

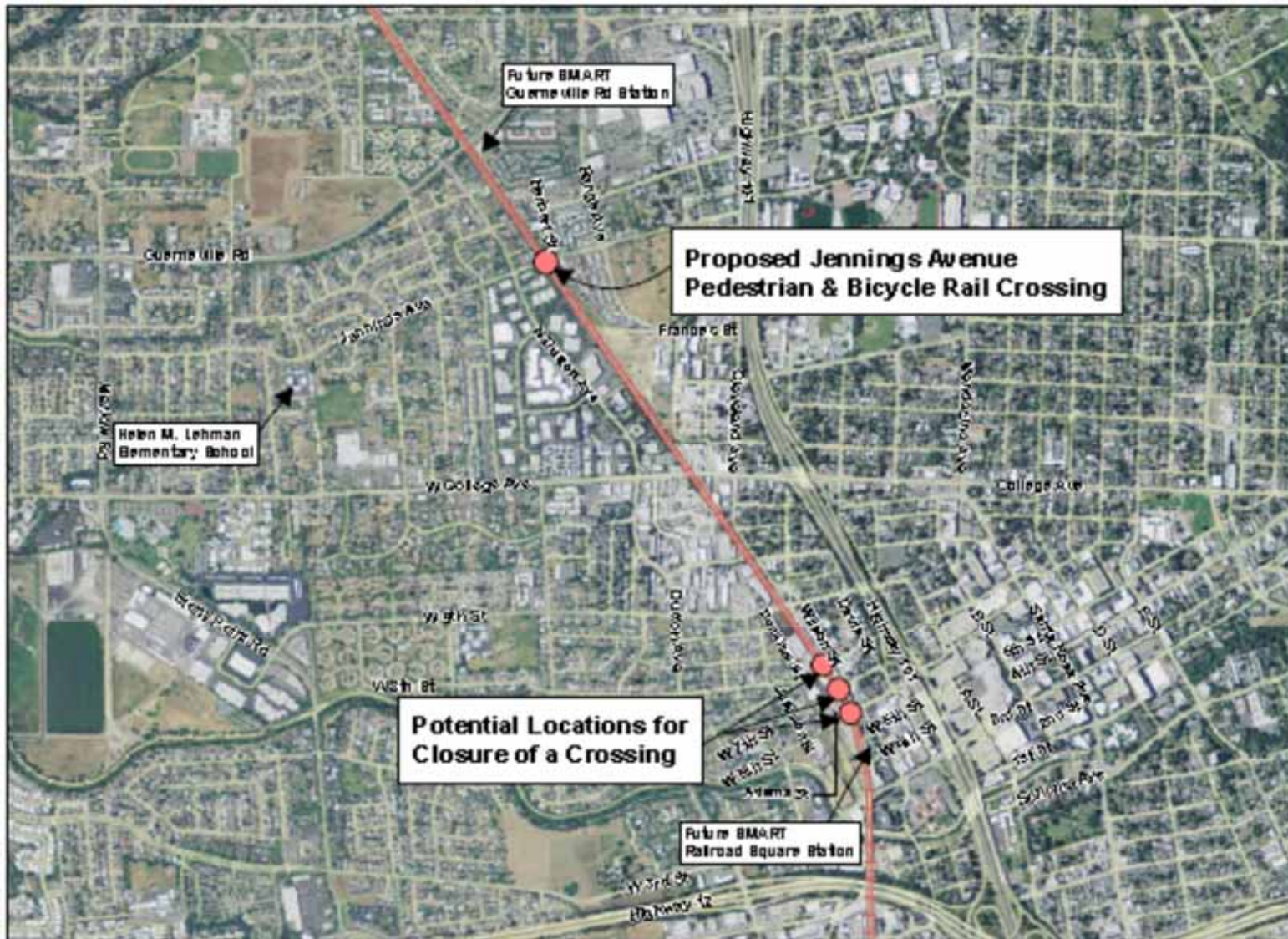


JENNINGS AVENUE BICYCLE AND PEDESTRIAN RAILROAD CROSSING

City Council Meeting
October 23, 2018

Jason Nutt
Director, Transportation and Public Works

LOCATION MAP



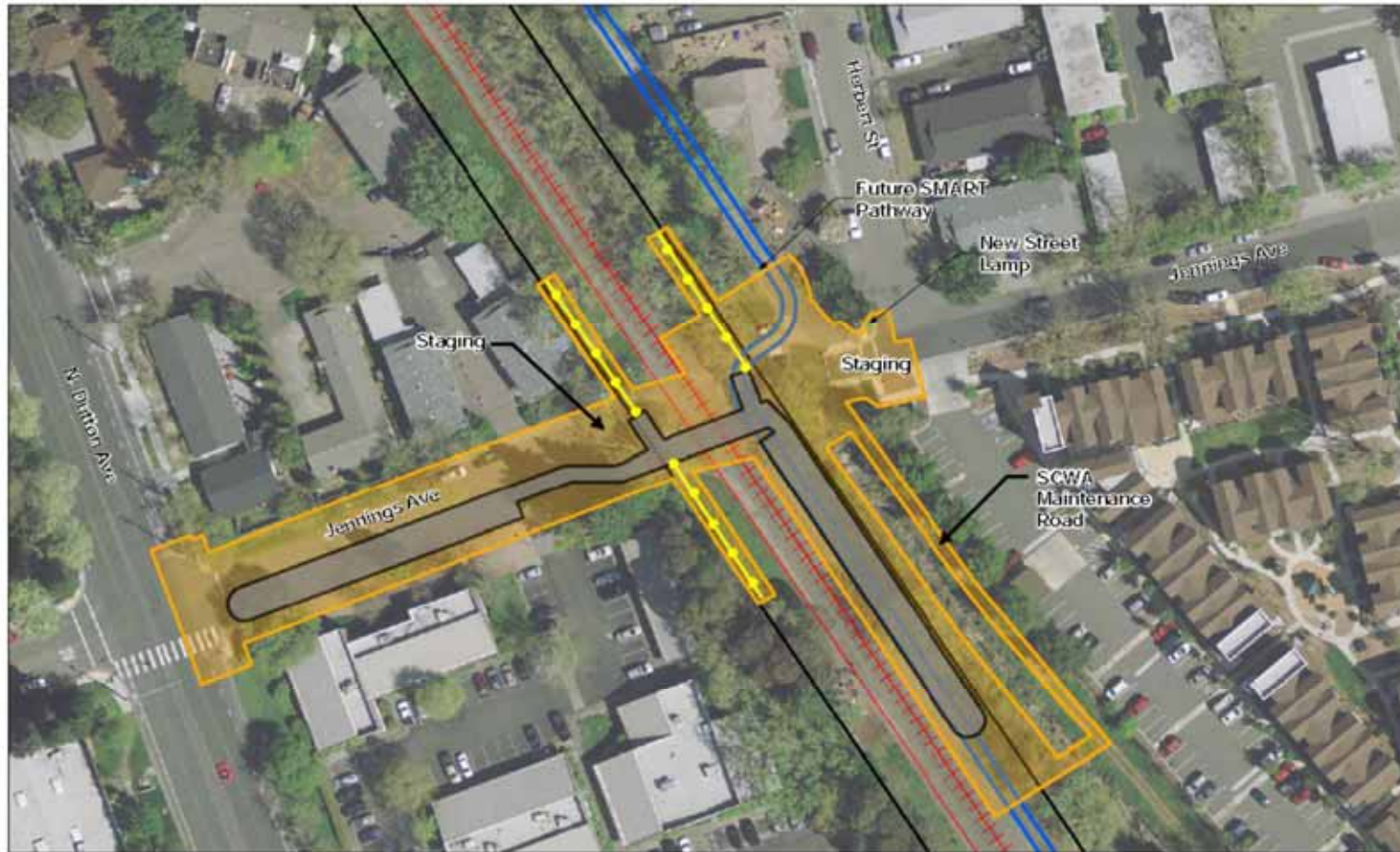
BACKGROUND

- Critical bicycle and pedestrian infrastructure component
 - General Plan
 - 2010 Bicycle & Pedestrian Master Plan
 - North Santa Rosa Station Area Specific Plan
- Oct 2012 – SMART completed feasibility study of a bicycle and pedestrian crossing at Jennings Ave
- May 2013 – Council directed staff to prepare an Environmental Impact Report (EIR)

BACKGROUND

- Oct 2013 – EIR investigation included existing conditions evaluation. Pedestrian and bicycle counts were collected at the informal Jennings Avenue crossing
 - Collected over 8 hours on Oct 10, 2013
 - 25 bicyclists
 - 91 pedestrians
- Sept 2014 – MTC awarded \$8,157,000 from the ATP program for grade-separated crossing
- March 2015 – Council approved Final EIR for an at-grade crossing with no downtown crossing closure

SEPARATED-GRADE CROSSING



<p>Paper Size ANSI A</p> <p>0 25 50 Feet</p> <p>Map File: C:\Users\lambert\OneDrive\Autocad\Bak\1 - North American 1983.dwg Date: 8/13/2014 9:58:36 AM Scale: 1" = 50' (1:1600)</p>	<p>LEGEND</p> <ul style="list-style-type: none"> Fencing Over-Crossing Boundary Signal Arm Construction Area Boundary New Street Lamp Future SMART Pathway SMART Rail Corridor Main Track Siding Track 	<p>City of Santa Rosa Jennings Avenue Pedestrian and Bicycle Rail Crossing EIR</p> <p>Rail Overcrossing Alternative Conceptual Design</p> <p>228 Henry Way, Santa Rosa, CA 95407 T 707-529-1515 F 707-527-8679 W www.ghd.com</p>	<p>Job Number 0410068 Revision 6 Date 13 Aug 2014</p> <p>Figure 2-4</p>
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SEPARATED-GRADE CROSSING



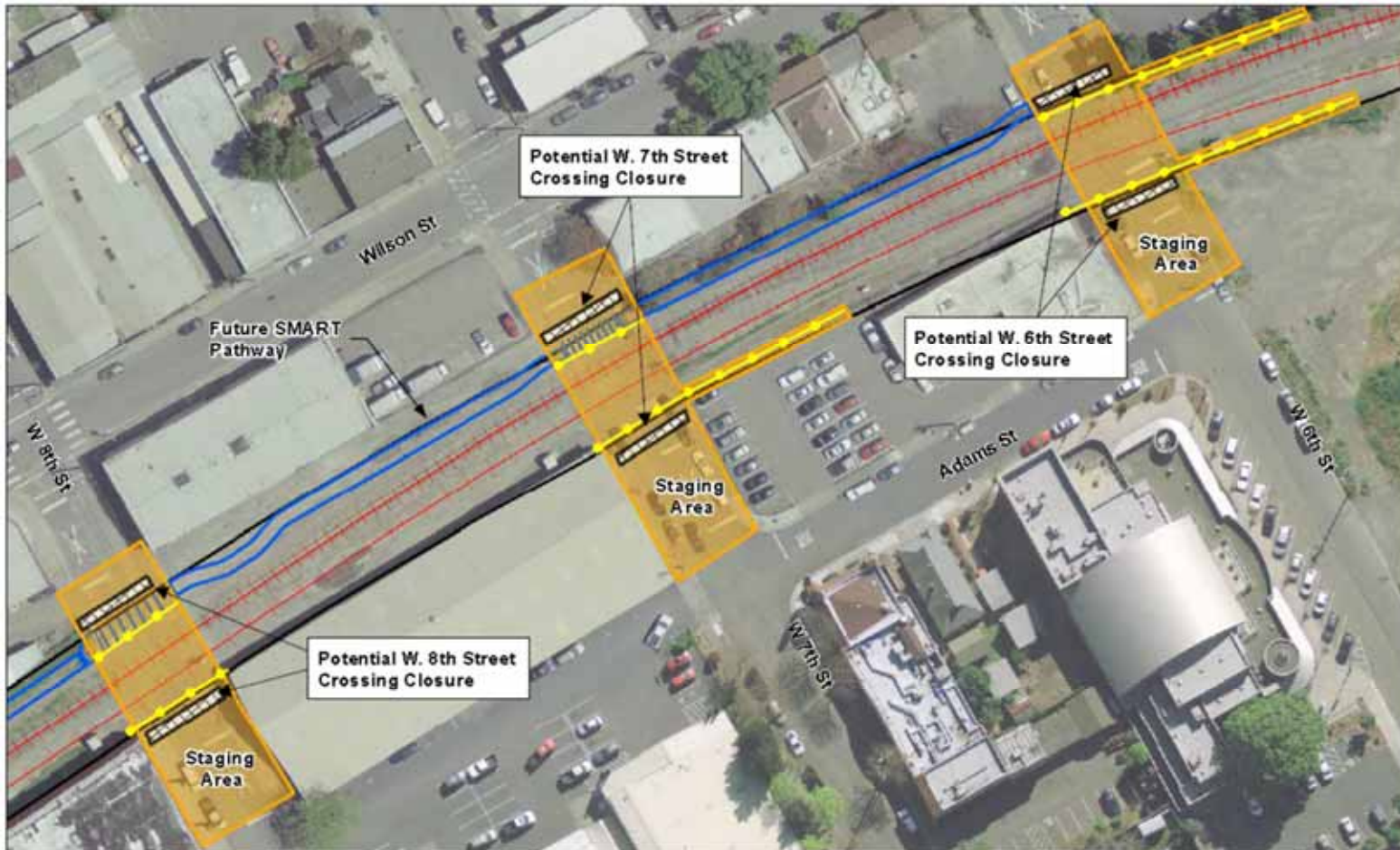
SEPARATED-GRADE CROSSING



SEPARATED-GRADE CROSSING



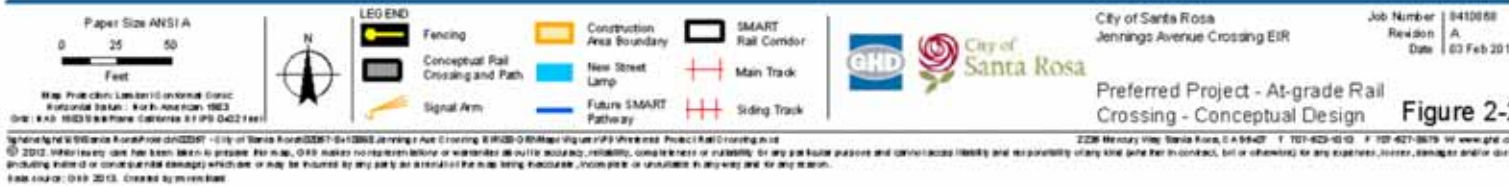
DOWNTOWN CLOSURES



<p>Paper Size ANSI A</p> <p>Map from City of Santa Rosa Internal Circulation System, 9/18/14, 10/10/14</p> <p>City of Santa Rosa Planning & Development Department</p>	<p>LEGEND</p> <ul style="list-style-type: none"> Traffic Barricade SMART Rail Corridor Future SMART Pathway Fencing Construction Area Boundary Siding Track Main Track 		<p>City of Santa Rosa Jennings Avenue Pedestrian and Bicycle Rail Crossing EIR</p> <p>Preferred Project - At-grade Rail Crossing Alternative Locations for Closure of One Crossing</p>	<p>Job Number: 041008 Revision: 1 Date: 10 Oct 2014</p> <p>Figure 2A</p>
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AT-GRADE CROSSING



AT-GRADE CROSSING



BACKGROUND

- April 2015 – MTC removes ATP funding for Jennings Avenue
- May 2015 – Council directs staff to submit an application to California Public Utilities Commission (CPUC) for an at-grade bicycle and pedestrian crossing at Jennings Avenue
- June 2015 – CPUC Safety and Enforcement Division (SED) protests City's application
- Fall 2015 – City, SED and interested parties participate in CPUC mandated mediation

BACKGROUND

- Dec 2015 – SED retracts requirement for downtown crossing closure
- Feb 2016 – Public Participation Hearing
 - 100 participants including public officials
- Spring 2016 – Evidentiary hearings
- July 2016 – ALJ McKinney issues proposed decision to CPUC granting City's application
- Sept 2016 – CPUC approves Decision 16-09-002 approving the City's application for an at-grade crossing at Jennings Avenue

BACKGROUND

- Sept 2016 – City and SMART agree to develop construction agreement
- Nov 2016 – Council authorizes \$1,825,000 for construction agreement with SMART
- June 1, 2017 – Construction plans approved by SED
- June 9, 2017 – Finalized construction agreement delivered to City
- June 14, 2017 – Signed agreement delivered to SMART
- June 21, 2017 – SMART informs City it will not proceed with agreement until a separate maintenance agreement executed

BACKGROUND

- SMART issues a letter of support to CTC on May 20, 2015
 - At-grade bicycle and pedestrian crossing
 - Safe routes to school for Helen Lehman School
 - SMART supported technical studies associated with EIR for an at-grade crossing
 - Partnering with local jurisdiction on issues of critical importance
 - Received funding to construct MUP to connect with Jennings Avenue bicycle and pedestrian crossing

BACKGROUND

- SMART issues letter to City on Aug 20, 2018, stating:
 - No longer supportive of at-grade crossing
 - Suggests support was only for ATP grant for separated-grade crossing
 - Suggests always supported SED's safety position
 - Grade-separated eliminates safety concern
 - Dual-tracked crossing creates serious safety risk
 - Dangerous for school children
 - Cites to recent bicycle and pedestrian incidents
 - Suggests Guerneville Road crossing is far better & safer

CPUC DECISION 16-09-002

- “SED does not dispute the factual truth of the City’s reasoning or that the City’s reasons do not demonstrate that the crossing is in the public interest.” (6.2, page 25)
- “SED does not assert that the at-grade crossing, as proposed by the City, does not have the appropriate required safety features necessary for an at-grade crossing.” (6.2, page 24)
- “The City has made a convincing showing that it has eliminated all potential safety hazards.” (6.3.1.2, page 29)
- “The local community, emergency authorities and the general public all support an at-grade crossing for Jennings Avenue.” (6.3.1.3, page 30)

CPUC DECISION 16-09-002

- “SMART supports the at-grade pedestrian crossing.” (6.3.1.3, page 31)
- “...SED did stipulate that the design itself is safe.” (6.3.1.4, page 31)
- “Important considerations in other cases authorizing at-grade crossing (without the closure of an existing at-grade crossing) include: support of emergency authorities, safe design and train speeds, barriers to view, and local development plans. All of these considerations are found in the instant case.” (6.3.1.6, page 35)
- “The City has convincingly shown that it has eliminated all potential safety hazards.” (Conclusions of Law, page 41)

CPUC DECISION 16-09-002

- City should work with school district to determine if a crossing guard should be located at the crossing during school drop-off and pick-up hours.
- Crossing project must be initiated within three (3) years of order. Extensions may be granted.
 - Expiration date = September 15, 2019
- Authorization may be revoked or modified if public convenience, necessity or safety so require.

ANALYSIS

- Cost prior to initiation of revenue service
 - Total Project = \$2,257,000
 - Within SMART ROW = \$1,825,000
 - Crossing construction
 - Incorporation into positive train control and signaling network
- Other work included
 - Jennings Avenue improvements
 - Dutton Avenue crossing improvements

ANALYSIS

- Cost after initiation of revenue service
 - Total Project >\$4,000,000
 - Many unknowns:
 - Might SMART seek to deny access to ROW?
 - Encroachment conditions
 - Implications of service interruption during construction
 - Integration costs for positive train control and signal network

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council hold a Study Session to receive information, ask questions, discuss and provide direction to staff regarding the Jennings Avenue Bicycle and Pedestrian Railroad Crossing project.