

CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD
STAFF REPORT
March 15, 2018

SUBJECT

*Highway 101 Bicycle and Pedestrian
Bridge Update*

ISSUE

Should the Project Approval and Environmental Document (PA&ED) that is being prepared for the Highway 101 Bicycle and Pedestrian Bridge evaluate an additional crossing location; the Range Avenue-Bear Cub Way alignment?

STAFF PRESENTER

Nancy Adams

RECOMMENDATION

The Board, by motion, may 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.

BACKGROUND

The Santa Rosa Bicycle and Pedestrian Bridge Feasibility Study, prepared by Steven Grover Associates (SGA), was accepted by the Council in November 2010. Several potential bridge alignments and landing configurations were evaluated and 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.

In September 2012, the 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 Project Initiation Document (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 Engineers was hired to complete the next phase of project development, the Project Approval and Environmental Document (PA&ED) phase required by Caltrans, and to prepare the environmental document with a detailed

analysis for the Edwards Avenue-Elliott Avenue bridge alignment.

Within the last couple of years, Santa Rosa Junior College has been 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.

ANALYSIS

The environmental review for the Range Avenue-Bear Cub Way alignment will provide additional technical studies which were not part of the original BKF project work order.

Caltrans recommends that a detailed evaluation of the Range Avenue-Bear Cub Way alignment be included to assure a complete environmental review.

Discussions with stakeholders have advanced since 2010, and the Project's property acquisition opportunities may have changed.

The authorized contract amount for BKF to complete the Project Approval and Environmental Document (PA&ED) is \$907,559. The estimated additional amount for BKF to evaluate the Range Avenue-Bear Cub Way alignment is \$379,344, bringing the total proposed contract amount to \$1,286,903.

RECOMMENDATION

The Board, by motion, may 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.

Attachment: Location Map