



City of Santa Rosa

Virtual Meeting - See Agenda
for Participation Information

Design Review Board Meeting Minutes - Final

Thursday, November 4, 2021

4:30 PM

1. CALL TO ORDER AND ROLL CALL

Present 5 - Board Member John McHugh, Board Member Adam Sharron, Chair Drew Weigl, Board Member Henry Wix, and Board Member Sheila Wolski

Absent 2 - Board Member Michael Burch, and Board Member Warren Hedgpeth

2. STUDY SESSION

None.

3. APPROVAL OF MINUTES

October 7, 2021 - Draft Minutes

Approved as submitted.

4. PUBLIC COMMENT

None.

5. BOARD BUSINESS

5.1 STATEMENT OF PURPOSE

Chair Weigl read aloud the Statement of Purpose.

5.2 BOARD MEMBER REPORTS

None.

5.3 OTHER (i.e. VICE CHAIR ELECTION, NEW MEMBER INTRODUCTIONS)

None.

6. DEPARTMENT REPORTS

Amy Nicholson, Staff Liaison, presented.

7. STATEMENTS OF ABSTENTION

None.

8. CONSENT ITEMS

None.

9. SCHEDULED ITEMS

- 9.1** Highway 101 Bicycle and Pedestrian Overcrossing
Over Highway 101 connecting Edwards and Elliott Avenues

BACKGROUND: Construct a Class I ADA accessible and mode-separated bicycle and pedestrian bridge over Highway 101

PRESENTED BY: Amy Nicholson, Senior Planner - Planning and Economic Development
Grant Bailey, Supervising Engineer - Transportation and Public Works
Grant Bailey and consultants presented.

Steve Soldis shared concerns regarding project.

David Harris shared concerns regarding project.

Frank Haeg shared concerns regarding the project.

Dylan Trindell spoke in support of the project and shared concerns.

Willard Richards spoke in support of the project.

Julia Donoho spoke in support of the project and shared concerns.

Elizabeth Ridlington spoke in support of the project.

Thomas Elles shared concerns regarding the project.

Alicia Wray shared concerns regarding the project.

Gina Huntsinger spoke in favor of the project and shared concerns.

Jack Swearngen spoke regarding the project.

Jenny Bard spoke in favor of the project.

James Berger spoke in favor of the project.

John Sutter spoke in favor of the project.

Staff Liaison shared a summary of additional late correspondence received.

Staff and consultants responded to Board questions.

Summarized Board Comments:

Great iteration from before, glad to see its moving forward with funding and schedule. Strong statement, beautiful for motorists, a masterful solution and artful. Supportive of single-cabled stayed structure; beautiful statement for City. Light contemporary design a good direction to go. Would like to keep bridge as clean and light as possible for users of over-crossing and open for views. Like alignment and fractured. Likes that there is enough transparency to see the beauty of hillsides. Likes off-set pylon, very aesthetically pleasing and clean.

The bridge as its stands is public art, but other great opportunities for could be at landings and under structure, maybe being affixed to the walls. Want to make sure the art on the bridge do not distract. Could have Peanuts character using bridge (statue) but understands CalTrans complications. Should be community, youth driven, including SRJC. Bridge is contemporary but does reference our history: wide lens of public art: including - indigenous communities, can be educational.

Signage is important. Likes revised landings, makes it safer. The non-glare lighting across the bridge for safety but allows views. Likes subtle separation from bike and ped. Edwards side update - great solution. Will slow people down. Large curb cuts and pavement lighting will make pedestrian and cyclists more apparent.

Like the landscaping selection, as well as the meandering sidewalk. Would like to see reduction of 10" fence to 42" guard rail, as well as a more elegant end to fencing. If this comes back to DRB, would like to see public art and solution to fencing, as well as Elliot Landing.

10. ADJOURNMENT

Chair Weigl adjourned the meeting at 7:02 P.M.

Approved on: December 16, 2021

s/Michelle Montoya

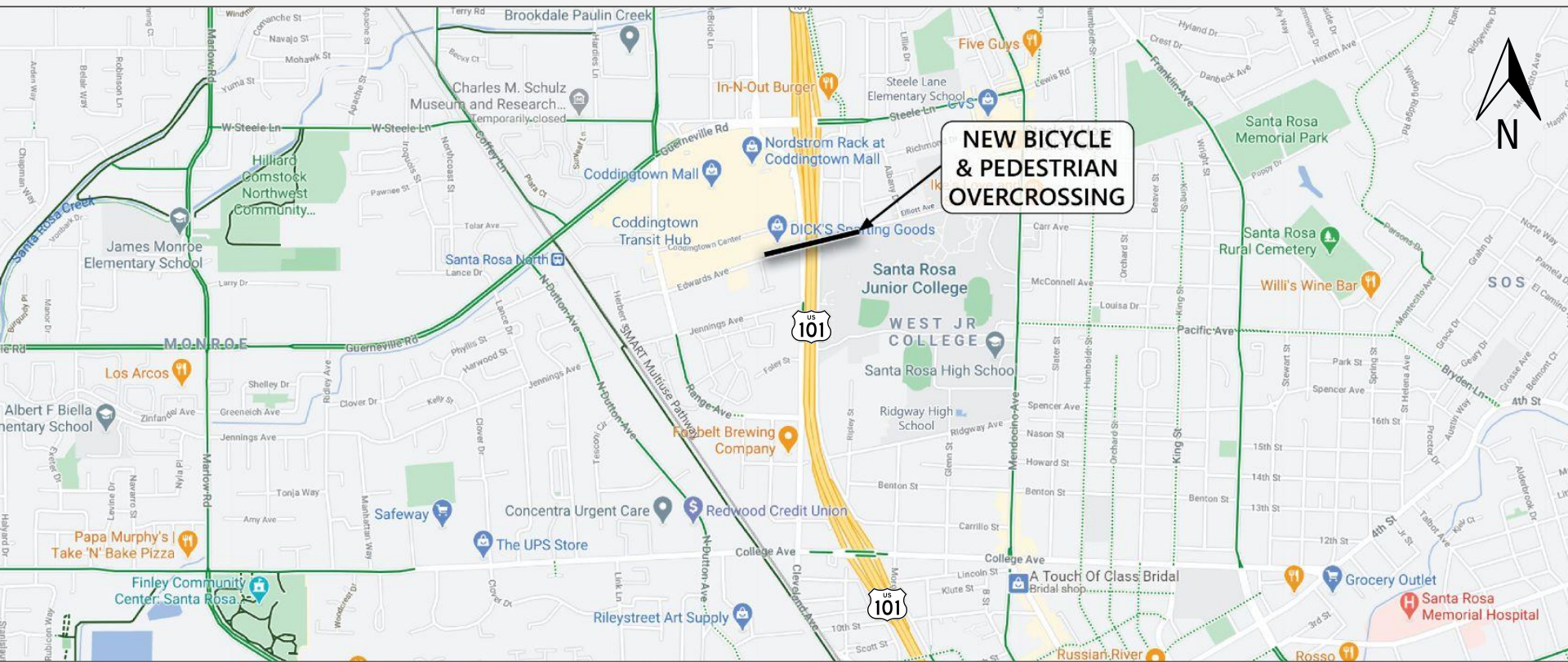


US 101 Bicycle & Pedestrian Overcrossing

Presentation to the
Design Review Board
November 4, 2021



Project Location



Milestones Completed

1. November 2010 Feasibility Study Completed
2. October 2016 Project Initiation Document Completed
3. March 2021 Environmental Clearance
4. June 2021 \$12 Million ATP Funding Awarded
5. June 2021 Detailed Design Begins



Planned Next Steps

Winter 2021/22	Public Community Meeting
July 2023	Complete Project Design
October 2023	Begin Construction
Fall 2025	Complete Construction



Presentation Outline

1. Visual Context & Character
2. Project History
3. Bridge Approaches
4. Main Span
5. Potential Public Art



Visual Context & Character



Views Along Redwood Highway



Northbound



Southbound

Edwards Avenue Existing Conditions



At Cleveland Ave,
View West



On Edwards Ave,
View West

Elliott Avenue Existing Conditions

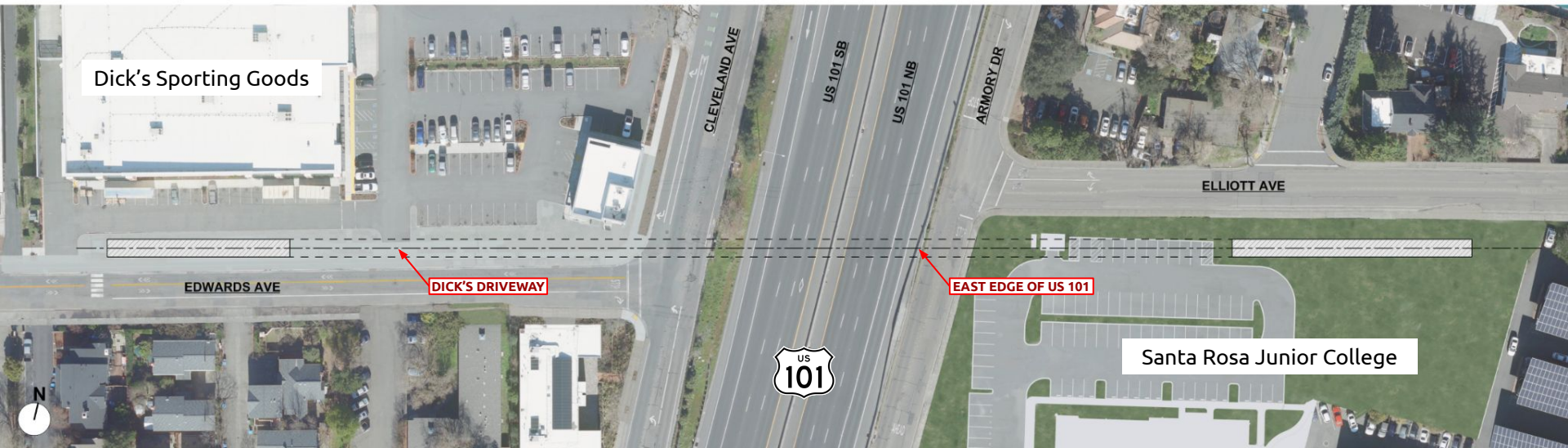
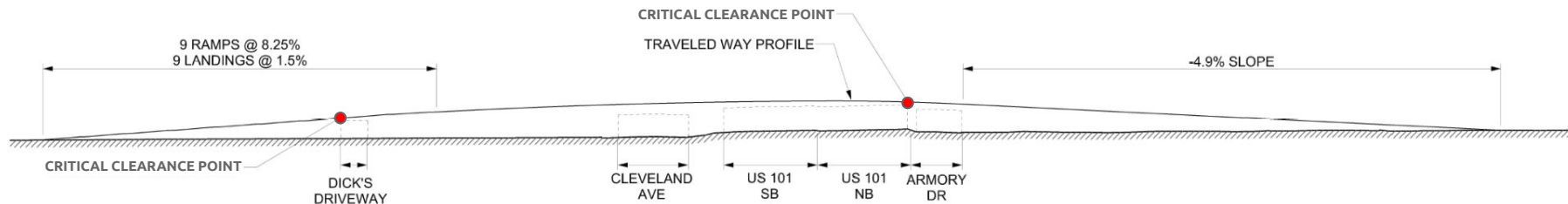


At Armory Dr,
View East



On Elliott Ave,
View East

Traveled Way Plan and Profile



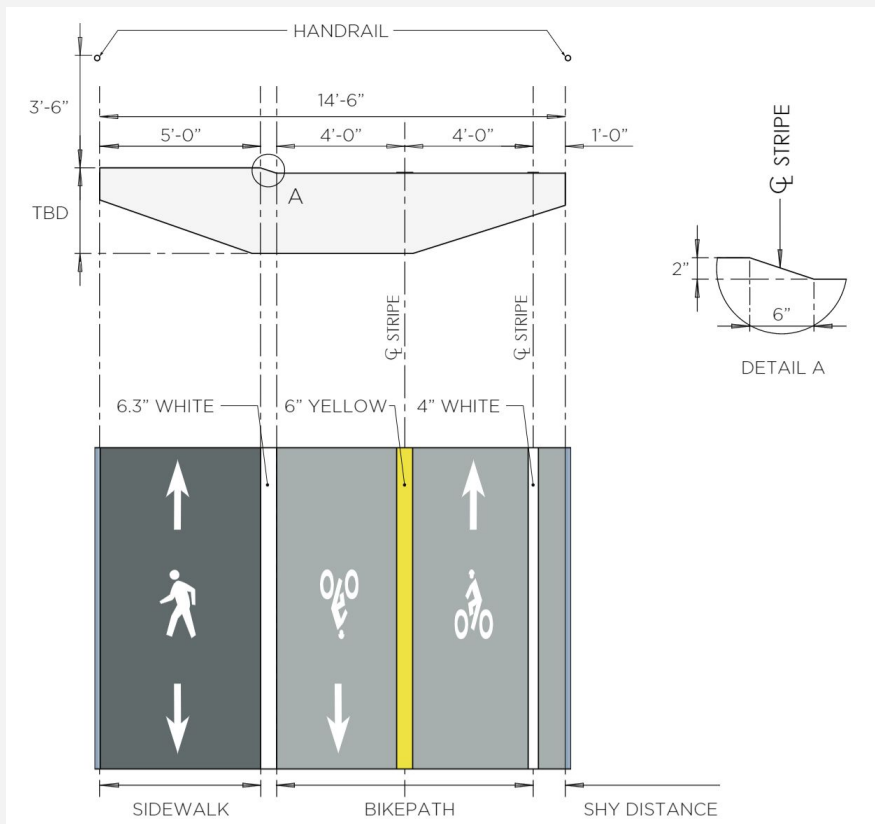
Mode Separation



View West on Edwards Avenue Approach

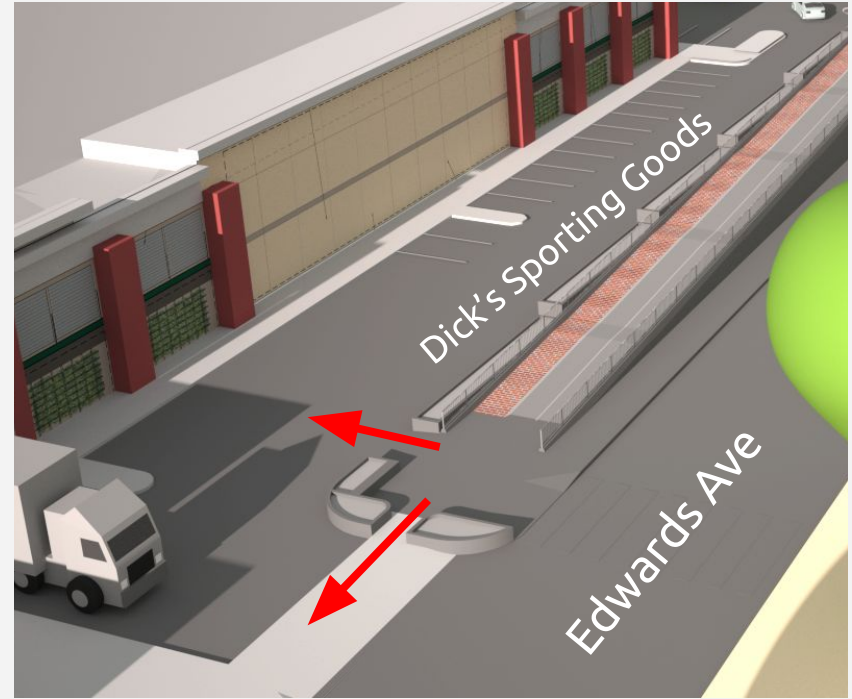
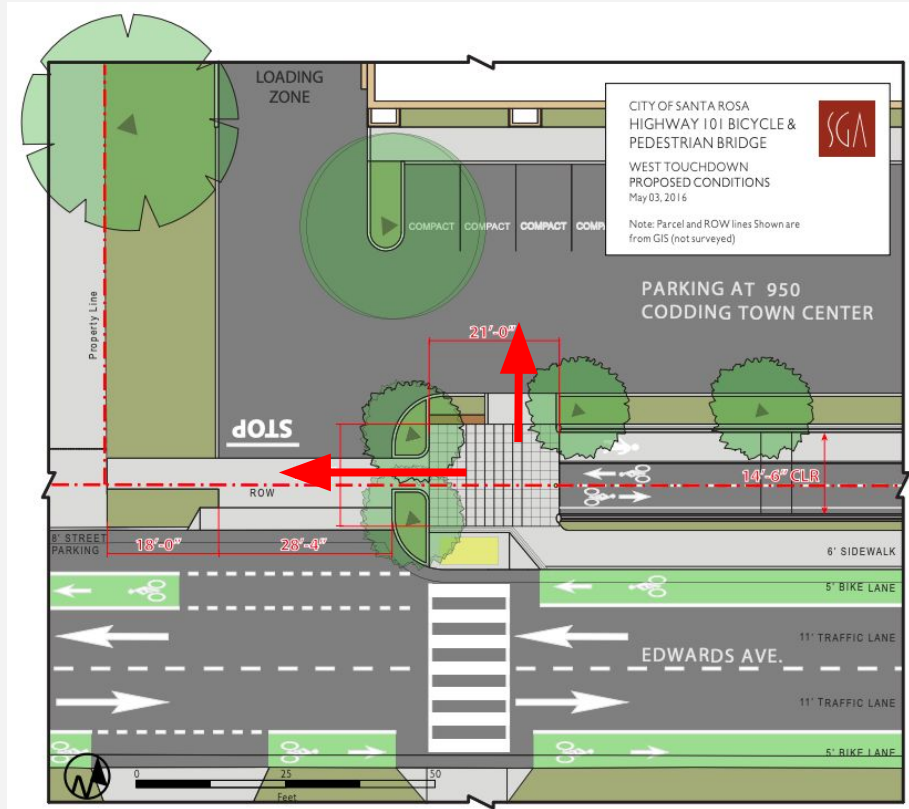


Mode Separation



Homer Avenue Underpass, Palo Alto, CA

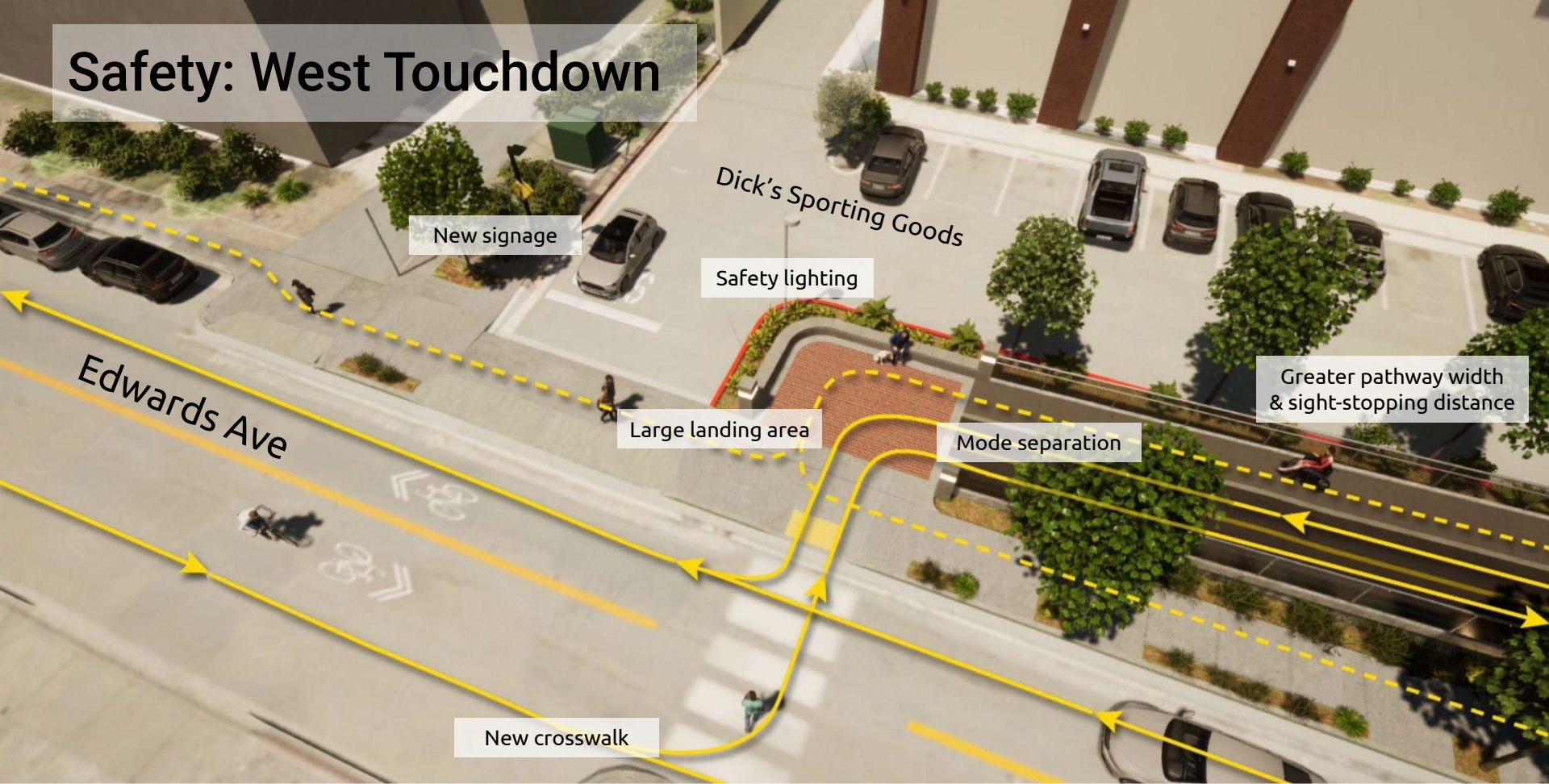
Safety: West Touchdown Early Design



Safety: West Touchdown Revised Design



Safety: West Touchdown



New signage

Dick's Sporting Goods

Safety lighting

Large landing area

Mode separation

Greater pathway width
& sight-stopping distance

Edwards Ave

New crosswalk

Safety & Security: Lighting



Edwards Touchdown at Night



View East on Edwards Avenue

Integration with Streetscape

Edwards Ave

View West on Edwards Avenue



View West on Edwards Avenue

Integration with Streetscape



View East on Edwards Avenue



View from 1955 Cleveland Avenue



View from Across Edwards Avenue

Safety: East Touchdown





Elliott Ave

View Southwest on Elliott Avenue

Planting Conditions



Landscape Treatment



Edwards Ave

Tall Grasses Planting Style

Landscape Treatment



Agave Blue Glow and Blue Fescue grasses



Grasses



Agave

Plants and Materials



Vitis californica - California Wild Grape



Rosmarinus officinalis 'Prostratus' - Trailing Rosemary



"Fractured Rib" Texture

Main Span Structure Type Considerations

1. Geometric Constraints

- a. Minimize structure depth
- b. Utilize long-span structures
- c. Do not use a center support in State right-of-way

2. Visibility of and for users

- a. Prioritize user safety and security
- b. Maximize visibility for users on the bridge
- c. Maximize visibility of users by drivers below

3. Constructability

- a. No large lay down or work areas to pre-assemble structure
- b. Ability to be erected over an active freeway in small segments

4. Visual Openness

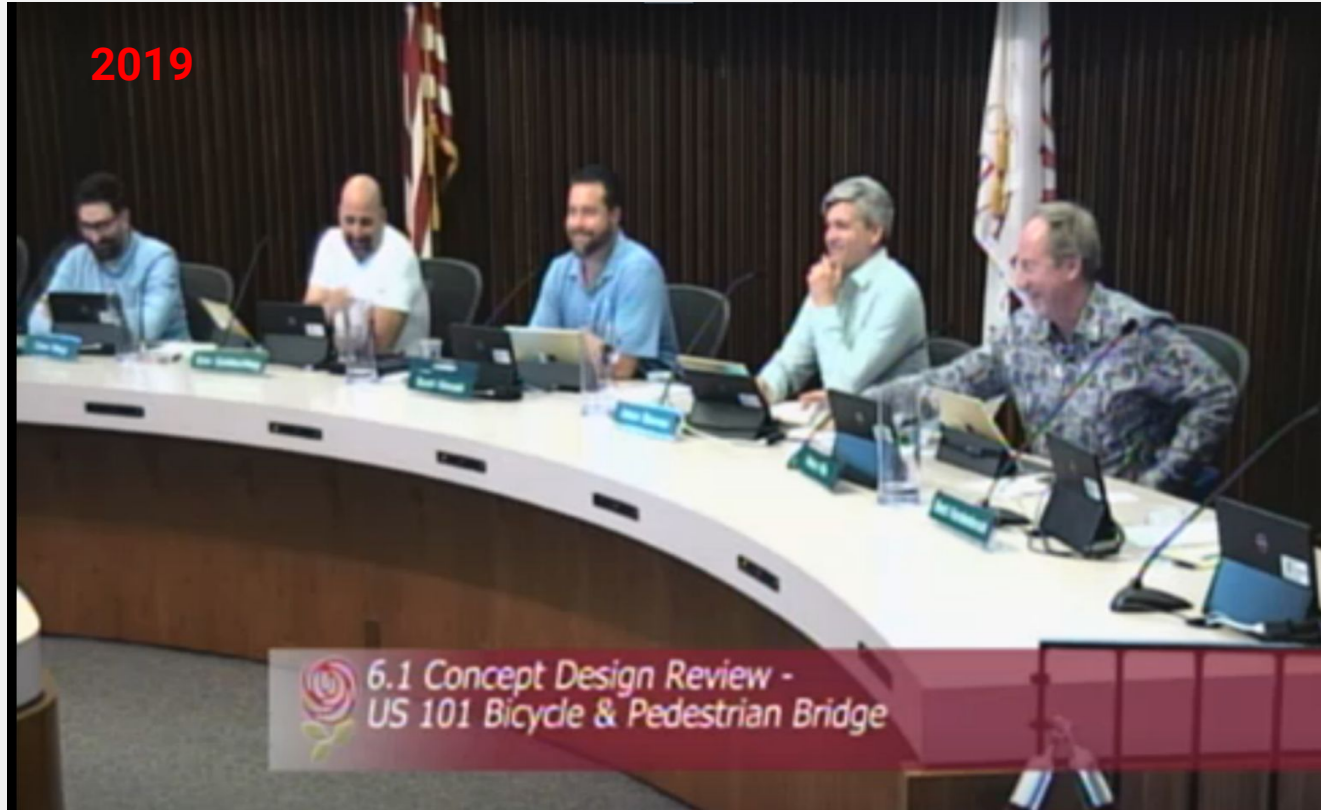
- a. Maximize sightlines to Shiloh Ranch hills from designated scenic highway
- b. Maintain visibility to and from commercial and SRJC buildings

5. Architectural Character and Presence

- a. Santa Rosa landmark and placemaker with a modern and light design



Previous DRB Comments



2009

US Highway 101
Bicycle/Pedestrian Overcrossing
Feasibility Study

1st Community Meeting
February 19, 2009

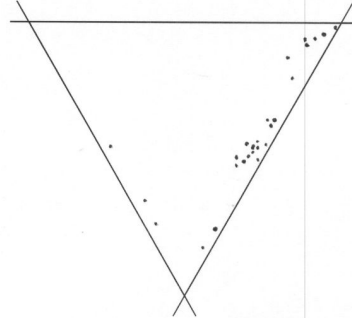
2. Visual Presence

Relevant Facts:

- 1) The flat topography of the proposed crossing location means the project will require ramp structures. Ramp structures require a large footprint to comply with Americans with Disabilities Act (ADA) and are visually massive.
- 2) A large part of the visual mass for bicycle/pedestrian bridges, as seen by a freeway motorist, is the enclosure needed to prevent people from throwing things into traffic below.

An eye-catching bridge can be a distraction to Highway 101 motorists. It is important that any new bridge closely resemble standard vehicular highway overpass structures, even if this increases cost.

This bridge will be seen millions of times each year by Highway 101 motorists. The project is a unique opportunity to create a signature landmark for Santa Rosa.

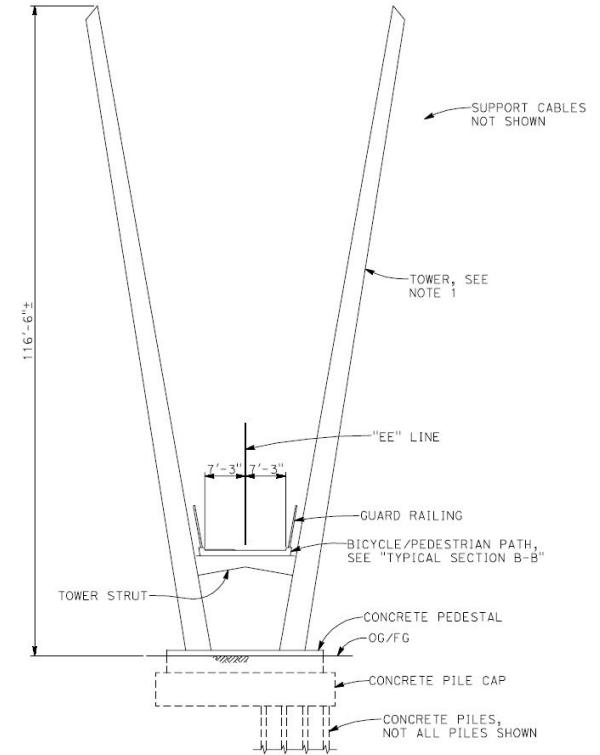
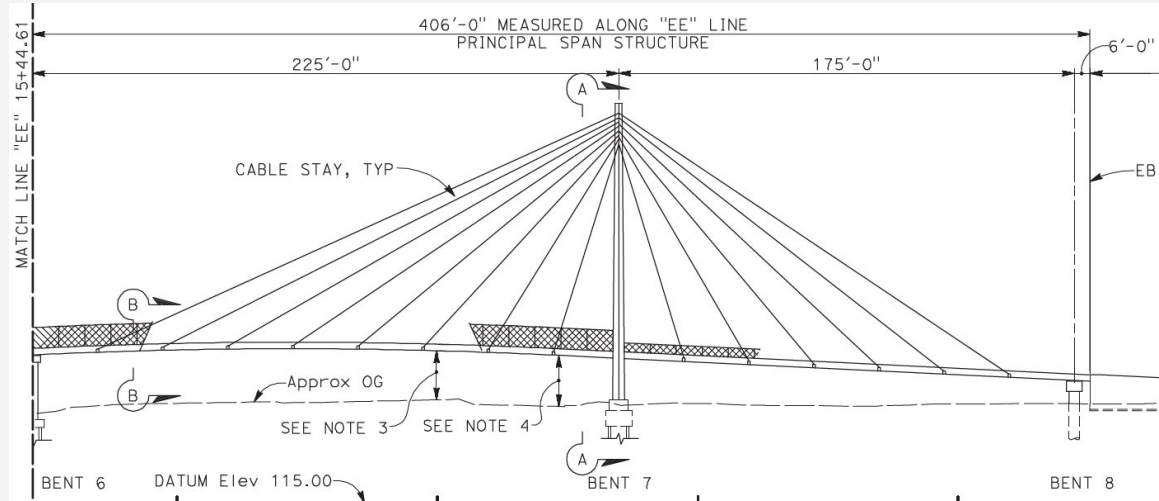


The most important goal for the visual design of a bicycle/pedestrian bridge is to entice people to use it. For example, people bicycling and walking across the bridge should be highly visible to people in cars.

Two-Pylon V-Shaped



Two-Pylon Profile & Section



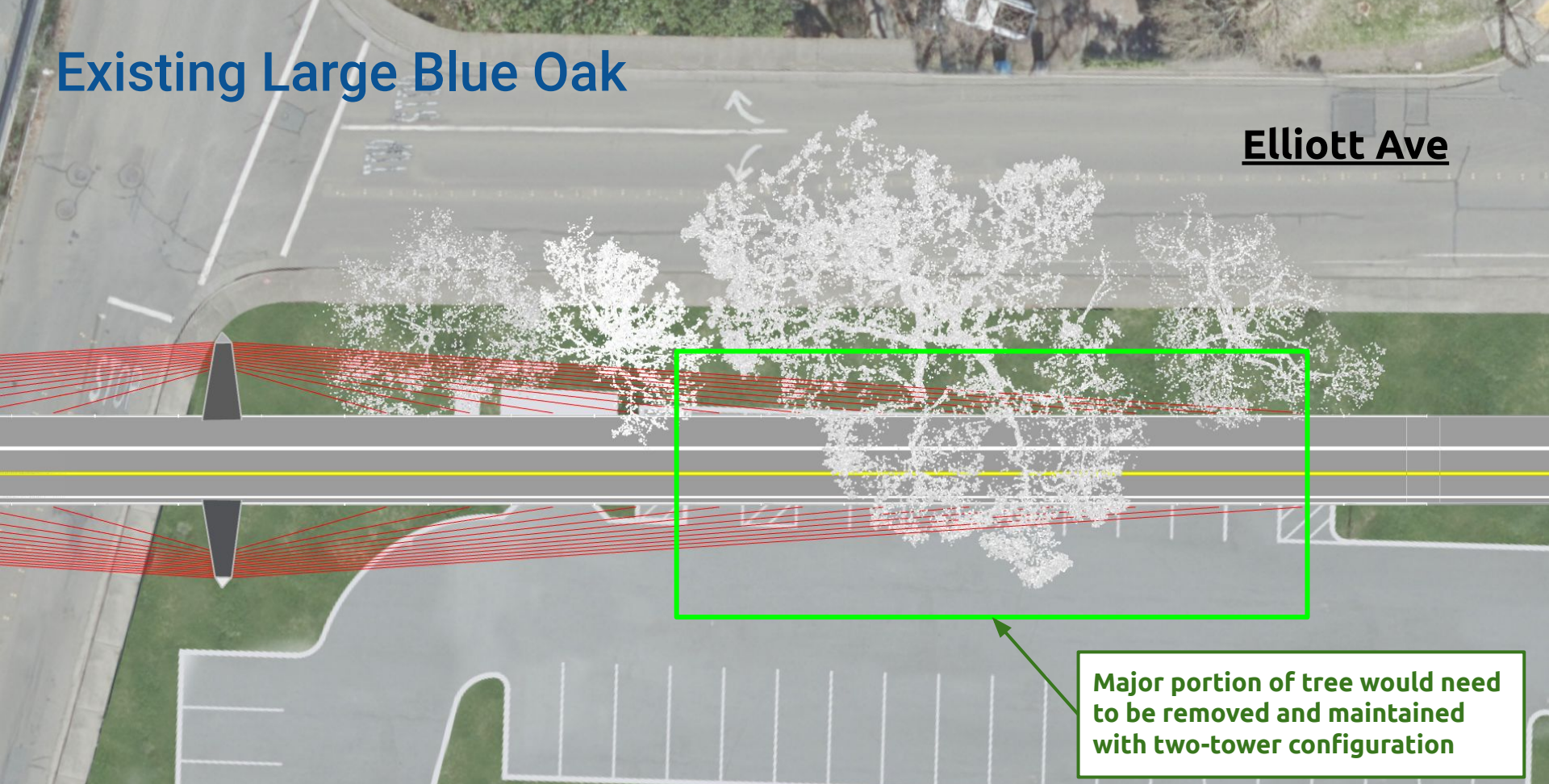
PRINCIPAL SPAN TOWER

TYPICAL SECTION A-A

$\frac{3}{32}" = 1'-0"$

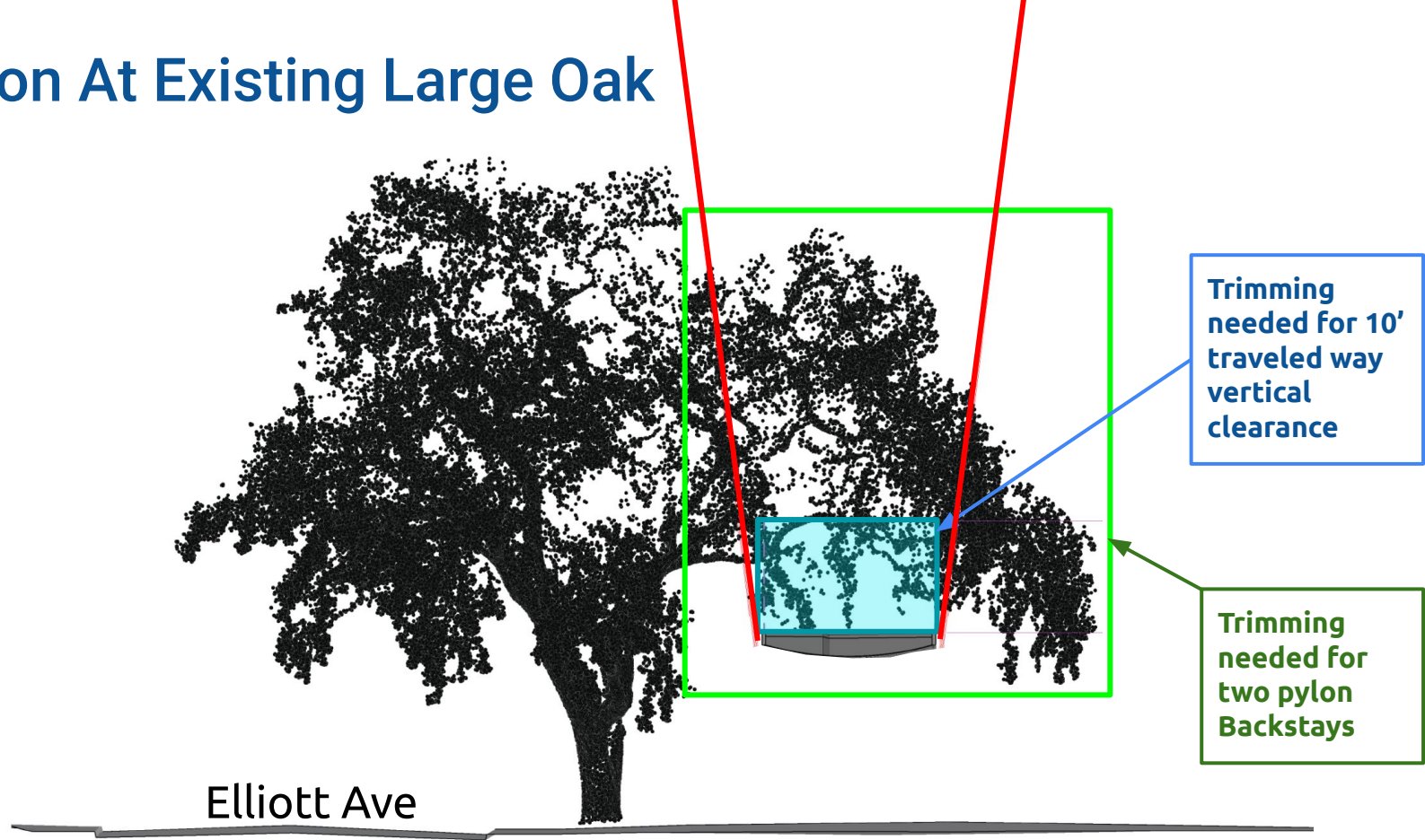
Existing Large Blue Oak

Elliott Ave



Major portion of tree would need to be removed and maintained with two-tower configuration

Section At Existing Large Oak



Tree Preservation and Replacement



US HIGHWAY 101 BICYCLE & PEDESTRIAN OVERCROSSING



Single Centered Pylon

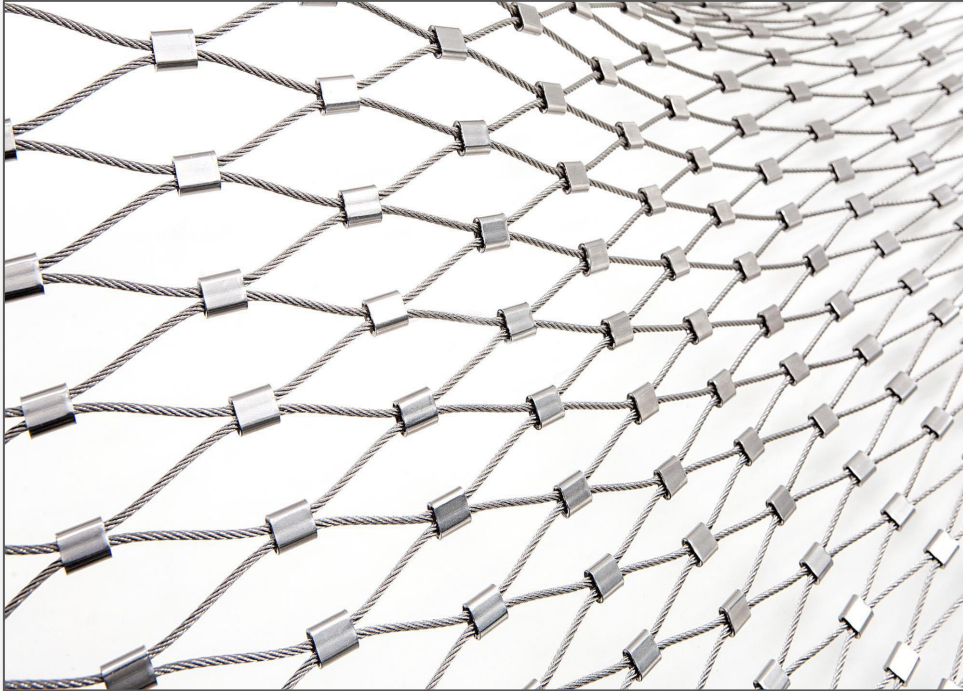


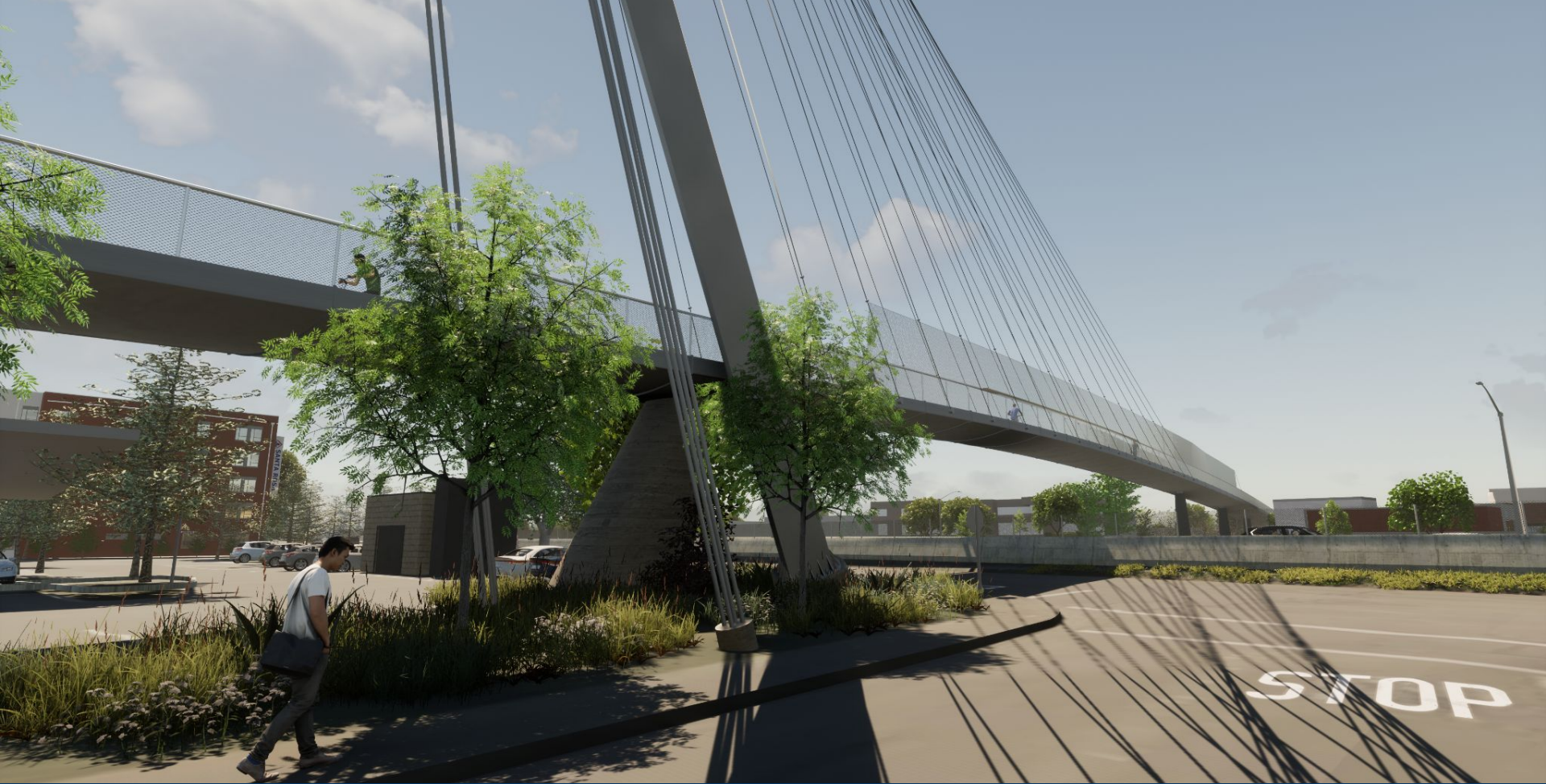
Single Off-Centered Pylon





Fencing Material & Attachment















Recommended Next Steps

1. Confirm cable-stayed design
2. Confirm design direction for bridge approaches and landings
3. Provide input on public art



Thank You

Project Website:

www.srcity.org/bikepedovercrossing

City Project Manager:

Grant Bailey

Supervising Engineer

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