

CITY OF SANTA ROSA US 101 BICYCLE & PEDESTRIAN OVERCROSSING

Online Public Meeting - Summary

Wednesday, July 21, 2021, 5:30-6:45 PM

Online Zoom Webinar with Spanish Interpretation

Meeting Format

The City of Santa Rosa conducted an online Public Meeting for the US 101 Bicycle and Pedestrian Overcrossing on July 21, 2021, at 5:30 PM, using Zoom Webinar. The meeting was joined by 27 Attendees, excluding Panelists (see attendance list). Attendees were not required to register for the meeting prior to joining and could access the meeting via the public web address and/or telephone call-in number that was included in meeting invitations, mailers, electronic newsletters, and posted on the project webpage. The meeting's Key Panelists were:

- | | |
|---|---------------------|
| 1. Grant Bailey, City of Santa Rosa | Facilitator |
| 2. Lauren Wiley, City of Santa Rosa | Host |
| 3. Steve Brown, City of Santa Rosa | Co-Host |
| 4. Steven Grover, SGA Architecture & Engineering | Main Presenter |
| 5. Charles Idyk, International Effectiveness Center | Spanish Interpreter |
| 6. Pablo Rodas, International Effectiveness Center | Spanish Interpreter |

Also in attendance were Additional Panelists, who were available to provide additional information during the meeting. These individuals consisted of a staff member from Santa Rosa Transportation and Public Works, a Santa Rosa Police Sergeant, a representative from Caltrans Environmental, and three individuals from the Consultant Team. Only three of these Additional Panelists were called upon to speak during the question and answer session:

1. Nancy Adams, City of Santa Rosa
2. Natalina Bernardi, BKF Engineers
3. Maura Baldwin, Panoramic Design Group

Grant Bailey (GB) opened the meeting, introduced Lauren Wiley (LW) as Host, introduced the Spanish Interpreters, and provided instructions for how to hear the meeting in Spanish. LW provided meeting ground rules. GB began the slide portion of the meeting by discussing the meeting agenda, project background and milestones, and next steps for the project.

GB emphasized that the evening's meeting would focus primarily on the overcrossing landings on Edwards Avenue and Elliot Avenue, and that a meeting to discuss the overall structure that

crosses US 101 would be held later in Fall 2021. GB then introduced Steven Grover (SG) to give the main presentation.

SG's presentation discussed emerging best practices in the design of bicycle and pedestrian overcrossings and how the design of the project's landings and approaches on the east and west sides of US 101 considered the community feedback that was received during earlier phases of the project. In particular, the presentation addressed the following topics: safety, security, street parking, the bus stop on Edwards Avenue, and aesthetics.

The presentation was followed by a question and answer period moderated by GB. At the start of the question and answer period, LW introduced Steve Brown (SB) and instructed attendees to click "Raise Hand" or the hand icon if they have a question to be called on to speak. Attendees were also able to type their questions and comments in the Chat. Call-in attendees were instructed to press *9 to raise their hand. Attendees who raised their hand were called on by SB and asked to unmute themselves before asking their question. No substantive questions were submitted in the Chat, and a minor question, i.e., asking for the definition of a word xerophytic, was answered verbally in the course of a Panelist's response. GB received attendees' questions and provided a response, or deferred to another Panelist. SG and NB also provided additional information to GB in the course of the discussing and responding to questions. During the meeting, 10 attendees provided questions and/or comments (see below), and none were in Spanish.

After receiving no more raised hands or typed questions, GB closed the question and answer period. In his closing remarks, GB thanked Attendees and Panelists, restated the project schedule and upcoming Public Meetings, and invited attendees to visit the project web page, before concluding the meeting at 6:45 PM.

Questions and Comments Received Verbally

1. Derrek Robertson

- Derrek stated that he is "so excited for the project," which is good for the climate and would allow him to travel up and down the SMART corridor and also travel east-west. Derrek suggested that the crosswalk at the touchdown be raised to the level of the sidewalk.
- Derrek added that the project is "a win for Coddington, the stores in Coddington, and especially Whole Foods." Derrek stated that he is an urban cyclist and likes to run his errands on foot or bike and "being able to go to Whole

Foods from SRJC (Santa Rosa Junior College) or Santa Rosa High School is pretty awesome.”

2. David Harris

- David stated that he has been watching the project for a very long time and that he is “very happy to see the progress that’s been made.” He is glad to see that the corner of Elliott Avenue and Armory Drive at the SRJC now has room for a good landing for the overcrossing, instead of a large parking structure. He stated that he is “also very happy to see the progress that’s been made on the alternatives for the Edwards landing.” David asked how much consideration was given to the use of xerophytic plants such as succulents that can survive without much attention or water.

- Maura Baldwin, Landscape Architect for the project, stated that the entire plant palette will be low-water-use, tough, and attractive. She added that drought-tolerant plants are mandated by the state, so the project could certainly incorporate succulents.

- He also asked how this project could integrate with the SMART station and path and the existing path along Collin (Paulin?) Creek that could connect to the County Center. He stated that it would be ideal to get those things tied together, which “would take another overcrossing.”

- Nancy Adams (NA), Santa Rosa Transportation staff, stated that the City is always looking for ways to make the connections identified in the City’s Bike/Ped Master Plan and also to make seamless connections to the SMART path. The City could reach out to the Water Department to find out more about the status of the path along the creek.

- David added that including wayfinding to direct people to the front of Dick’s would be appropriate, so they could also get to Coddington without having to go further down Edwards Avenue and then cutting through the parking lots.

- GB stated that the intent is to direct bike/ped traffic towards Cleveland Avenue to access Coddington, but to direct users west along Edwards Avenue and to Range Avenue to access the SMART station.

3. Joy Wakefield

- Joy stated that she is “totally for this plan.” She explained how she has lived on Racoon Lane for 20 years, directly across from the entrance into the loading dock for Dick’s Sporting Goods. According to Joy, her neighborhood has had lots of problems with Dick’s about how the loading dock is designed, since trucks as large as 60 feet back into the loading area and a lot of the drivers “don’t do very

well.” Therefore, posts were installed at the entrance of Racoon Lane to limit the trucks. Joy asked if the loading dock for Dicks will remain.

- She added that although the presentation’s visualizations showed a few cars occupying the small parking area on the side of Dick’s, in reality, it is usually packed with cars.
 - GB stated that the project did assess loading and access for Dick’s in the Environmental Phase and the project will not make alterations to the loading zone.
 - SG thanked Joy for describing how trucks enter the loading zone. He stated that he will look more closely at the landing area design and also update the visualizations to show what is actually happening in the parking area.

4. Christine Culver

- Christine stated that she joined the meeting as a representative of Sonoma County Supervisor, Chris Coursey, who is “a longtime supporter of this project and excited to see it moving forward.”
- She added that as a community member and SRJC neighbor, she is also very excited about the project, has been involved in it for many years, and pleased to see it move forward to this point. She stated that “Steven Grover has done a fantastic job on this and wanted to express her appreciation.”
- Christine suggested that the sidewalk on the overcrossing be raised to help delineate where cyclists and pedestrians should be.
- She also encouraged that the meandering sidewalk not be incorporated into the project. According to Christine, meandering sidewalks are “pleasing to look at, but they are not very efficient for people who are using them for transportation.” She stated that facilities should no longer be designed for drivers’ views, but for pedestrians and cyclists, and “pedestrians don’t want to be wandering the sidewalk back and forth with groceries or kids.”
 - SG stated that he will look at the travel distance difference between the straight and meandering sidewalk to gather a data point.
 - SG stated that the raised sidewalk proposed for the overcrossing has been a part of the project for many years and is a feature that has worked well on other bike/ped projects he has designed in the Bay Area. SG stated that the raised sidewalk would be separated from the bike paths by a very slight angled curb, which would be safe for wheeled users, but also psychologically delineates and separates the sidewalk from the faster moving traffic on the two-way bike path.

5. Eris Weaver

- Eris stated that she is the Executive Director of the Sonoma County Bicycle Coalition, and “we have been watching this project for over 10 years.” She stated that she is “so happy that it is progressing along,” since the existing east-west alternatives at Steele Lane and College Avenue are “so ugly” visually, safety-wise, and experientially.
- She stated that it is especially important to ensure that bike/ped facilities connect well with other paths, since in many cases, pieces are often built separately, and the connections between them don’t mesh very well, frustrating users who want to get from point A to point B. She supports the City’s effort to make seamless connections between pathways.
 - GB stated that the City is currently scoping and seeking funding for an independent project along Edwards Avenue to improve and update its bike facilities and make other potential improvements.
- Eris stated that she doesn’t know the Edwards Avenue area very well and asked whether wayfinding might be needed to help people get where they need to go.
 - GB stated that wayfinding is a topic mentioned by other members of the public and signage will be included as part of the project to direct users to different destinations.
- She added that she does not think the “wandering sidewalk” is particularly useful because she spends most of her time in Cotati, where there are numerous winding sidewalks. After having to walk on those sidewalks, she feels they do add distance, not only as measured distance, but “the psychological experience of the distance” According to Eris, “If I’m walking across the freeway, I’m going somewhere to do a particular task. And it’s not like a path for someone who’s taking a stroll on.”

6. Jack Swearngen

- Jack stated that he is the Chair of the Friends of SMART and his involvement in the project goes back many years. As Chair, the key topic for him is access between the SMART station and SRJC and getting people to use to train to get to the junior college. After cycling much more as a result of the pandemic, he strongly supports the project, not only from the commuter point of view, but from the cyclist point of view.
- Jack recalled that many years ago, Dick’s was opposed to the project due to a fear that they could lose visibility of commercial signage from US 101. He believes that this design “is so inviting that I think Dick’s should be delighted.” Jack feels that the project will attract eyes on Dick’s, and people using the

overcrossing to get to and from will see Dick's and stop in because they are already there. According to Jack, "I think it is a great attraction, and therefore, it is great."

7. Frank Haeg

- Frank acknowledged that the Dick's loading area "is going to remain a very difficult problem, but we can't ask Dick's to change their loading dock."
 - Natalina Bernardi (NB), of BKF Engineers, stated that alternatives for the Edwards Avenue touchdown were developed to not affect Dick's loading dock because they do not have an alternative location for loading. NB stated that she confirmed how vehicles enter and back into the loading dock with the store manager and ran truck turning simulations with the touchdown design to make sure there were no conflicts. She added it was also important to ensure that truck turning maneuvers did not interface with the proposed crosswalk.
- Frank asked what is going to happen to the bus stop along Edwards Avenue and whether it will be eliminated.
 - GB stated that the bus stop on Edwards Avenue is served by two transit agencies - Amtrak and MTA. MTA only stops on Edwards to connect to Amtrak. By the end of the year, the City's Transit Department will relocate Amtrak service to the Downtown Transit Mall at 2nd Street. With that relocation, the need for MTA service at this location will be eliminated, and MTA will connect to Amtrak at Downtown.
- Frank also asked if there will be signage or flashing devices at the new crosswalk to warn drivers traveling along Edwards Avenue that people might cross, since traffic goes very fast.
 - GB stated that a Rapid Rectangular Flashing Beacon, or RRFB, has not been assessed for this location. The City's traffic counts of Edwards Avenue indicated low traffic volume, but with concerns about the speed of cars, a part of the independent Edwards Avenue improvements project could look into traffic calming measures.

8. Tom Helm

- Tom stated that he has watched the project for many years, and that he is "very happy to see that it is getting close to reality."
- Referring to a visualization of Class III bike routes on Edwards Avenue, Tom stated that Edwards Avenue is not wide enough to have bike lanes and car travel, so there are markings for sharrows. According to Tom, "a lot of people don't know how sharrows are supposed to be used, so some education would be

good.” He suggested that signage at the end of the approach could explain what a sharrow is supposed to be for, and how cyclists should take full use of car lanes. This would allow drivers to see cyclists in the road and use caution to pass around, instead of trying to squeeze by cyclists.

- GB stated that the City will definitely look into ways to spread information about sharrows and how to use them, through signs and/or other methods. GB added that the visualizations will be updated to reflect cyclists in the street making full use of the sharrows.

Comments Typed in the Chat

1. David Harris
 - Landscaping suggestion: Xerophytic plants. State Park at Monterey Customs House has many examples.
 - Quick comment re wayfinding. Include directing users to around front of Dick's store and to points north and west in Coddington.
 - Amtrak closer to A SMART stations vs Way east on 2nd St.
2. Elizabeth Ridlington
 - I second Christine's comment about the meandering sidewalk. The top design priority for the sidewalk should be to enable efficient movement from point A to point B for people who are walking.
3. Geoffrey Smith BikePartners Bike Shop
 - On the flip side, wouldn't a meandering sidewalk serve to 'calm' traffic? I'm concerned about speeding bicycles and scooters.
 - We in Railroad Square are well into a wayfinding signage pilot project. So we are doing the design work for you!



US 101 Bicycle & Pedestrian Overcrossing

Neighborhood Meeting

July 21, 2021

Welcome, the meeting will begin shortly



US 101 Bicycle & Pedestrian Overcrossing

Neighborhood Meeting

July 21, 2021



Meeting Agenda

1. Project Overview
2. Project Milestones
3. Project Next Steps
4. Presentation on Design Considerations
5. Community Q&A

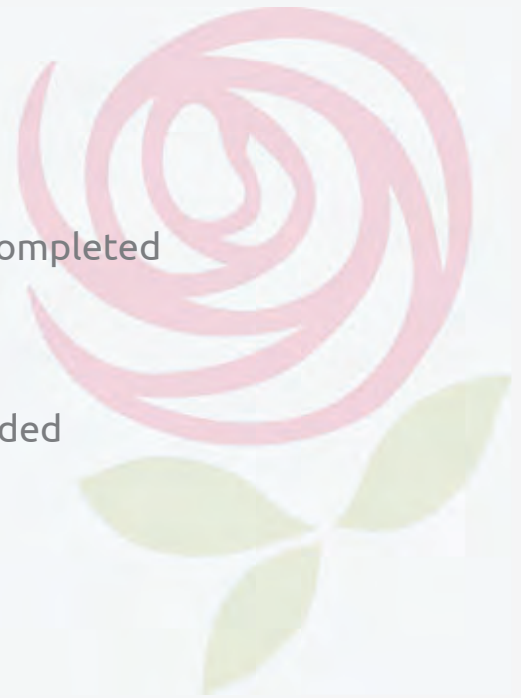


Project Overview



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

1. October 2021 City Design Review Board Meeting
2. November 2021 Public Community Meeting
3. May 2023 Complete Project Design
4. October 2023 Begin Construction
5. Fall 2025 Complete Construction



Presentation Outline

1. Emerging Best Practices in Overcrossing Design
2. Edwards & Elliott Avenue Streetscapes
 - a. Safety
 - b. Security
 - c. Parking
 - d. Edwards Ave Bus Stop
 - e. Aesthetics



Earle St. POC, Santa Rosa, CA



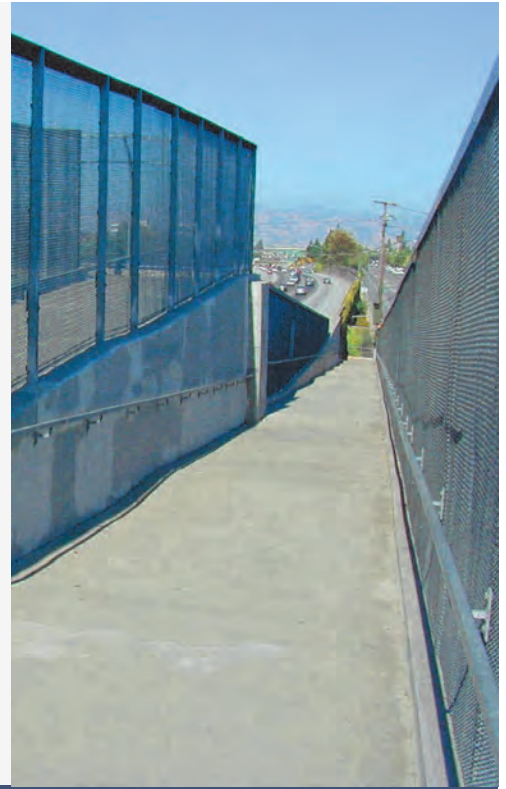
Heil Ave. POC, Huntington Beach, CA



Greenbrae POC, Corte Madera, CA



Monte Diablo Ave. BPOC, San Mateo, CA



Best Practices: Width, Sightlines, Gentle Curves



Berkeley I-80 BPOC, Berkeley, CA

Best Practices: Landscaping & Entry



Fanny Appleton Bridge, Boston, MA



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11

Best Practices: Shared Pathways



Don Burnett BPOC, Cupertino, CA



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12

Best Practices: Fencing Material



ATT Bridge, Durham, NC



Albert Cotter Bridge, Sydney, AUS



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Best Practices: Lighting



ATT Bridge, Durham, NC



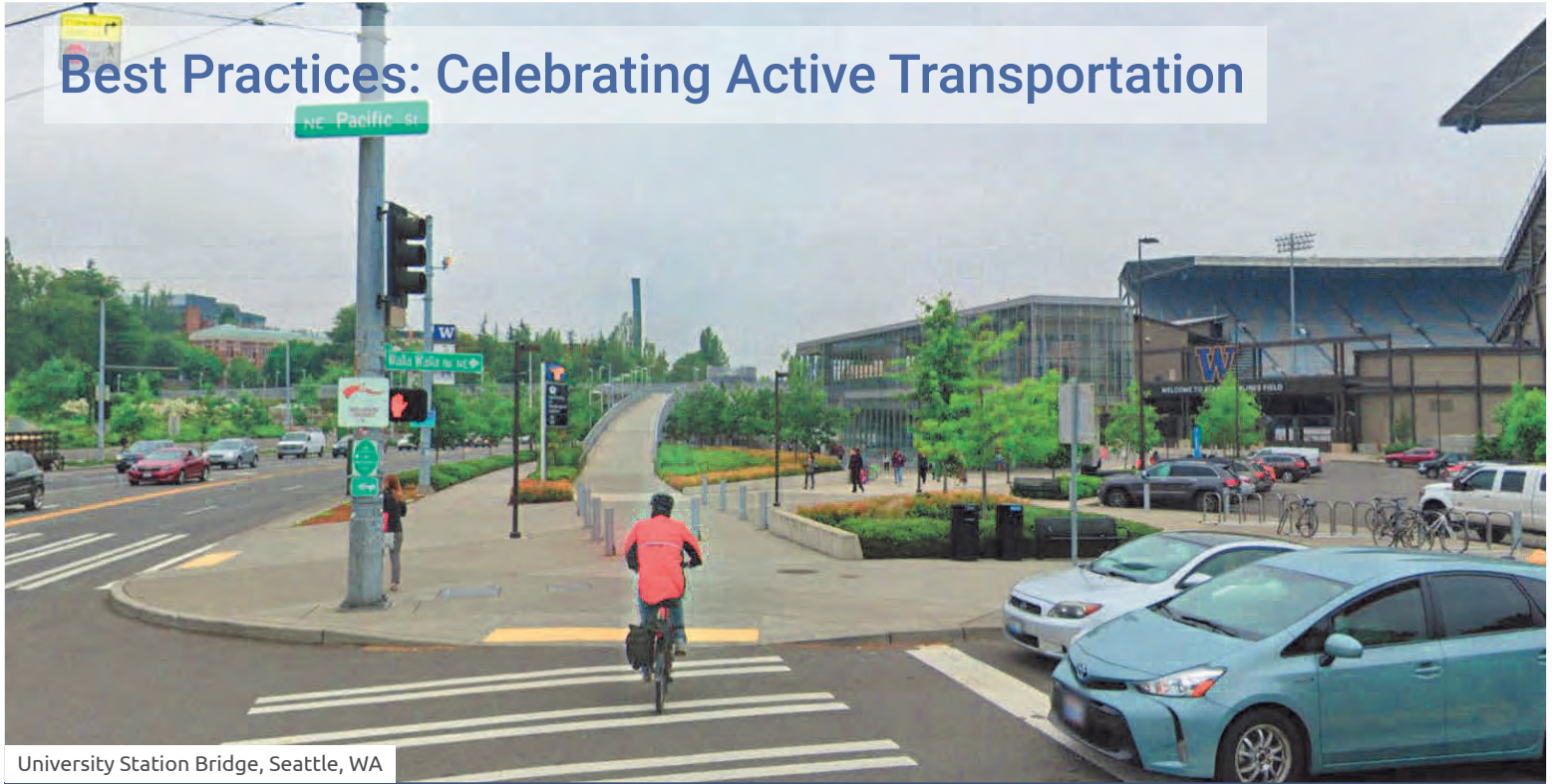
Würzburg University Bridge, GER



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Best Practices: Celebrating Active Transportation



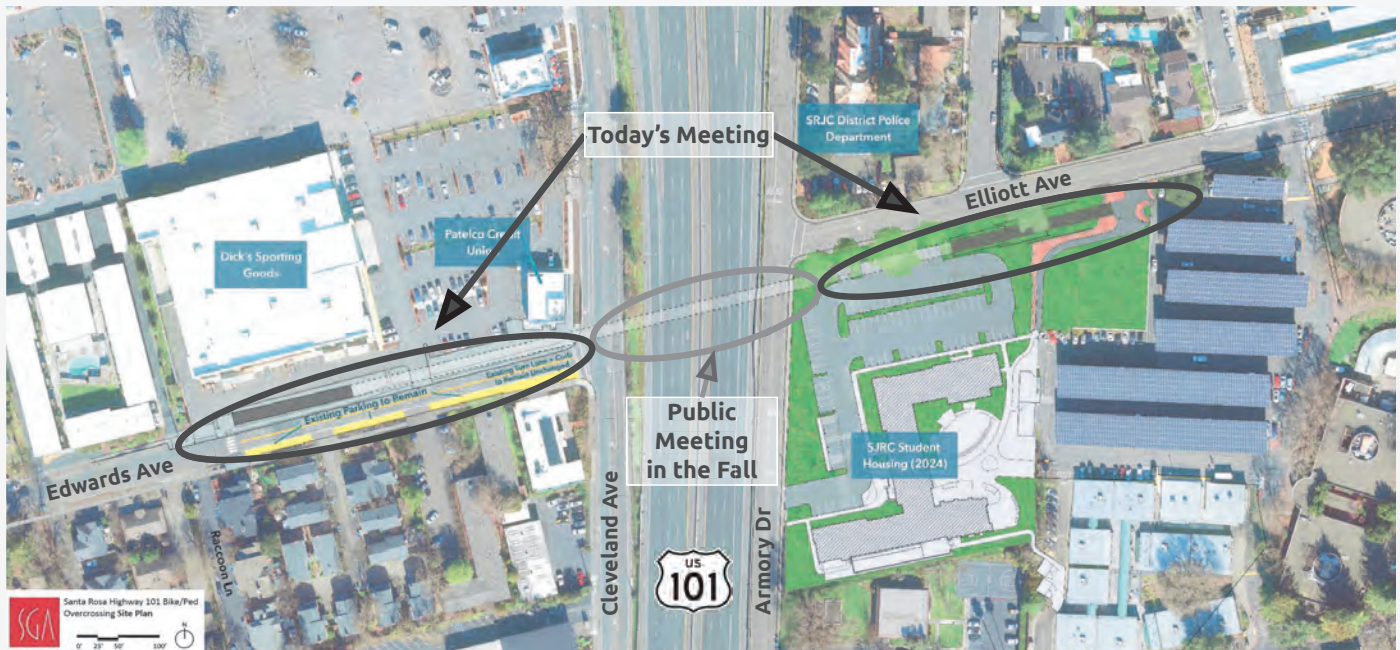
University Station Bridge, Seattle, WA



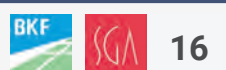
US 101 BICYCLE & PEDESTRIAN OVERCROSSING



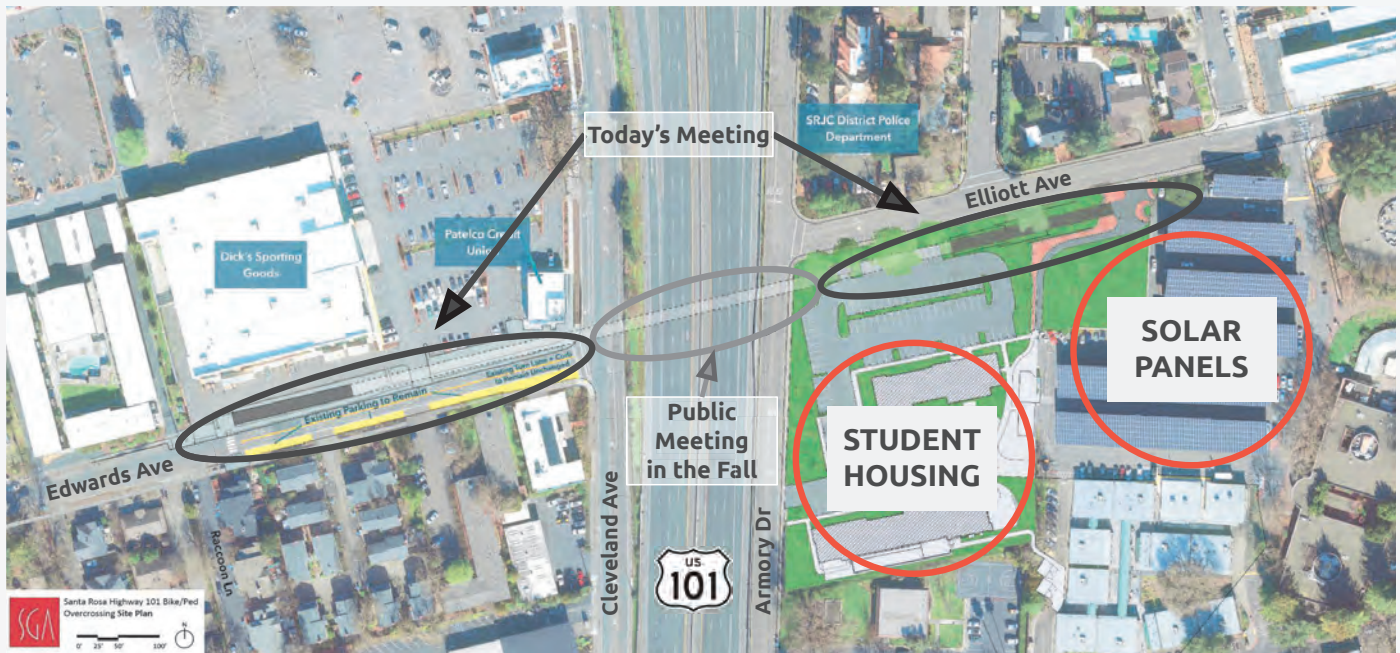
Meeting Scope



US 101 BICYCLE & PEDESTRIAN OVERCROSSING



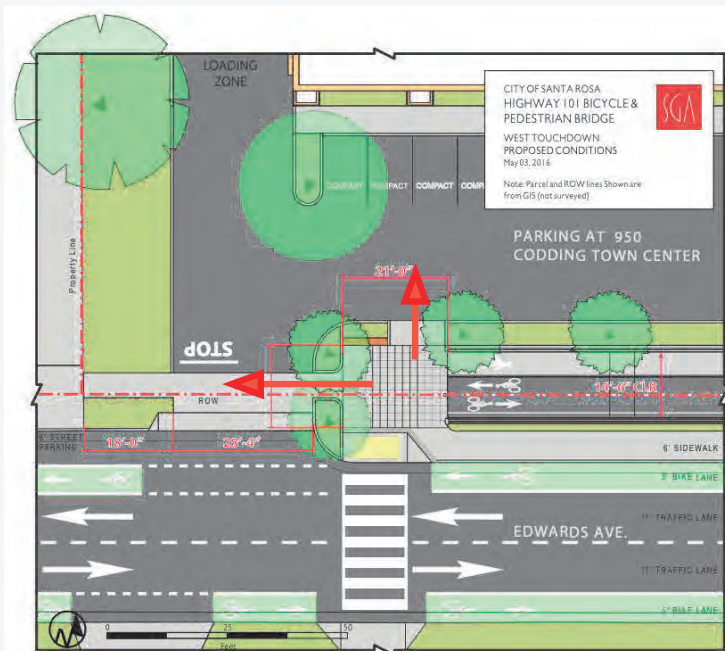
Meeting Scope



Safety: Mode Separation



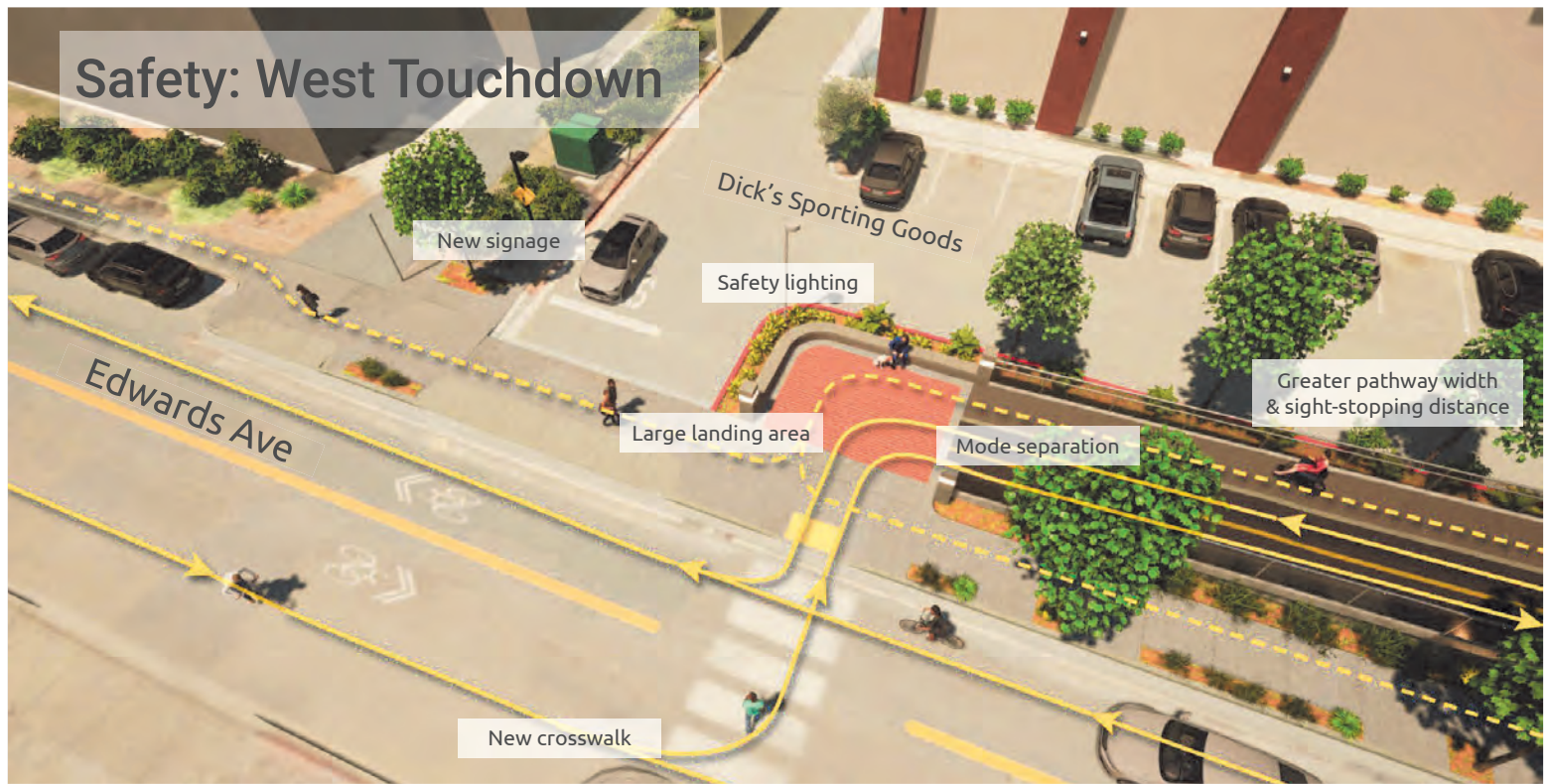
Safety: West Touchdown Early Design



Safety: West Touchdown Revised Design



Safety: West Touchdown



Safety & Security: Lighting



Edwards Touchdown at Night



View East on Edwards Avenue



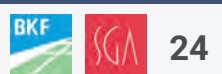
US 101 BICYCLE & PEDESTRIAN OVERCROSSING



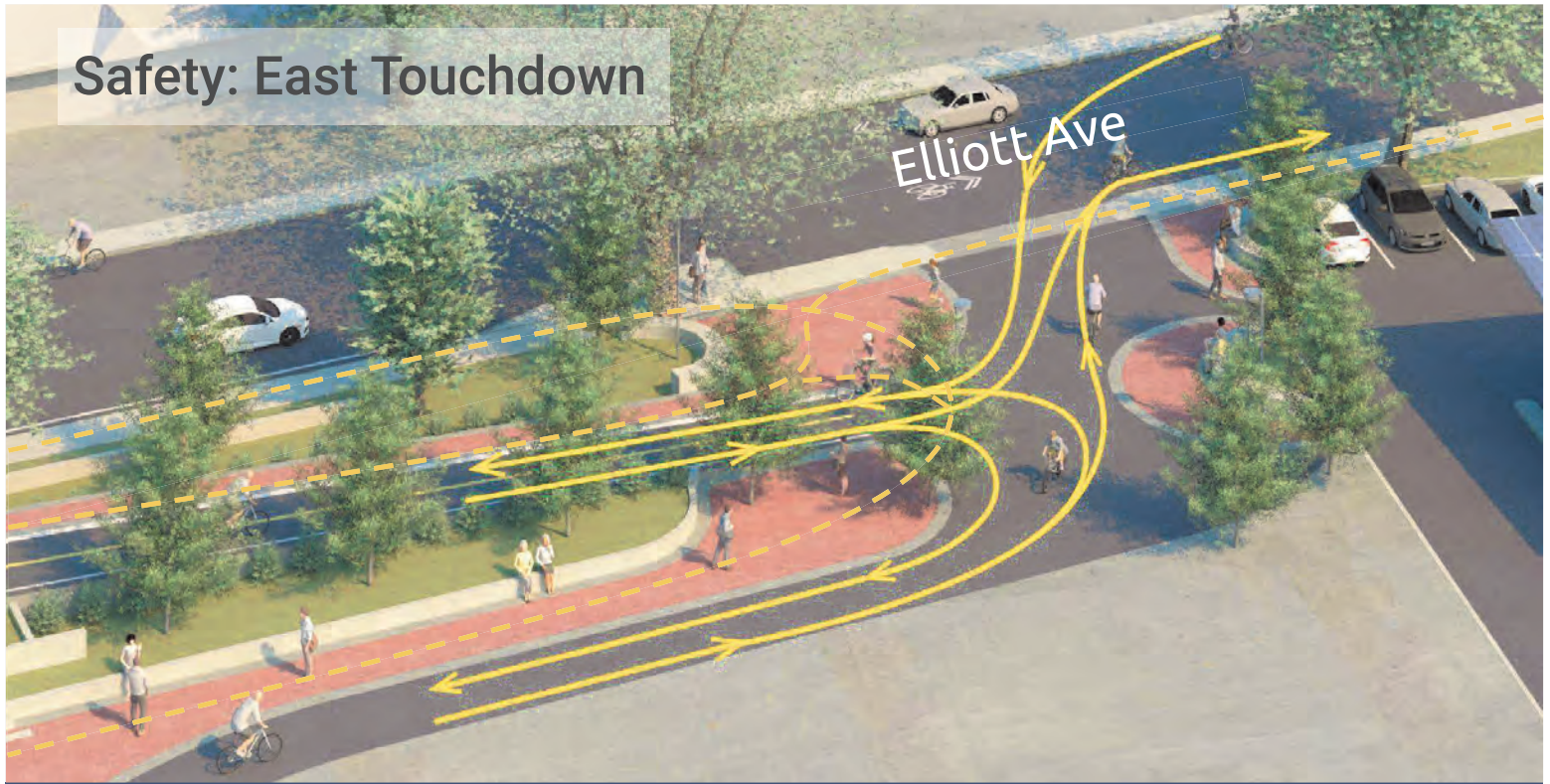
Safety: East Touchdown



US 101 BICYCLE & PEDESTRIAN OVERCROSSING



Safety: East Touchdown



Aesthetics: Public Spaces



View West on Elliott Avenue

Aesthetics: Public Spaces



View Southwest on Elliott Avenue

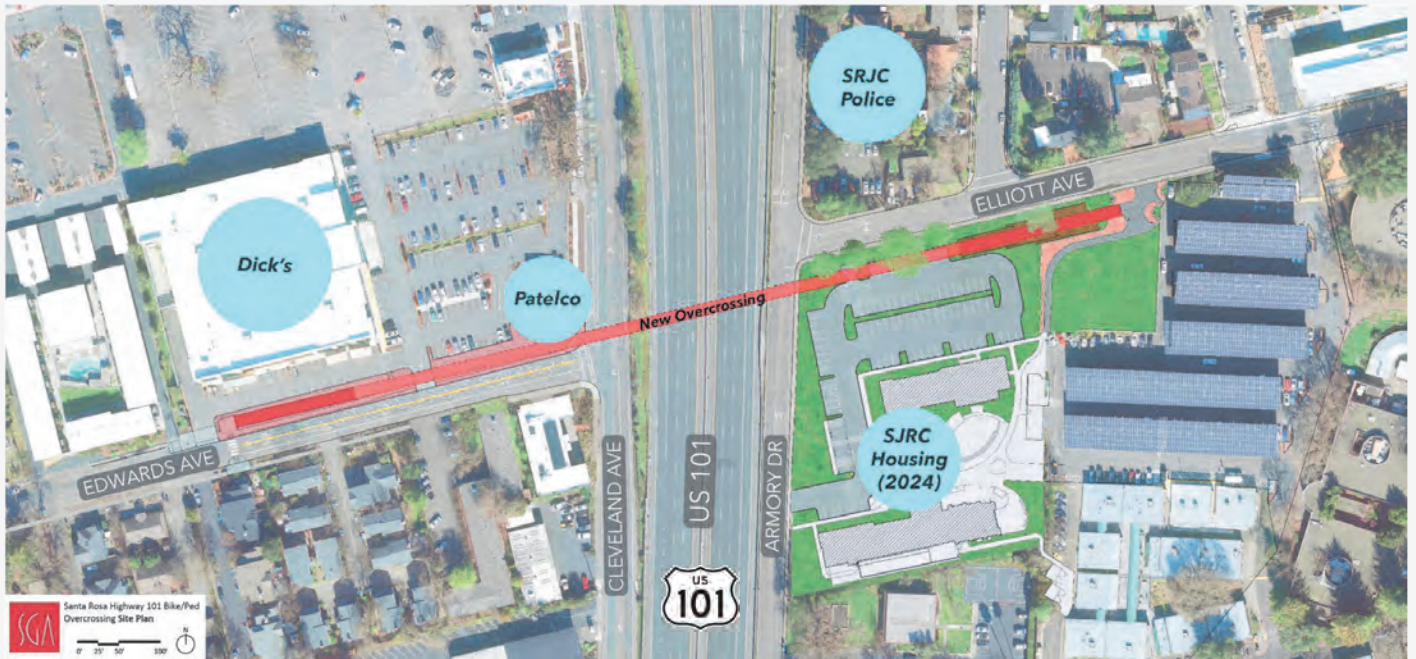


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27

Security: Adjacent Land Uses



US 101 BICYCLE & PEDESTRIAN OVERCROSSING



28

Security: Landscape Treatment



Agave Blue Glow and Blue Fescue grasses



Grasses

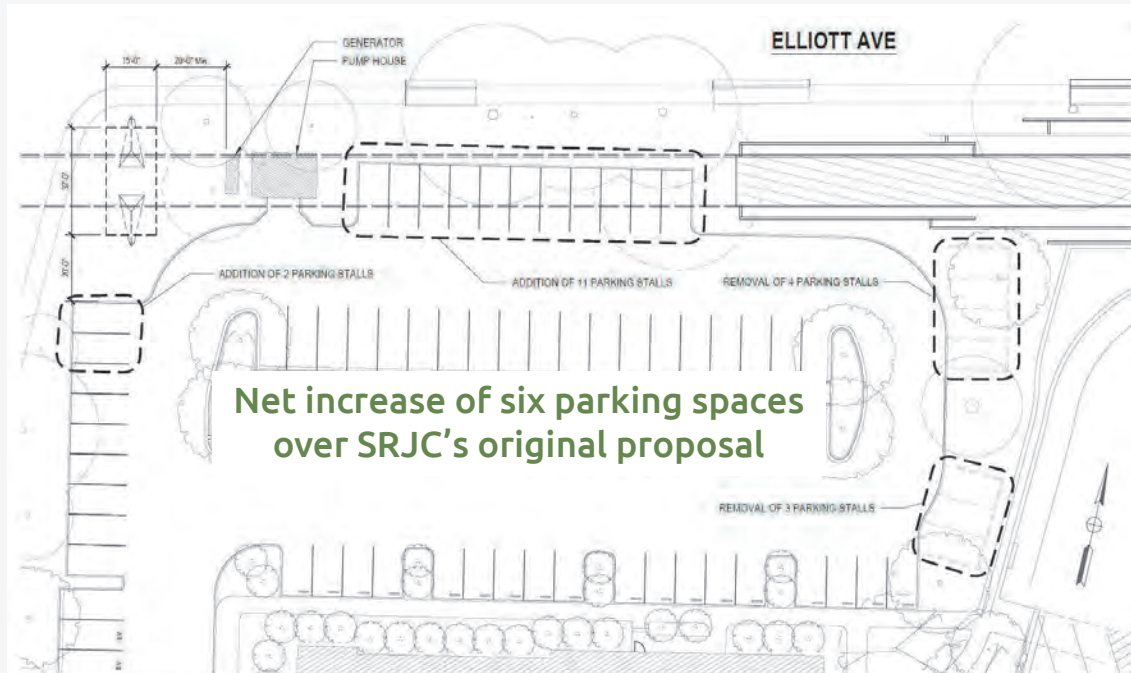


Agave

Parking - West Side - Edwards Avenue



Parking: East Side - SRJC

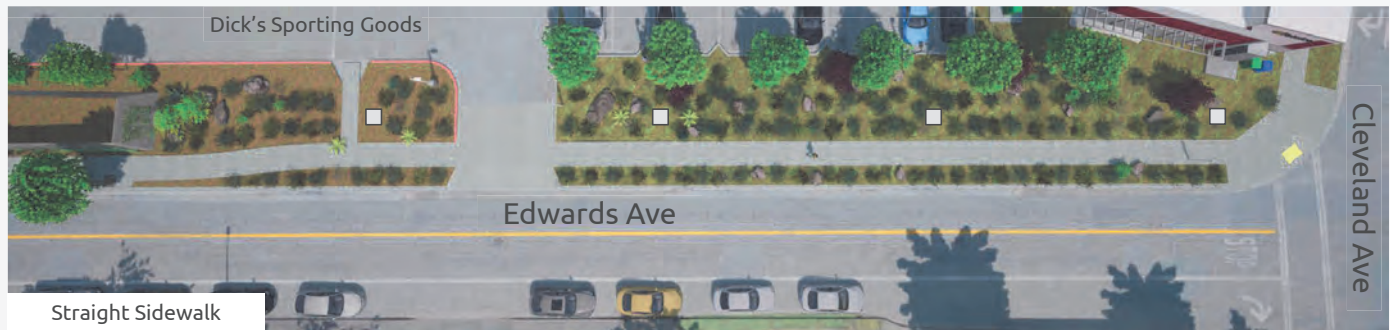


Bus Stop on Edwards Avenue to be Removed

- City worked with Amtrak to relocate its stop on Edwards Ave to the Downtown Transit Mall to improve access
- Mendocino Transit Authority (MTA) only stops on Edwards Ave to connect to Amtrak and concludes its route at the Downtown Transit Mall
 - MTA will also cease service at the stop, since connecting to Amtrak downtown will be most practical and efficient for riders



Aesthetics: Integration with Streetscape



Aesthetics: Integration with Streetscape



View East on Edwards Avenue - Straight Sidewalk

Aesthetics: Integration with Streetscape



View East on Edwards Avenue - Meandering Sidewalk



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35



View from Across Edwards Avenue



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36

Aesthetics: Integration with Streetscape



View West on Edwards Avenue



US 101 BICYCLE & PEDESTRIAN OVERCROSSING



37



View West on Edwards Avenue



US 101 BICYCLE & PEDESTRIAN OVERCROSSING



38

Aesthetics: Landscape Treatment



Low Shrubs and Flowers Planting Style



US 101 BICYCLE & PEDESTRIAN OVERCROSSING



Aesthetics: Landscape Treatment



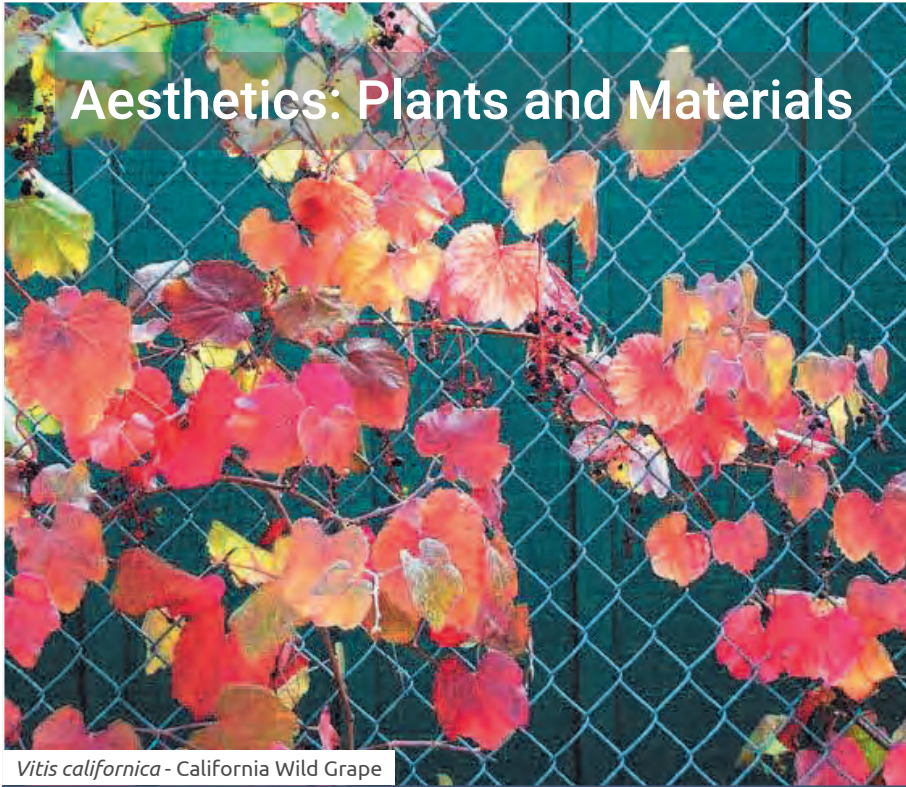
Tall Grasses Planting Style



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Aesthetics: Plants and Materials



Aesthetics: Tree Preservation and Replacement - East Side

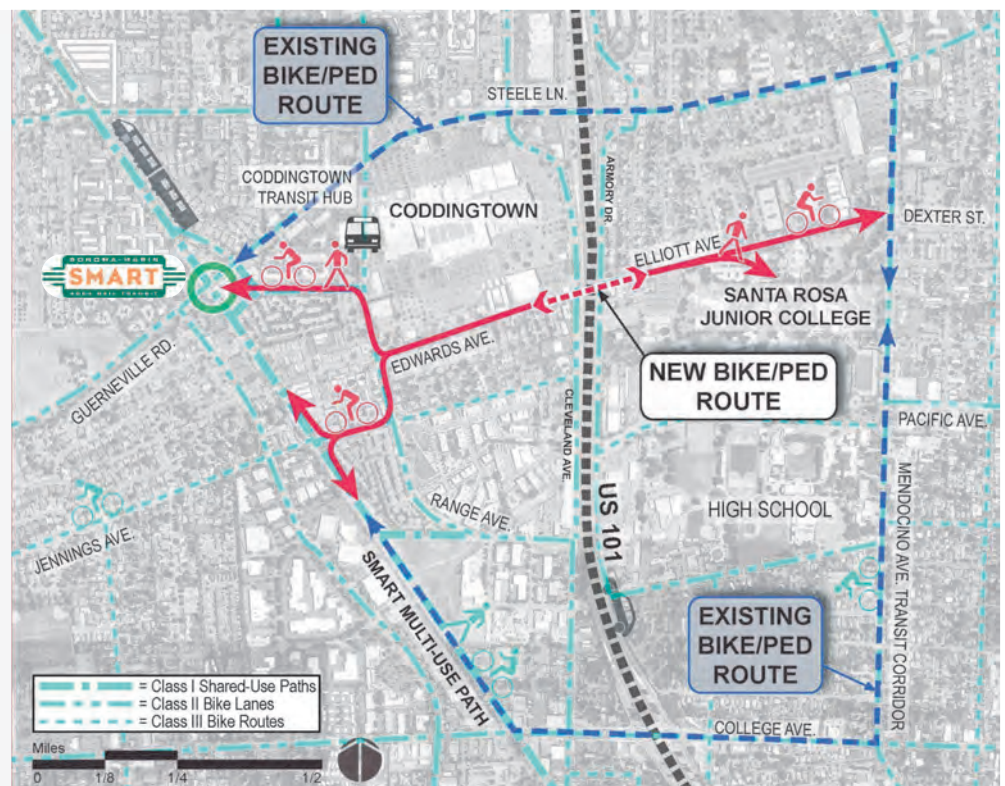


Aesthetics: Tree Preservation and Replacement - West Side



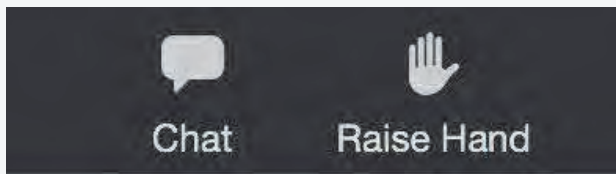
Anticipated Use

1. Fitness and recreation
2. Errands and shopping
3. Commuting
4. Access to SMART/CityBus
5. Access to schools and services



Discussion

1. Click “👋 **Raise Hand**” in the Zoom meeting window to be called on to speak
2. Press ***9 on your phone** to Raise Hand
3. Or type your question in the **Chat**



Stay Connected!

Project Website:

www.srcity.org/bikepedovercrossing

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