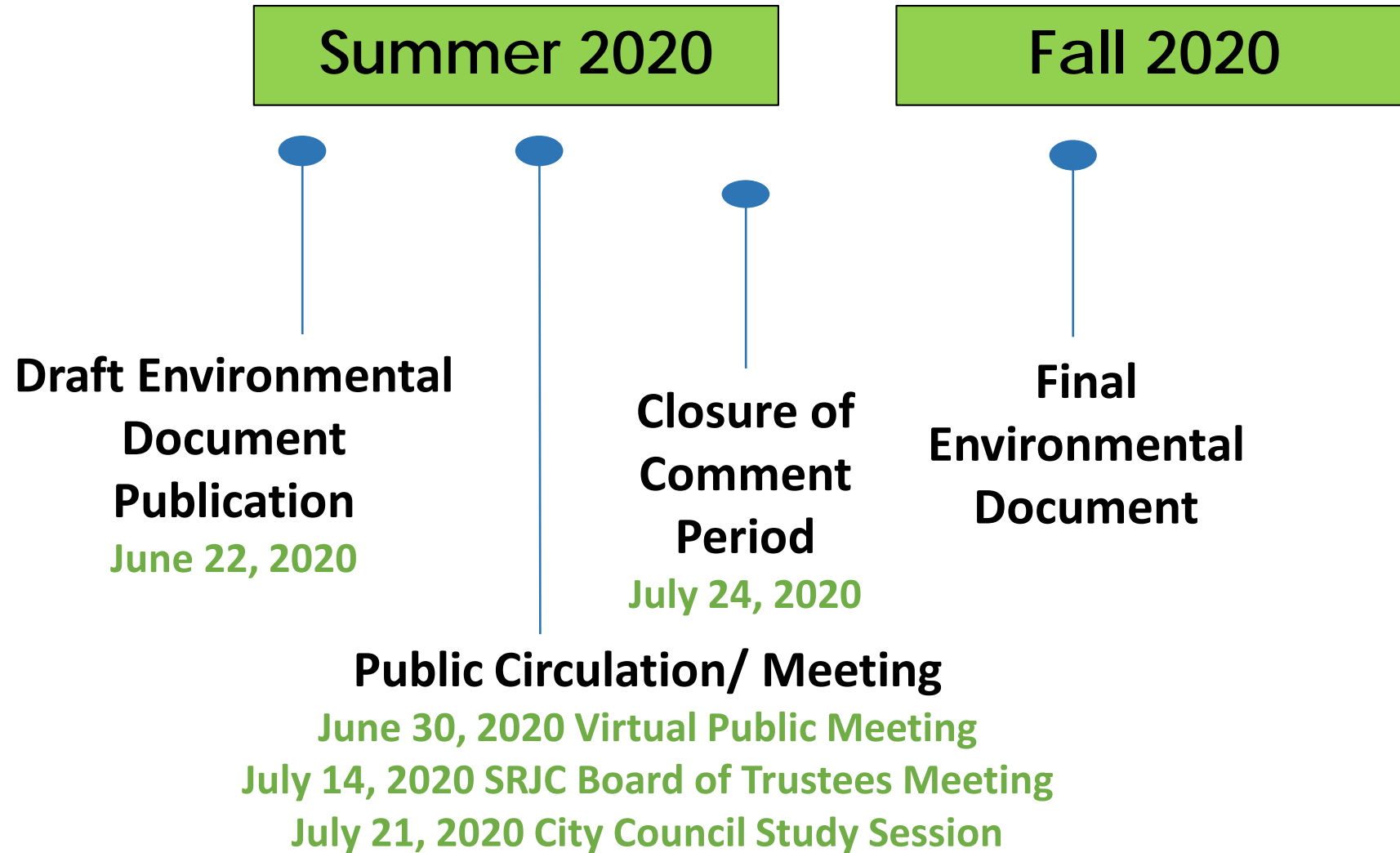
Study Session Purpose

- **Provide** Brief Description and Background of Project
- **Inform** Public of the Circulation of the Draft Environmental Document
- **Summarize** Studies Conducted and Findings of the Draft Environmental Document
- **Discuss** Project Schedule and Next Steps
- **Describe** How to Submit Comments on the Draft Environmental Document
- **Open** Presentation to Questions

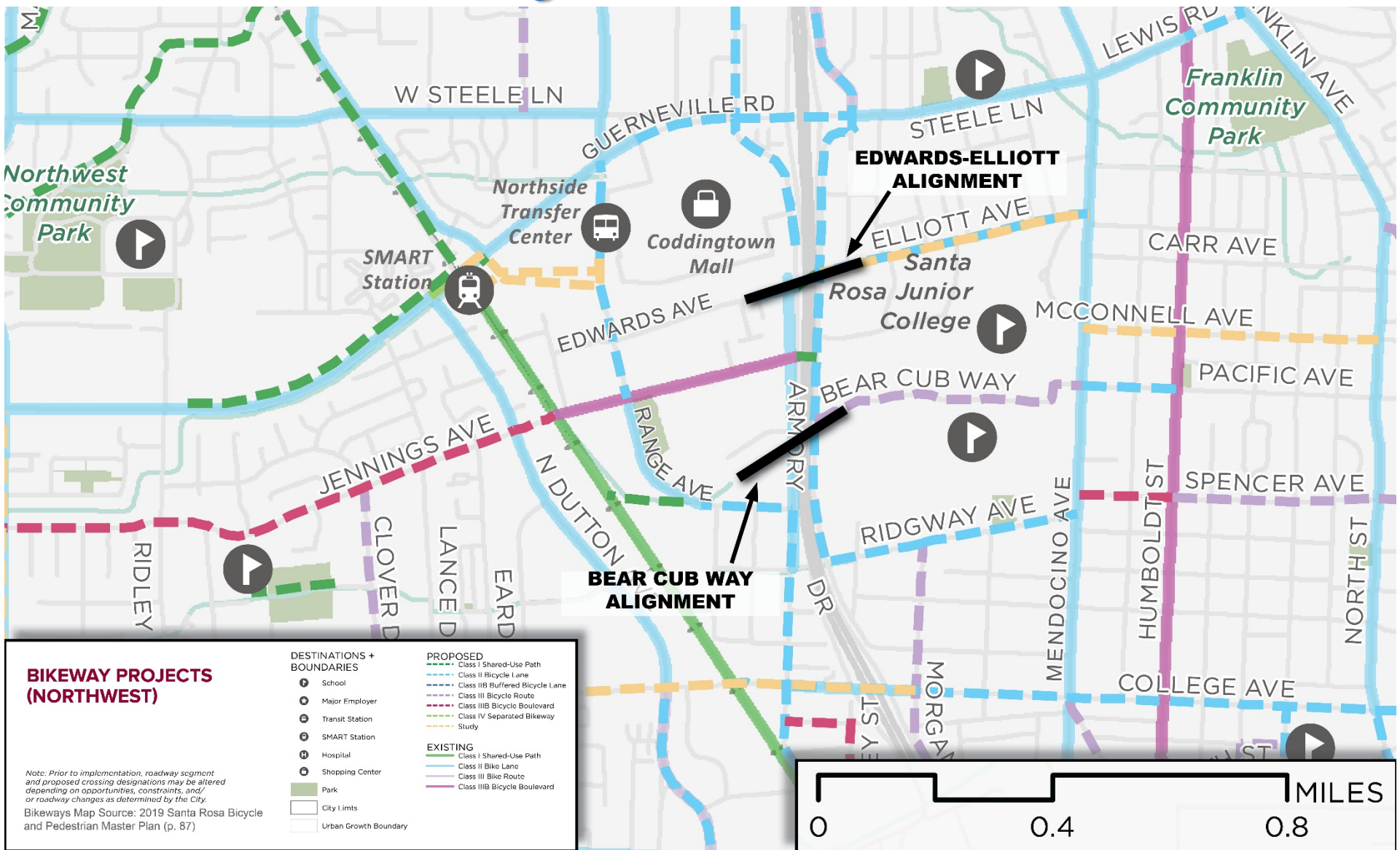
City Policy Documents and Other Initiatives

- **Bicycle and Pedestrian Master Plan Update 2018**
- **North Santa Rosa Station Area Specific Plan**
- **Climate Action Plan**
- **Countywide Vision Zero Initiative**
- **Bike Share Pilot Project**

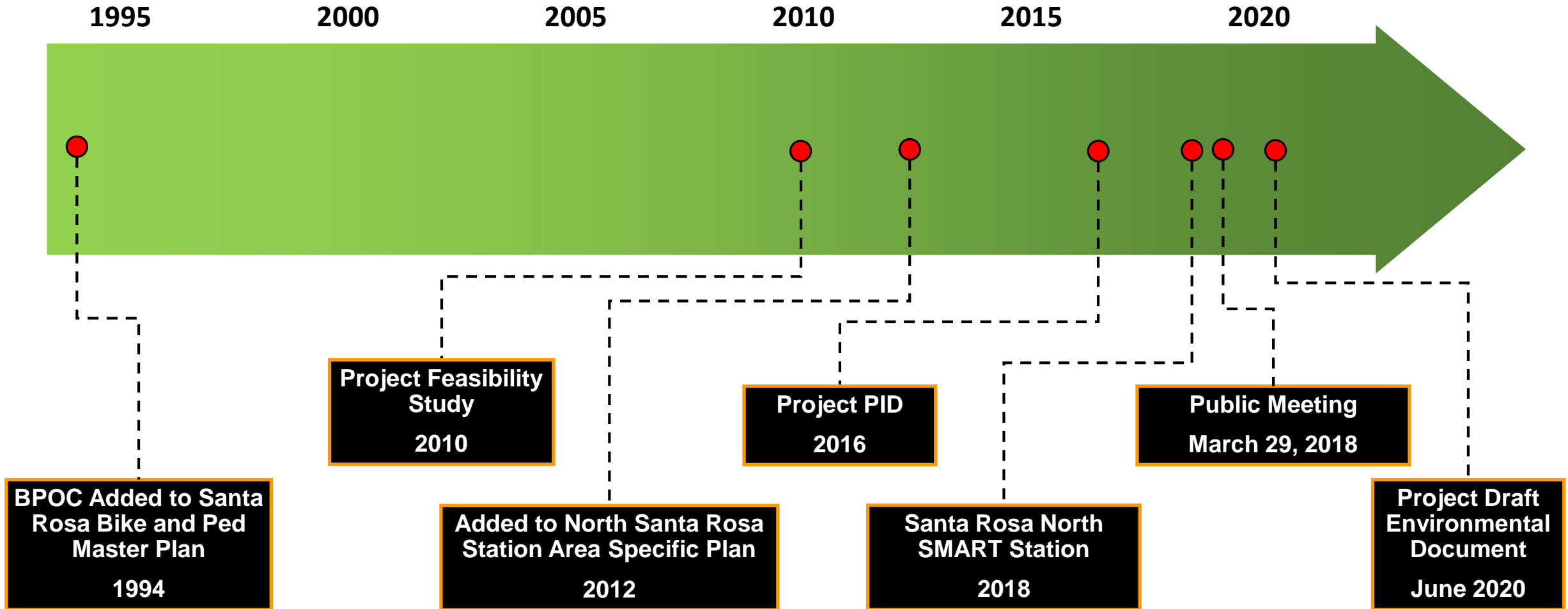
Environmental Document Schedule



Project Location



Project Timeline



Project Purpose And Need

Purpose

- Offer an alternative for bicyclists and pedestrians crossing US 101 in the vicinity of SRJC.
- Improve pedestrian and bicycle east-west access across US 101 in the northern half of the City of Santa Rosa and connect to existing and proposed bikeway and pedestrian networks.

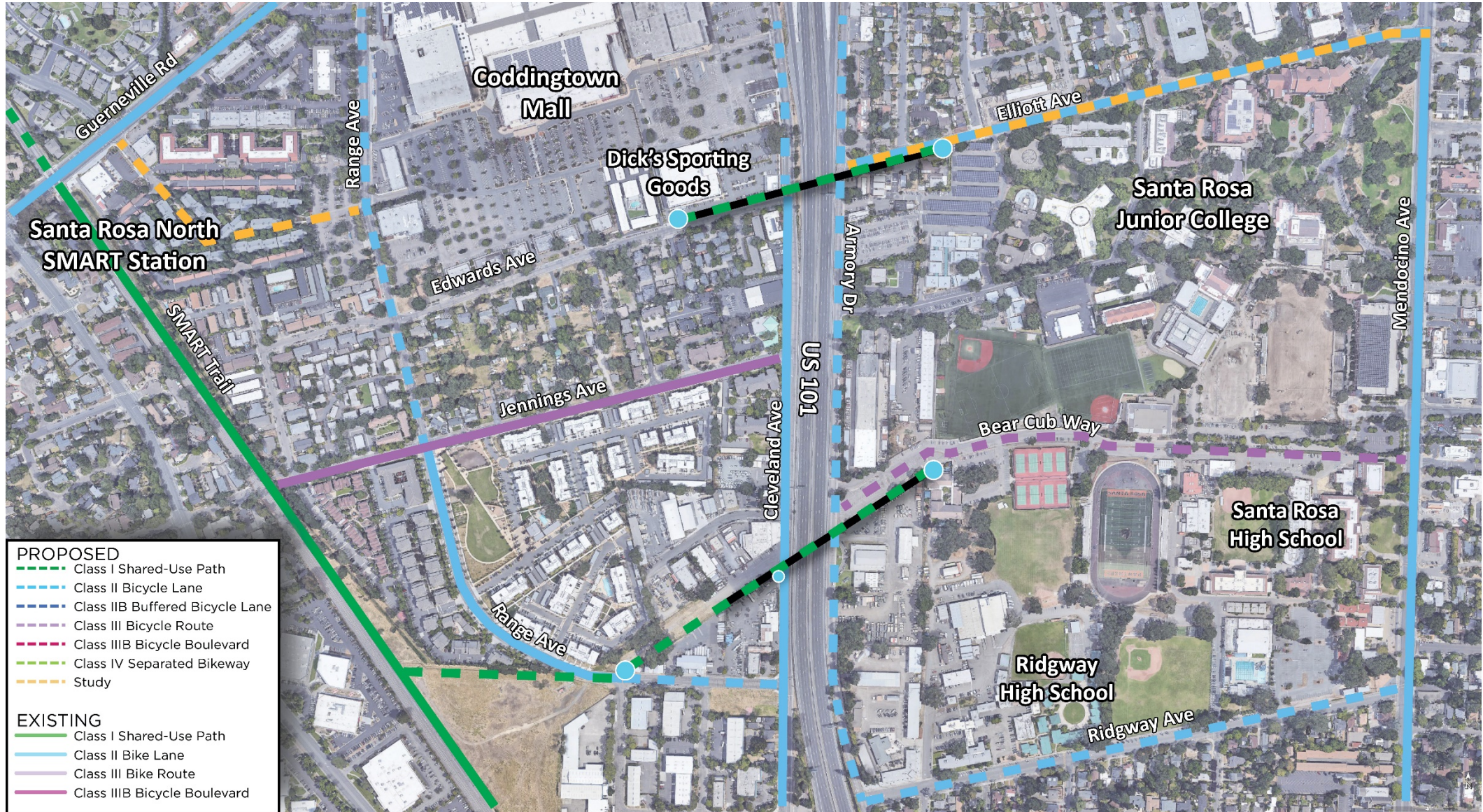
Need

- To accommodate and provide safe access for bicyclists and pedestrians in areas east and west of the US 101 Highway.

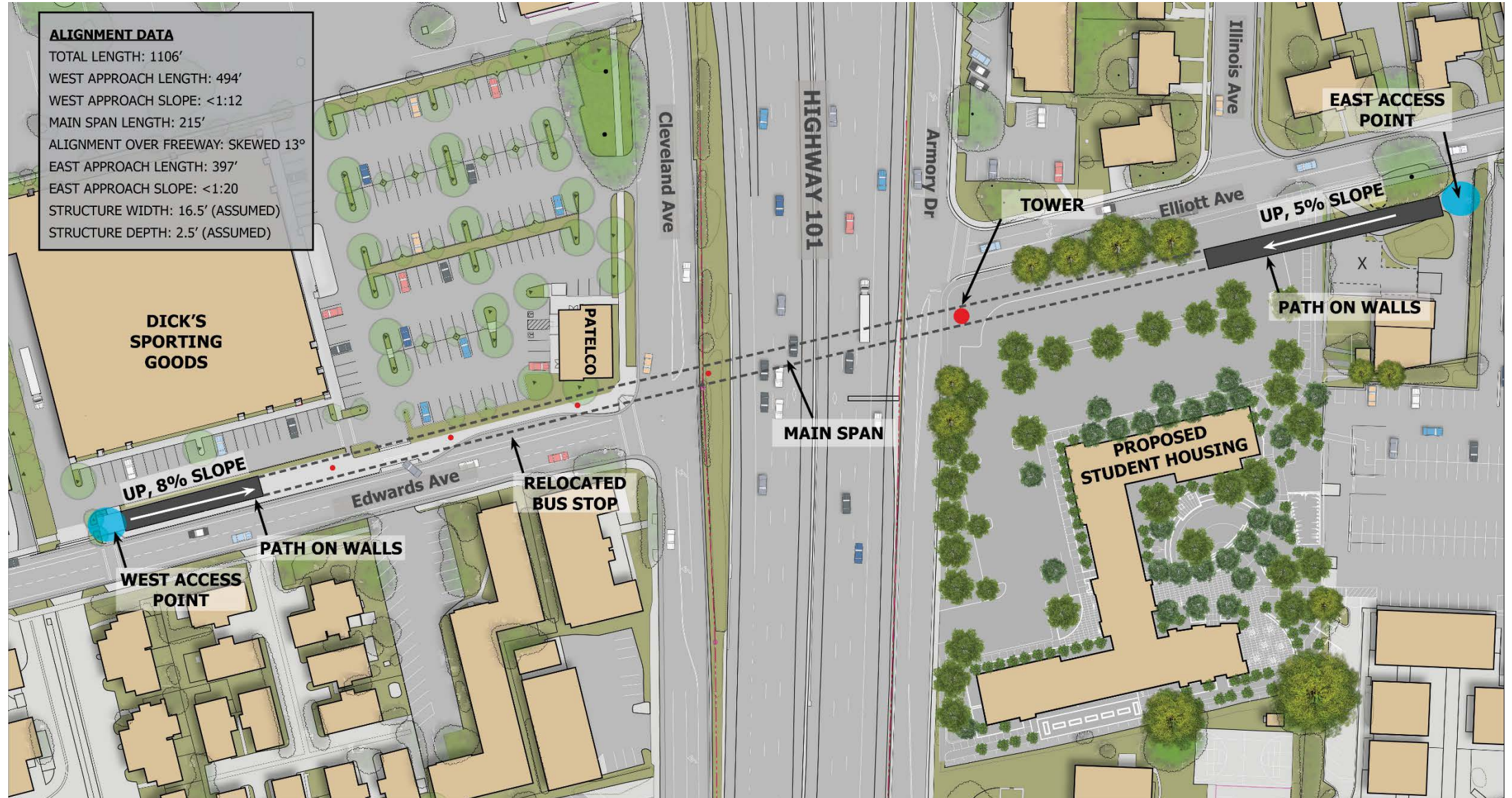
Project Description

- Project would construct a 17-foot wide bicycle/pedestrian ADA-compliant Class I shared-use overcrossing over US 101 in the City of Santa Rosa between College Avenue and Steele Lane.
- Project would include both a 5-foot wide walking lane and an 8-foot wide bicycle path.
- Project would be constructed at one of two alignment alternatives, the Edwards-Elliott Alignment or the Bear Cub Way Alignment.

Overcrossing Context And Connections



Edwards - Elliott Site Plan



Edwards - Elliott Visualizations



View from US 101 northbound



View from US 101 southbound

Bear Cub Way Site Plan



Bear Cub Way Visualizations



View from US 101 northbound



View from US 101 southbound

Environmental Process

NEPA

- Design **Refinements**
- Technical **Studies and Analysis**
- **Categorical** Exclusion

California Environmental Quality Act

- Design **Refinements**
- Technical **Studies and Analysis**
- Stakeholder / Community **Meetings**
- **Draft** Environmental Document
- Community **Input** / Public **Meetings**
- **Final** Environmental Document

Environmental Impacts

Technical Reports

- Air Quality
- Biological Resources
- Community Impact Assessment
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazardous Materials
- Hydrology and Water Quality
- Noise and Vibration
- Paleontology
- Visual Impact Assessment

Mitigation Measures And Avoidance and Minimization Measures

Categories with No Impacts with Avoidance Measures:

- Aesthetics
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazard and Hazardous Materials
- Hydrology and Water Quality
- Transportation
- Construction Noise

Category with Significant Impact Reduced to Non-Significant with Mitigation Measures:

- Construction Vibration

Project Effects

	Edwards – Elliott Build Alternative		Bear Cub Way Build Alternative	
	West of US 101	East of US 101	West of US 101	East of US 101
Project Cost	Approx. \$27 Million		Approx. \$30 Million	
Tree Removal	~25 saplings	7 trees	-	5 trees
Parking Loss	-	14 spaces	5 spaces	42 spaces
Right of Way Requirements	1,235 SF	7,580 SF	21,815 SF	4,655 SF
Building Removal	-	2 SRJC buildings	-	-
Building Relocation	-	4 SRJC portable buildings	-	-
Construction Period Air Quality	Slightly lower regional criteria pollutant emissions		Slightly higher regional criteria pollutant emissions	
Construction Period GHG Emissions	2,243 metric tons of CO _{2e}		2,255 metric tons of CO _{2e}	

Project Effects (Cont.)

	Edwards – Elliott Build Alternative		Bear Cub Way Build Alternative	
	West of US 101	East of US 101	West of US 101	East of US 101
Construction Period Vibration Levels	Pile driving effects to: -Patelco Credit Union building -Professional Building (S of Edwards Avenue) -Colonial Apartments (S of Edwards Avenue) General construction activity effects to: -Patelco Credit Union building		Pile driving effects to: -Myers Restaurant Supply General construction activity effects to: -Ernest Pegg Oil Company building (N of Frances Street)	
Hydrology and Water Quality	0.46 Ac of new impervious surface		0.68 Ac of new impervious surface	
Utility Relocation	PG&E Comcast AT&T City of Santa Rosa Water City of Santa Rosa Sewer	PG&E Comcast AT&T	PG&E Comcast AT&T	-

Draft Environmental Document Availability

Copies for Review



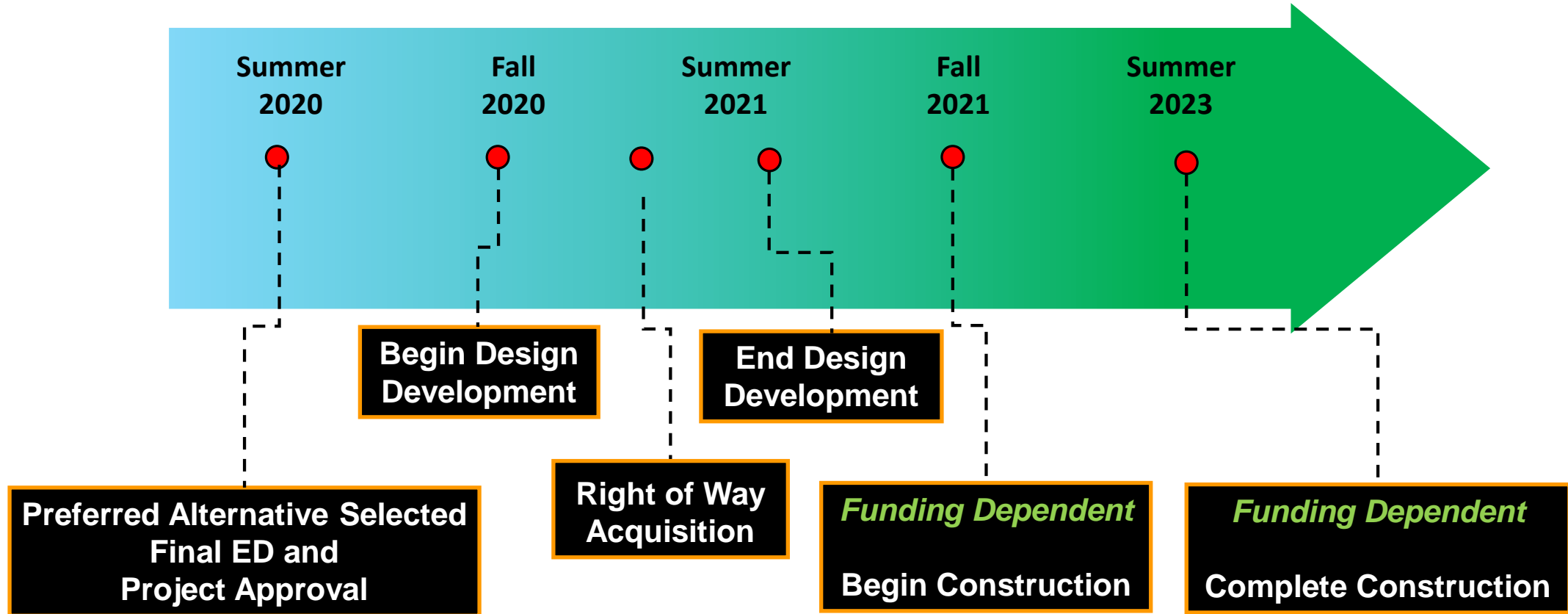
California Department of Transportation, District 4
111 Grand Avenue
Oakland, CA 94612

Download



<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>

Next Steps



Community Input

By Postal Mail



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By E-mail



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**Comments must be sent by 5:00 pm
on Friday, July 24, 2020**

ANALYSIS

- The Draft Environmental Document provides analysis and technical studies for the two (2) alignment alternatives.
- The Draft Environmental Document was released for a 30-day circulation period to the general public.
- Public comments generated from the 30-day public circulation will be addressed within the Final Environmental Documents.
- Final Environmental Documents will disclose the Preferred Alignment or No Build.
- Caltrans will sign and adopt the Final MND/CE.

Questions & Answers