



Approval of Amendment to Professional Services Agreement for Additional Alternative Evaluation for Environmental Studies US Highway 101 Bicycle and Pedestrian Bridge

City Council Meeting
March 20, 2018

Chris Catbagan, Associate Civil Engineer
David Montague, Supervising Engineer
Transportation and Public Works Department

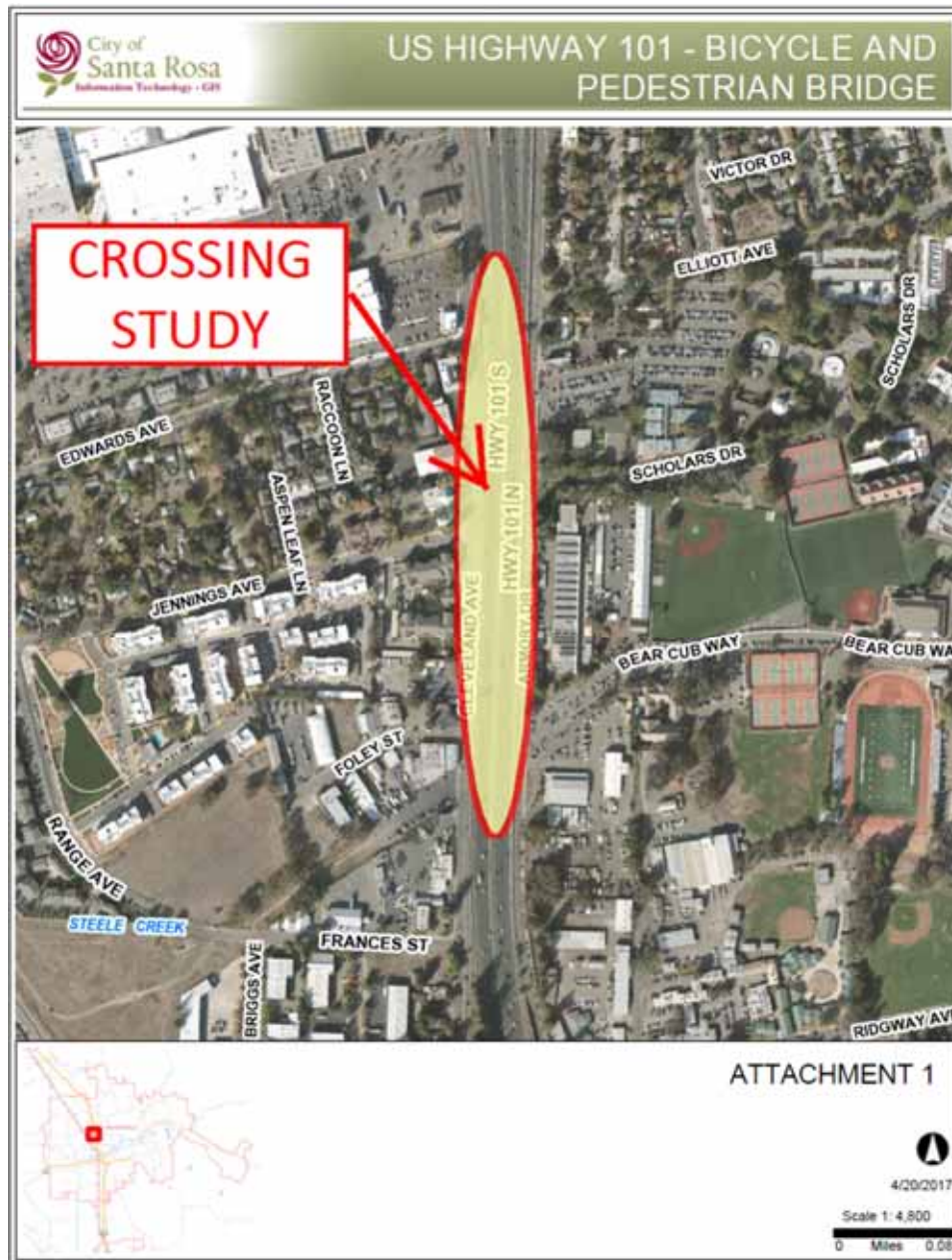
BACKGROUND

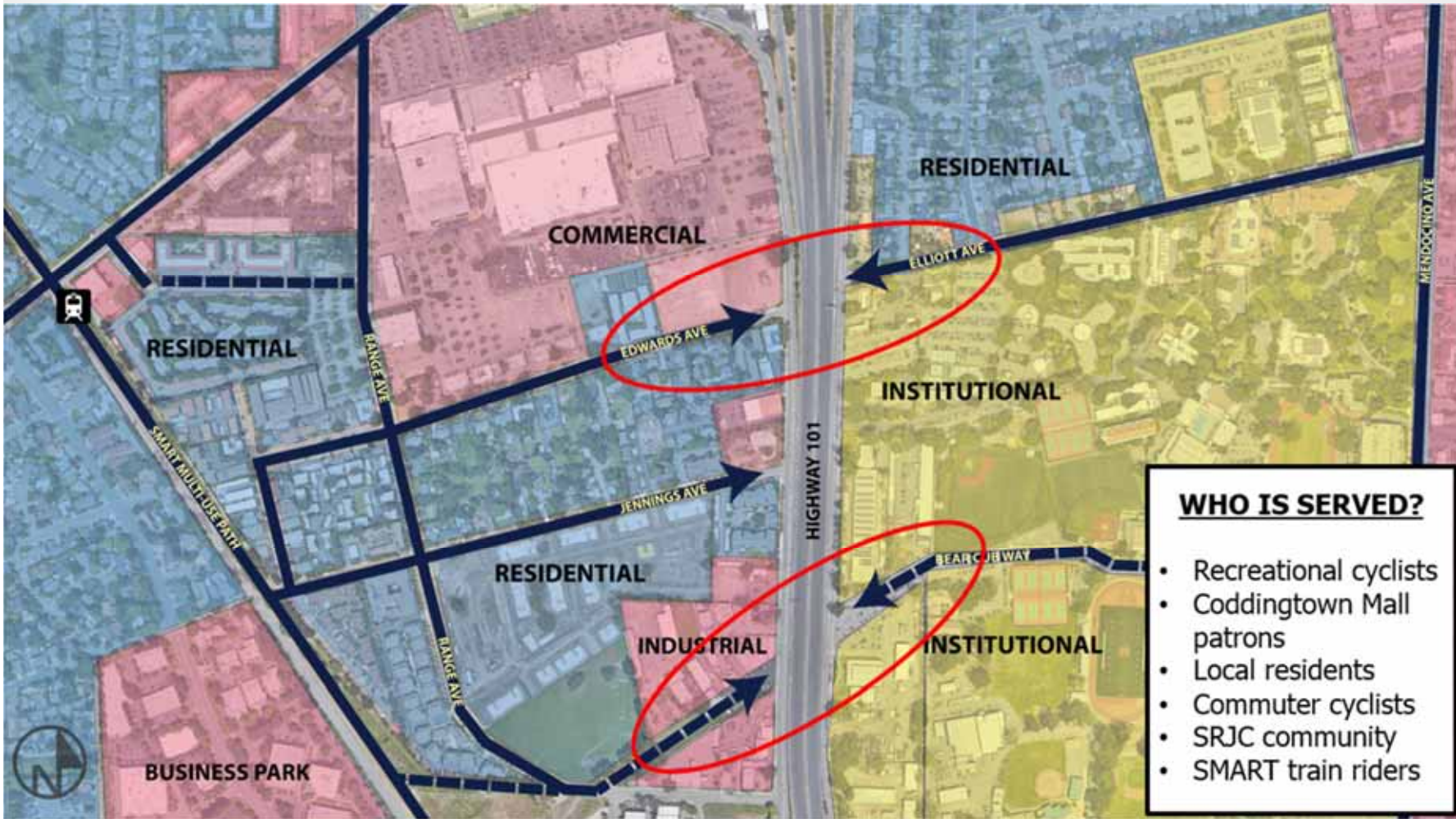
- Bike/ Ped Bridge connects bicycle network in the northern half of the City of Santa Rosa.
- Bike/ Ped Bridge has been pursued by Council since 2007.
- November 2010, Feasibility Study completed & accepted by the City Council.
- Council directed staff to develop Project Initiation Document (PID) with Caltrans and focus on the Edwards Avenue-Elliott Avenue bridge alignment due to relocation of Guerneville Station.
- 2010 Bicycle & Pedestrian Master Plan listed Bike/ Ped Bridge as highest priority for bicycle & pedestrian project.
- City & Caltrans completed PID phase in 2016.

BACKGROUND

- Currently, City is in Project Approval and Environmental Document (PA&ED) phase with Caltrans to obtain environmental clearances.
- June 2017, BKF began PA&ED for the Edwards Avenue-Elliott Avenue bridge alignment.
- Staff has met with Santa Rosa Junior College (SRJC) Executives on multiple occasions.
- SRJC partnership has evolved.
- SRJC requests for impact studies on Range Avenue-Bear Cub Way alignment bridge alignment.

BIKE/ PED BRIDGE





LOCATION CONSIDERATIONS

1. Who is best served?

2. Usability

- Location
- Connection to Transportation Network
- Safety & Functionality

3. Impacts

- Adjacencies
- Right of Way

4. Deliverability

- Constructability
- Project Costs
- Approval Processes





EDWARDS/ELLIOTT

March 20, 2018



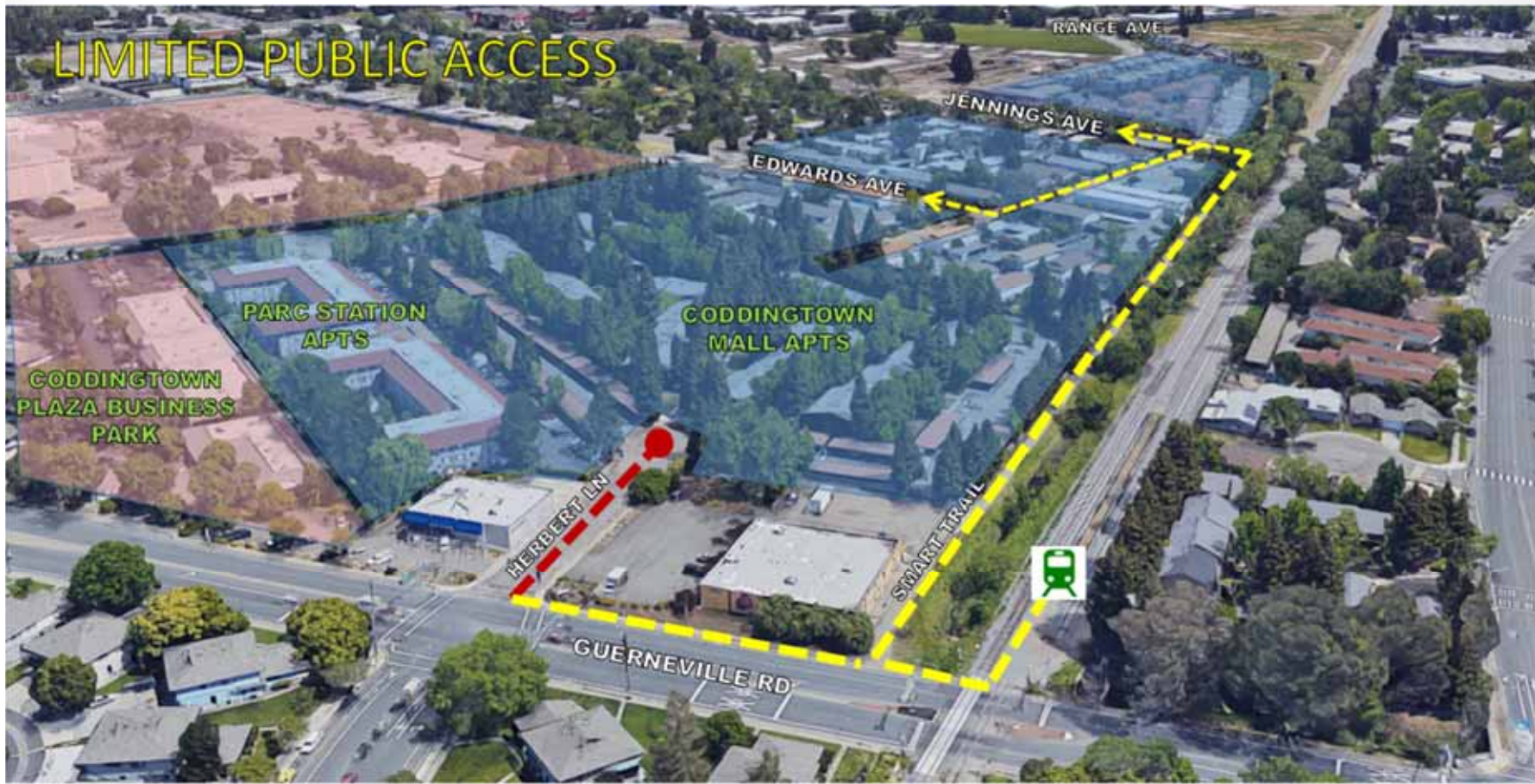


EDWARDS/ELLIOTT CONSTRAINTS

March 20, 2018



LIMITED PUBLIC ACCESS



SMART STATION CONNECTION TO EDWARDS

March 20, 2018



SHARED ROADWAYS



Edwards Avenue (looking East)



Elliott Avenue (looking East)



RANGE/BEAR CUB

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RANGE/BEAR CUB CONSTRAINTS

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SMART STATION CONNECTION TO RANGE

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DEDICATED BIKE/PED FACILITIES POSSIBLE



Range Avenue (looking East)



Bear Cub Way (looking East)



EDWARDS/ELLIOTT

- **Near**
 - Coddington, SRJC classroom buildings
- **Usability**
 - On structure: West approach has grades steeper than 5% due to clearance requirements; tight turns required on the east side.
 - Getting there: Routes shared with vehicles.
- **Impacts**
 - Visual impacts, right-of-way acquisition, utility relocations, parking, trees, freeway sign, and street reconfigurations.
- **Deliverability**
 - More complex structure, limited space for staging utility relocations = higher cost and longer timeline.

RANGE/BEAR CUB

- **Near**
 - Higher-density residences, high school, SRJC fields and parking
- **Usability**
 - On structure: No geometric compromises are anticipated.
 - Getting there: Connecting routes are relatively vehicle-free.
- **Impacts**
 - Right of way acquisitions, visual impacts, parking.
- **Deliverability**
 - Simpler structure, ample staging areas, minimal utility impacts = lower cost and shorter timeline.

ANALYSIS

- Environmental review for the Range Ave-Bear Cub Way bridge alignment provides additional technical studies.
- Caltrans recommends detailed evaluation of Range Ave-Bear Cub Way alignment.
- Project's property acquisition opportunities may have changed.
- The additional amount for BKF to evaluate the Range Ave-Bear Cub Way bridge alignment is \$379,344.00.

RECOMMENDATION

- It is recommended by the Transportation and Public Works Department that the Council, by resolution, approve Amendment No. 1 to Project Work Order No. A010119-2016-01, with BKF Engineers, of Pleasanton, CA for the US Highway 101 – Bicycle and Pedestrian Bridge Project (Proposed Project), Project Report and Environmental Documentation (PA&ED) to evaluate an additional project location, the Range Avenue-Bear Cub Way alignment, increasing the contract amount by \$379,344.00, for a total amount of \$1,286,903.00.
- Questions?