

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: CHRIS CATBAGAN, ASSOCIATE CIVIL ENGINEER
TRANSPORTATION AND PUBLIC WORKS DEPARTMENT
SUBJECT: US HIGHWAY 101 – BICYCLE AND PEDESTRIAN BRIDGE
OVERCROSSING

AGENDA ACTION: STUDY SESSION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council hold a Study Session, as part of the 30-day public review period of the Initial Study with a Proposed Mitigated Negative Declaration (IS/MND), to receive information, ask questions, discuss and provide feedback to staff regarding the US Highway 101 – Bicycle and Pedestrian Bridge Project.

EXECUTIVE SUMMARY

The US Highway 101 – Bicycle & Pedestrian Bridge Project would construct a 17-foot wide bicycle/pedestrian Americans with Disabilities Act (ADA) compliant Class I shared-use overcrossing over US Highway 101, south of Steele Lane and north of College Avenue. Due to the involvement of constructing a City Sponsored project within State owned property, the Project is being actively developed in cooperation with Caltrans as the lead agency responsible for environmental clearance and permitting approval.

On June 22, 2020, the IS/MND was released for a 30-day circulation period to the general public and stakeholder agencies. The IS/MND examines the potential environmental impacts of the Project.

This study session is provided for the Council's information and no action will be taken. The Council will have the opportunity to ask questions, discuss, and provide feedback to staff and the City's Environmental Consultant.

BACKGROUND

In June 2017, the consulting firm BKF was hired to complete the Project Approval and Environmental Document (PA&ED) phase. BKF was tasked to prepare the Final Environmental Document with a detailed analysis for the California Environmental

Quality Act (CEQA) and Nation Environmental Policy Act (NEPA) for the Edwards Avenue-Elliott Avenue and the Range Avenue-Bear Cub way alignment.

During the PA&ED phase, the Santa Rosa Junior College (SRJC) became an active participant regarding alignment and landing locations. SRJC expressed their eagerness and willingness to discuss options that may impact their property from both the Elliott Avenue alignment and Range Avenue-Bear Cub Way alignment.

On March 29, 2018, the City held its first public meeting, where the proposed scope of the project, the purpose and need, and the intentions for analyzing two (2) alignment alternative locations were presented. The meeting was well attended, and the project received considerable feedback.

On April 18, 2019, City Staff presented the two (2) alignment alternatives, the Edwards Avenue-Elliott Avenue alignment & the Range Avenue-Bear Cub Way alignment, with three (3) different types of overcrossing structures to the City's Design Review Board (DRB). The structure type options demonstrated the use of truss, cable-stayed, and arc bridges, which permits the avoidance of placing structure columns in the center of the Caltrans right of way, while implementing a thin deck. The objective was to receive constructive feedback in regard to aesthetics of the overcrossing structure types for both locations. The DRB expressed general support of the cable-stayed bridge structure with a tower to represent an aesthetics theme of a potential structure being "light" and non-dense. In addition, the DRB also requested a bridge design that represented a bold and modern statement. Further design exploration during the PS&E phase will allow for a variety of different tower designs.

On June 22, 2020, the IS/MND was released for a 30-day circulation period to the general public and agencies. The IS/MND discusses why the project is being proposed, examines the potential environmental impacts of the Project, and proposes mitigation measures to address any impacts determined to be significant.

On June 30, 2020, a second public meeting will be held to provide updates and receive comments regarding the IS/MND. The outreach was an open house event that explained the environmental process and presented the findings of the IS/MND. Public notification, regarding the public outreach meeting and the circulation of the IS/MND, was sent via e-mail notifications, City newsletters, newspaper releases, and notification mailers. In addition, the City provided information and promoted the event on City websites and social media.

On July 7, 2020, the project is scheduled to be presented to the SRJC Facilities Committee to seek support. Similar to the open house event, City staff provided updates and was open to receiving comments regarding the IS/MND.

On July 14, 2020, the project is scheduled to be presented to the SRJC Board by the Facilities Subcommittee seeking approval to support for the project.

Although the IS/MND does not identify a preferred alignment, Caltrans will utilize the feedback from the public review period as part of their final analysis of the information in identifying their preferred alignment, which will be included in the final environmental documents. All comments generated from the 30-day public circulation will be addressed within the final environmental documents. Caltrans approves the final environmental document with the final project report.

The next phase of the project is the preparation of the Plans, Specifications, and Estimate phase (PS&E). The PS&E phase will be funded using programmed money from the One Bay Area Grant (OBAG 2), which will be administered by the Federal Highway Administration (FHWA).

The City has not yet secured funding for the construction phase expected to start after PS&E phase. However, staff is currently submitting various funding applications in preparation for funding the construction phase.

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 US 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 an overcrossing in the vicinity of Elliott Avenue/Edwards Avenue overcrossing 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 Overcrossing Project (Proposed Connector) as a high priority pedestrian project and a high priority bicycle project.

US HIGHWAY 101 – BICYCLE AND PEDESTRIAN BRIDGE
PAGE 4 OF 6

On November 15, 2011, the City Council, by Resolution No. 28011, approved the First Amendment to Cooperative Agreement M71406 between Sonoma County Transportation Authority (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 overcrossing of US 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 Project Approval and Environmental Document (PA&ED) phase for the US Highway 101 – Bicycle and Pedestrian Overcrossing.

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 Project Approval and Environmental Document (PA&ED) phase for the US Highway 101 – Bicycle and Pedestrian Overcrossing not to exceed amount of \$907,559.00.

On March 20, 2018, the City Council, by motion, approved Amendment No. 1 to Project Work Order with BKF Engineers to evaluate an additional project location, the Range Avenue-Bear Cub Way alignment, for the Project Approval and Environmental Document (PA&ED) phase for the US Highway 101 – Bicycle and Pedestrian Overcrossing increasing the contract amount by \$379,344.00, for a total amount of \$1,286,903.00.

ANALYSIS

1. This is an opportunity for Council to receive information, ask questions, discuss and provide feedback to staff regarding the IS/MND US Highway 101 – Bicycle and Pedestrian Overcrossing project.
2. The IS/MND provides analysis and technical studies for the two (2) alignment alternatives, the Edwards Avenue-Elliott Avenue alignment & the Range Avenue-Bear Cub Way alignment.
3. On June 22, 2020, the IS/MND was released for a 30-day circulation period to the general public and agencies.

4. All public comments generated from the 30-day public circulation will be addressed within the final environmental documents.
5. Project approval means approval by Caltrans.
6. The prepared alternative is approved by the Caltrans District Director after selection by the project development team and recommendation of the Caltrans project manager.
7. The rationale for selecting the alternative is detailed in the final environmental documents.

FISCAL IMPACT

Funding for this project has been appropriated to JL Key Accounts No. 17497. The sources of funding are from Gas Taxes and Capital Facilities Fees Funds (CFF). Approval of this action does not have a fiscal impact on the General Fund.

ENVIRONMENTAL IMPACT

This Study Session is not subject to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA) in that no discretionary action will be taken. The US Highway 101 – Bicycle and Pedestrian Overcrossing Project has been reviewed in compliance with CEQA and an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared and distributed for the required 30-day public review period on June 22, 2020. The Project has been reviewed pursuant to NEPA and qualifies for a Categorical Exclusion.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

None.

NOTIFICATION

Not applicable

ATTACHMENTS

- Attachment 1 – Initial Study with Proposed Mitigated Negative Declaration (IS/MND)

CONTACT

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