

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: CHRIS CATBAGAN, ASSOCIATE CIVIL ENGINEER
TRANSPORTATION AND PUBLIC WORKS

SUBJECT: US HIGHWAY 101 – BICYCLE AND PEDESTRIAN BRIDGE
APPROVAL OF AMENDMENT TO PROJECT WORK ORDER
WITH BKF ENGINEERS FOR ADDITIONAL ALIGNMENT
EVALUATION

AGENDA ACTION: RESOLUTION

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 not to exceed \$1,286,903.00.

EXECUTIVE SUMMARY

The Project is being developed in cooperation with Caltrans as the agency responsible for California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) approval. Following Caltrans project development procedures, the City has prepared a Feasibility Study, a Project Initiation Document (PID), and is currently contracted with BKF Engineers, of Pleasanton, CA (BKF), for preparation of the Project Approval and Environmental Document (PA&ED).

The scope of BKF's work is currently focused on a crossing location in the northern end of the project study area, that would connect Edwards Avenue and Elliott Avenue as recommended in the previous studies. However, initial findings of the environmental review phase, recommendation from Caltrans and a renewed partnership with Santa Rosa Junior College cause staff to recommend that the Range Avenue-Bear Cub Way alignment be included as an alternative in the PA&ED.

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This resolution supports Council Goal 6: Commit to Making Santa Rosa a Healthy Community where People Feel Safe to Live, Work, and Play.

BACKGROUND

Development of a bicycle and pedestrian bridge project, spanning US Highway 101, south of Steele Lane and north of College Ave, has been pursued by the City Council since its approval to conduct a feasibility study in 2007.

The Santa Rosa Bicycle and Pedestrian Bridge Feasibility Study, prepared by Steven Grover Associates (SGA) of Emeryville, CA, was accepted by the City Council in November 2010. The Feasibility Study defined the Project's purpose and need which would be used to score and compare alternatives. In summary, the purpose is to "close a significant gap in the transportation network" for pedestrians and bicyclists. The project need is to better serve and attract pedestrians and bicyclists, while improving safety and neighborhood connectivity. Several potential bridge alignments and landing configurations were evaluated, two were determined to best meet the purpose and need for the project; the Edwards Avenue-Elliott Avenue alignment and the Range Avenue-Bear Cub Way alignment. Both locations would require right of way acquisition from Santa Rosa Junior College to the east and either from the Dick's Sporting Goods to the northwest or Meyers Restaurant Supply to the southwest. At that time the Range Avenue-Bear Cub alignment had the benefit of being nearest to the proposed SMART station location, which was proposed at the Union Pacific Wye property located at the intersection of Range Avenue and Frances Street.

In September 2012, the City Council adopted the North Santa Rosa Station Area Specific Plan. The Plan included a proposed bicycle and pedestrian path on the Coffey Lane extension south of Guerneville Road and bicycle lanes on Range Avenue and Elliott Avenue. The Plan's proposed northerly bicycle and pedestrian connections to the SMART station received positive community input.

In September 2016, the PID was completed and received approval from Caltrans. Based on meeting the goals of the purpose and need statement, and the shift in location of the SMART station north to Guerneville Road the PID concluded the Edwards Avenue-Elliott Avenue alignment to be the most viable location. A partnership with Santa Rosa Junior College was being pursued but was not active at this time so the right of way issues for the Range Avenue-Bear Cub alignment were unresolved.

In June 2017, BKF was hired to complete the next phase of project development, the PA&ED phase, required by Caltrans, and to prepare the environmental document with a detailed analysis for the Edwards Avenue-Elliott Avenue bridge alignment.

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Santa Rosa Junior College has become an active participant regarding alignment and landing locations and has expressed an eagerness and willingness to discuss options that may impact their property.

Information gathered during initial stakeholder meetings conducted by BKF in 2017 as part of the environmental review, and comments from Caltrans indicated that neither the proximity to the SMART station nor any right of way conflicts should preclude a detailed evaluation of the Range Avenue-Bear Cub Way alignment.

In addition, conflicts with utilities and right of way limitations at both the east and west bridge landings for Edwards-Elliott have been more fully evaluated resulting in the likelihood that this alignment may have previously unforeseen challenges associated with the adjacent properties.

PRIOR CITY COUNCIL REVIEW

On December 4, 2007, the City Council, by motion, approved a contract with Steven Grover & Associates (SGA), a consulting architectural and engineering firm, to complete a feasibility study for a bicycle and pedestrian bridge over US Highway 101 in the amount not to exceed \$117,598.00.

On April 22, 2008, the City Council, by Resolution No. 27078, approved the Cooperative Funding Agreement No. M71406 with Sonoma County Transportation Authority (SCTA) to provide \$50,000.00 in funding to the City of Santa Rosa for the feasibility study of the proposed Bike-Pedestrian Access Across Highway 101.

On October 18, 2010, the City Manager approved Amendment No. 1 to the Professional Services Agreement with SGA for additional feasibility studies, increasing the agreement by \$29,640.00, for a total not to exceed amount of \$147,238.00.

On November 30, 2010, the City Council, by Resolution No. 27774, accepted the Santa Rosa Bicycle and Pedestrian Bridge Feasibility Study prepared by SGA.

On November 30, 2010, the City Council, by Resolution No. 27776, directed staff to work with Caltrans under a cooperative agreement for review of the Project Initiation Document (PID), a Caltrans prerequisite to environmental clearance, and to focus on a bridge in the vicinity of Elliott Avenue/Edwards Avenue bridge alignments.

On February 15, 2011, the City Council, by Resolution No. 27835, approved the adoption of the 2010 Bicycle and Pedestrian Master Plan. The 2010 Bicycle and Pedestrian Master Plan listed the US Highway 101 – Bicycle and Pedestrian Bridge Project (Proposed Connector) as a high priority pedestrian project and a high priority bicycle project.

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On November 15, 2011, the City Council, by Resolution No. 28011, approved the First Amendment to Cooperative Agreement M71406 between SCTA and the City of Santa Rosa making available a total of \$250,000.00 of Measure M funding for the proposed Bike-Pedestrian Access across Highway 101 project.

On November 15, 2011, the City Council, by Resolution No. 28012, approved a Second Amendment to the Professional Services Agreement with SGA for preparation of a PID, increasing the agreement by \$212,000.00, for a total not to exceed amount of \$359,238.00

On September 13, 2016, the City Council, by Resolution 28859, approved Cooperative Agreement No.04-2617 between the State of California and the City of Santa Rosa authorizing Caltrans to provide Independent Quality Assurance for the PA&ED phase for the US Highway 101 – Bicycle and Pedestrian Bridge.

On March 7, 2017, the Deputy City Manager approved a Third Amendment to the Professional Services Agreement with SGA to complete new Caltrans requirements for a Project Study Report – Project Development Support (PSR-PDS), increasing the agreement by \$23,000.00, for a total not to exceed amount of \$382,238.00.

On June 20, 2017, the City Council, by motion, approved Project Work Order A010019-2016-01 with BKF Engineers for the PA&ED phase for the US Highway 101 – Bicycle and Pedestrian Bridge not to exceed amount of \$907,559.00.

ANALYSIS

1. The environmental review for the Range Ave-Bear Cub Way bridge alignment will provide additional technical studies which were not part of the original BKF project work order.
2. Caltrans recommends that a detailed evaluation of the Range Ave-Bear Cub Way alignment be included to assure a complete environmental review.
3. Discussions with stakeholders have advanced since 2010, and the Project's property acquisition opportunities may have changed.
4. The authorized contract amount for BKF Engineers to complete the PA&ED is \$907,559.00. The estimated additional amount for BKF to evaluate the Range Ave-Bear Cub Way bridge alignment is \$379,344.00, bringing the total proposed contract amount to \$1,286,903.00.

FISCAL IMPACT

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This item does not have a fiscal impact on the General Fund. Funds for the amendment to the Project Work Order with BKF were appropriated in the fiscal year 2017-18 Capital Improvement Program budget.

ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because it is not a project at this time. Project Work Order A010019-2016-01 includes preparation of environmental review documents for the US Highway 101 – Bicycle and Pedestrian Bridge.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

On March 15, 2018, the Bicycle and Pedestrian Advisory Board (BPAB) agenda includes an update of the Highway 101 Bicycle and Pedestrian Bridge. Staff is recommending that the BPAB, by motion, support evaluating an additional crossing location, the Range Avenue – Bear Cub Way alignment in the environmental document for the Highway 101 Bicycle and Pedestrian Bridge. Staff will inform the City Council of the action taken by the BPAB as part of the staff presentation on March 20, 2018.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Attachment 1 - Location Map
- Resolution/Exhibit A

CONTACT

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