

Harris, David J.

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EXTERNAL EMAIL. Links/attachments may not be safe.

typed email wrong

----- Forwarded message -----

From: David J. Harris, PhD [REDACTED]

Date: Fri, Jul 24, 2020 at 5:01 PM

Subject: Santa Rosa 101 overcrossing

To: <[REDACTED]>

Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing

David J. Harris, PhD
[REDACTED]

Caltrans District 4

ATTN: Elizabeth Nagle, Associate Environmental Planner

P.O. Box 23660

Oakland, CA 94623-0660

Via email: Elizabeth.Nagle@dot.ca.gov

Personal Comments re:

Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing

SONOMA COUNTY, CALIFORNIA

DISTRICT 4-SON-101 (POST MILE 21.0-21.8) 04-2G340/0413000213

Dear Ms Nagle:

I have been a resident of Santa Rosa for more than 30 years and have advocated for public policies that advance energy efficiency in all aspects of our community life. Transportation is an important sector that can benefit from built environment that gives the public choices to be more energy efficient in their daily lives. I strongly support this Bike-Ped overcrossing for the important choice it will offer the many people who move about the 101 corridor in northern Santa Rosa.

I also strongly support the Elloit-Edwards alignment since I believe it is the better of the two locations from the standpoint of number of people who will use it on a regular basis. The north

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SMART station, Coddington shopping center and other business in the area plus the higher housing density close to the Edwards landing all contribute to higher use compared to the alternative.

However, the main input I wish to give relates to design of this bridge. I believe this overcrossing offers a timely and historic opportunity to create an outstanding landmark and "Placemaker" for Santa Rosa. I propose a special committee be appointed by the City Council to study the options available to maximize the visual impact for this structure. Note that for a century or more many California cities had arched signs over major arteries with at least the city name and many times a motto extolling the virtues of the "place." In fact Santa Rosa had a sign over Mendocino Avenue just north of the historic Courthouse Square. At that time the location was also Redwood Highway also designated US Highway 101. This project offers the opportunity to imagine a new Placemaker

I would ask that the planners for both Caltrans and the City of Santa Rosa research on the topic of PLACEMAKERS and find examples of bridges in other locations that are outstanding examples of this purpose. . Also this bike-ped bridge is an important step in mitigating the dividing and mobility impeding effect of the freeway.

For the special committee, a broad membership from the general public, institutions in the area [eg, the Schulz Museum, Santa Rosa Junior College, Santa Rosa High School, Sonoma County Library, County & City government], businesses and property owners in the area [eg, Coddington Mall, Schulz Creative, Redwood Empire Ice Arena, Dick's Sporting Goods and others], organizations representing local philanthropy (eg Community Foundation Sonoma County) and local professional organizations such as the Redwood Empire AIA [chapter of American Institute of Architects].

In fact in November 2009 through February 2010 the, Redwood Empire AIA and the LIFEE, the local organization Leadership Institute for Ecology and the Environment, sponsored multi day events: "SMART Ideas:Community Charrette and Urban Design Competition for Northwest Santa Rosa." A 76 page hardcover book was published summarizing concepts presented by participants from across the USA as well as actual designs submitted for judging by 13 "Teams" of design professionals. Multiple submissions included design ideas for bike-pedestrian bridges.

I do have an opinion regarding the best bridge type for the purpose of "Placemaking." The cable-stayed design in the EIR report offers less opportunity for visual components of a placemaker. The cable designs offer less visual obstruction than alternatives like a steel truss, and for that very reason have less impact as a placemaker. The above mentioned publication (page 25) has an example drawn over 101 at Elliott of a steel truss bridge that illustrates one option (Design entry submitted by Paul W. Harris and Jack Lee).

I believe that the other advantage of steel alternatives to the cable options is likely to be lower construction cost. Lower cost should aid completion of this bridge and also appeal to the general public/taxpayers of Santa Rosa.

Replacing that "old" Redwood Highway with the "Freeway" likely played a role in the demise of the Mendocino Ave Placemaker. Unfortunately, the overall effect of building the freeway thru central Santa Rosa created something akin to a placemaker that I would liken more to the >> Berlin Wall<< in its effect on daily movement of the populace. This bike-ped bridge is an important step in mitigating the dividing and mobility impeding effect of the freeway.

Harris, David J.

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- 3 | My final point is that I believe that at least 4 more bike-ped 101 crossings are sorely needed to offer greater, less energy dependent mobility.

Sincerely,

David J. Harris

Attachment: Illustration from Red Empire AIA publication

Cc: Mayor Schwedhelm and members of the City Council
Sean McGlynn, City Manager

Jason Nutt, Assistant City Manager
Many individuals of the "General Public"

Responses to Harris, David J.**Response to Comment 1: Support for the Edwards-Elliott Build Alternative**

Thank you for providing your opinion that the Edwards-Elliott Build Alternative should be constructed due to its potential for increased use based on its perceived proximity to the SMART train station, Coddington Mall, other business, and high-density housing. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Response to Comment 2: Design of the bridge

Caltrans notes the commenter's opinion on the design of the bridge. Chapter 3, Aesthetics, of the IS/MND discusses the potential visual impacts of the Project. Several factors, including the goals of placemaking and creating a landmark in Santa Rosa, informed the design team's recommendation, and the Design Review Board's concurrence with, a cable-stayed bridge type as being the most appropriate structure type for this Project, as described below:

- 1) **Geometric Constraints.** Geometric constraints at this location require a structure type with minimal deck depth. This consideration combined with the main span length and Caltrans' preference for avoiding a center median support rule out a typical concrete box structure type and limit the structure type alternatives to three main families: a tied arch, a through truss, or a cable-stayed structure.
- 2) **Visibility of and for users.** In the March 2018 Public Input Survey for this Project the top-ranked design priority was user safety and experience. Accordingly, cable-supported structure types offering maximum visual openness for users on the bridge and maximum visibility of users by drivers below ranked higher than a through truss.
- 3) **Constructability.** At the Edwards-Elliott location the west side of the freeway is fully built out and the SRJC's development plans severely limit future availability of construction staging areas on the east side. Limited staging areas and the need to minimize impacts on traffic favor a structure type that can be efficiently erected over an active freeway in small segments.
- 4) **Visibility of the hills of the Shiloh Ranch Regional Park, Buildings and Signage.** Owners of commercial properties along Cleveland Avenue as well as the SRJC expressed concerns that the Project could impede views of existing and proposed buildings and signage. Maintaining expansive visual character of this portion of the freeway and visibility of the Shiloh Ranch hills for northbound travelers also emerged as a design consideration suggesting a visually "light" structure.

- 5) Architectural Character and Presence: The City's Design Review Board, stated a preference for "a modern, light design unique to Santa Rosa," while also urging the design team to "push the design envelope," "treat the bridge as artwork," and consider architectural lighting for views of the bridge at night. The DRB also urged the design team to pursue bold and unique tower designs that would be iconic and create a landmark in Santa Rosa.

Based on these considerations, the design team recommended a cable-stayed bridge for the Project. Note that visualizations presented as part of the IS/MND represent a basic concept. During the design phase the design of the cable arrangement, fencing, and tower elements will be refined and developed to achieve a unique landmark for Santa Rosa.

Public input will be an integral part of the Project design phase. In partnership with Caltrans and SCTA, the City will develop a public outreach plan, host community meetings, meet with residents, conducting community assessments, host design charrettes, and other related public outreach efforts. In addition, the City will continue to consult the City's Design Review Board during the design phase. AMM AES-4 has been incorporated in the Project to ensure the City seeks community input on the design and aesthetics of the Project during the design phase (refer to Chapter 3, Aesthetics, of the IS/MND).

Response to Comment 3: Additional Shared Use Paths over U.S. 101

Caltrans notes the commenter's opinion that additional Class I shared use pathways are needed over the U.S. 101. The City does not have additional planned Class I shared use pathways over U.S. 101; however, the City is planning to reconstruct the Hearn Avenue Overcrossing which would include bike lanes and sidewalks in both directions. Please refer to the link <https://srcity.org/746/Hearn-Avenue-Interchange-Phase-3>. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Harris, Paul
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From: Paul [REDACTED]
Sent: Friday, July 24, 2020 3:34 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa US Highway 101 bicycle & Pedestrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms Nagle:

1 Jack Lee and I won a citation Award in a 2010 competition for “Bridgeway” a bridge design over highway 101 at Edwards Avenue in Santa Rosa connecting Sant Rosa Junior College and eastern Santa Rosa with Coddington Center, western Santa Rosa and the North Santa Rosa Smart Station at Guerneville Road.
Attached are photos and narrative of our submission.

2 While the CalTrans steel cable on a tower design is graceful, it could be of anywhere in California; and that is the problem. Construction of this importance wants to honor the place it is being located, namely Santa Rosa, Sonoma County. CalTrans has done an admiral job of personalizing freeways with murals and graphics that depict local history in many areas of this state, and this bridge construction wants to be treated in the similar manner, namely to personalize the bridge design. to it’s location.

My design honors US 101 as the historic gateway to “The Redwood Empire”. Please consider seriously how this bridge design will influence Santa Rosa for a long time into the future and use my design for the bridge. My design approaches are beyond something CalTrans can construct, so I’m only asking that my bridge design be chosen.

Narrative says it all:

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BRIDGEWAY

Cities as vibrant, enriching environments are in vogue again because we are realizing what the deadly costs of suburban living are doing to the earth and our emotional and physical health. The city is not however a denser version of suburbia, but a complex interconnectedness of spaces and experiences that brings richness to our lives. This can be experienced in the parts of beautiful cities that haven't fallen to the wreaking ball of urban renewal and/or commercial exploitation.

Any functional bridge can span an obstacle. Mere function does not a city make. To incorporate additional uses, to bring art and history to life, to strengthen neighborhood boundaries and community identity, to honor landmark tree spaces, to create walkable living begins to create that interconnectedness. To do all that and more makes the city an enriching experience. This is what a city wants to be.

ID#: IDEAS-9006

Paul Harris, Architect
Santa Rosa, California
Consultant: Jack Lee, Artist
Windsor, California
5 February 2010

Historical context

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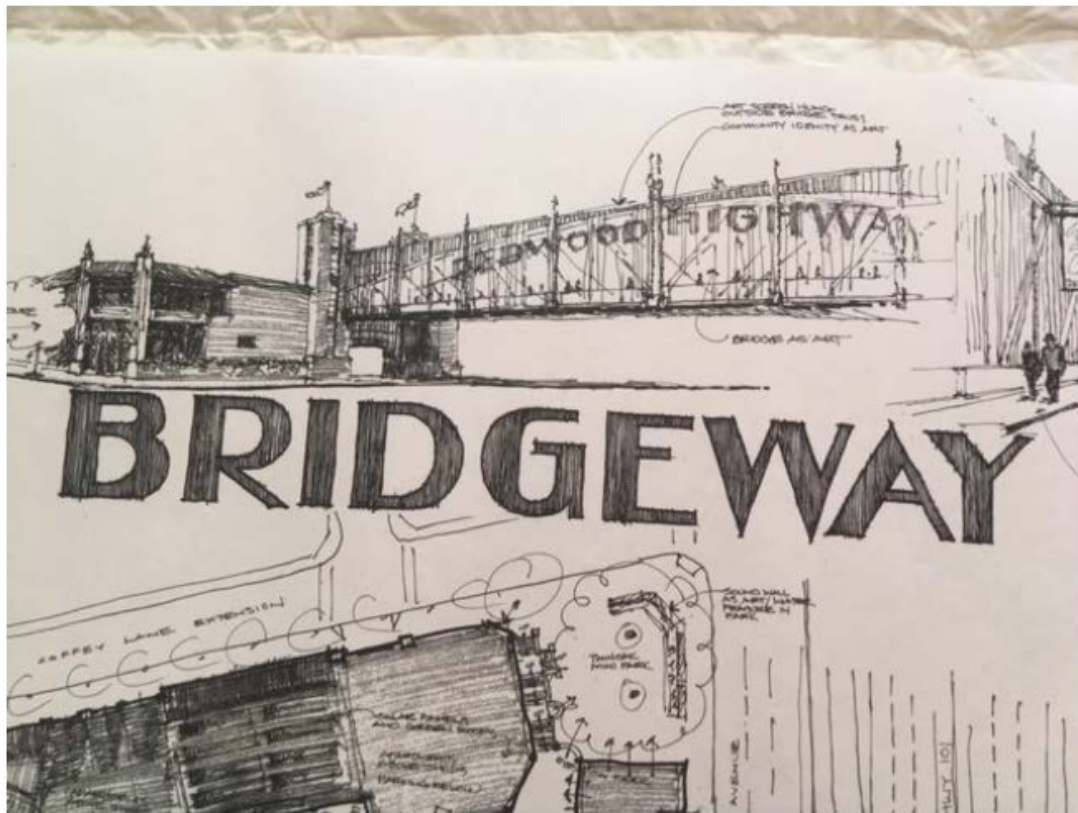
Submission to coipition

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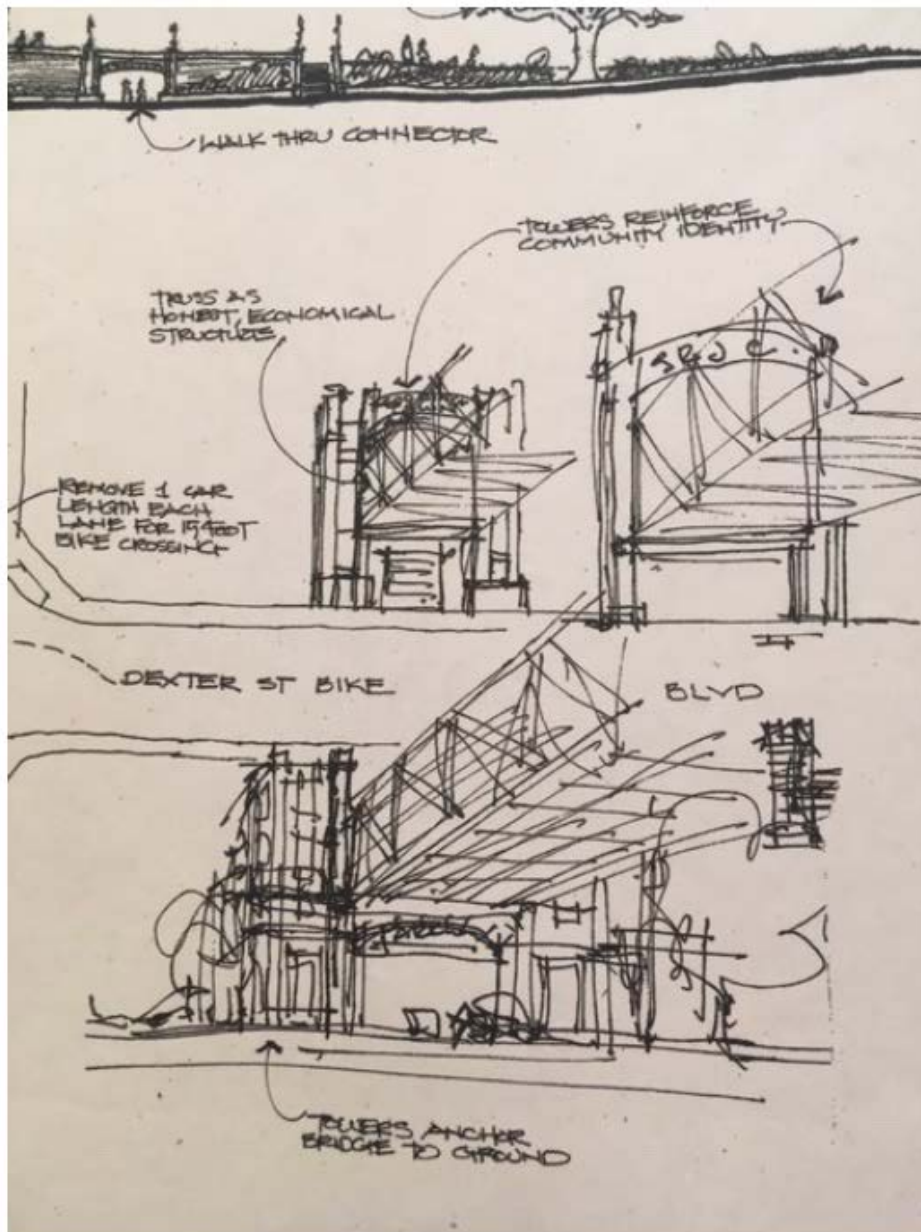
Bridge design

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Bridge construction

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award

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Sincerely,

Paul Harris, Architect

Responses to Harris, Paul

Response to Comment 1: Bridgeway submission

Thank you for providing the photos and narrative of your Bridgeway submission. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Response to Comment 2: Steel cable tower design

Caltrans notes the commenter's opinion on the steel cable tower design and desire that his bridge design be used. Chapter 3, Aesthetics, of the IS/MND discusses the potential visual impacts of the Project. Several factors, including the goals of placemaking and creating a landmark in Santa Rosa, informed the design team's recommendation and the Design Review Board's concurrence with a cable-stayed bridge as being the most appropriate structure type for this Project, as described below.

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architectural lighting for views of the bridge at night. The DRB also urged the design team to pursue bold and unique tower designs that would be iconic and create a landmark in Santa Rosa.

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