

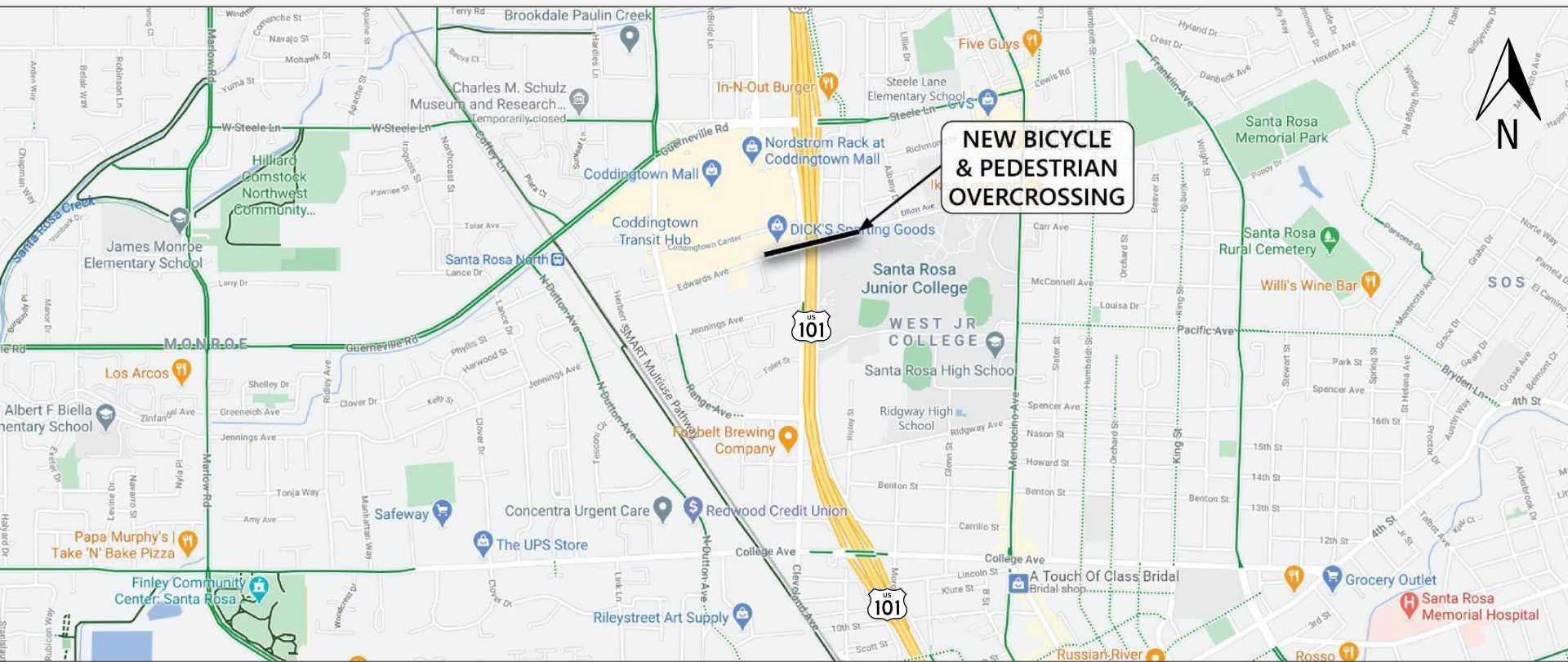


US 101 Bicycle & Pedestrian Overcrossing

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

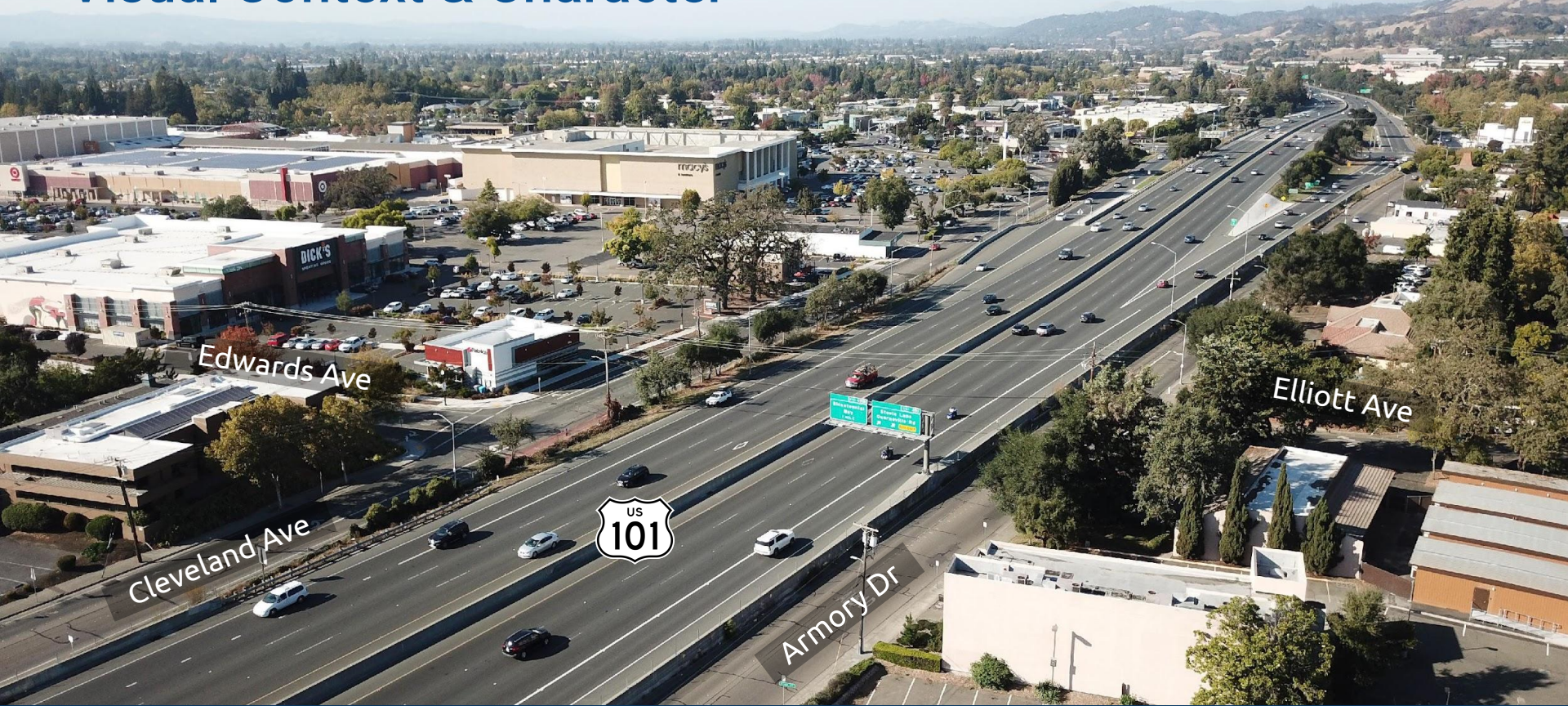


Presentation Outline

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

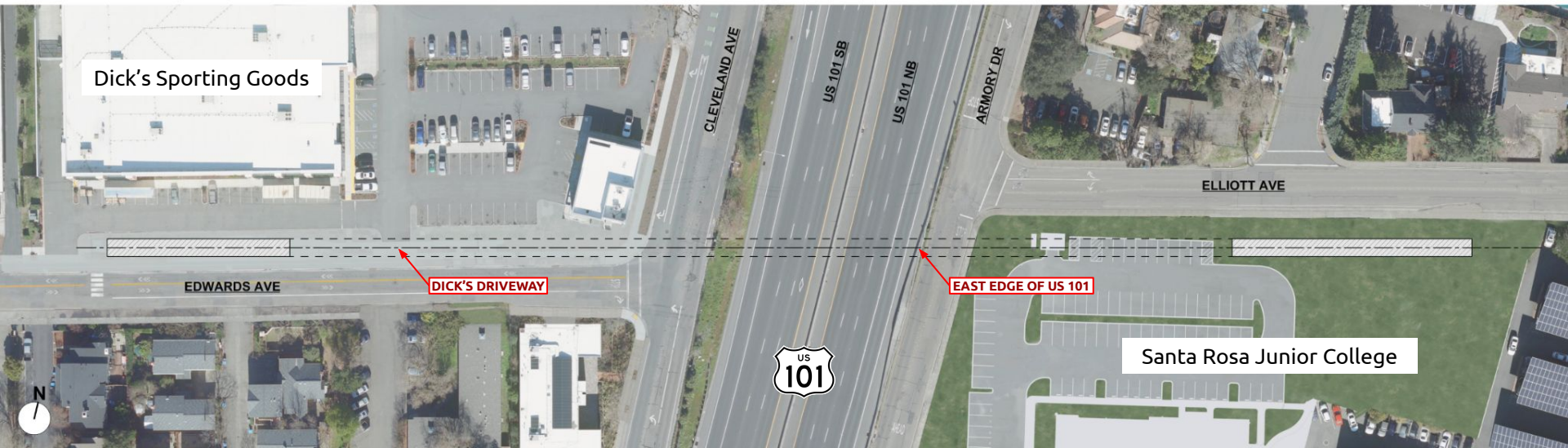
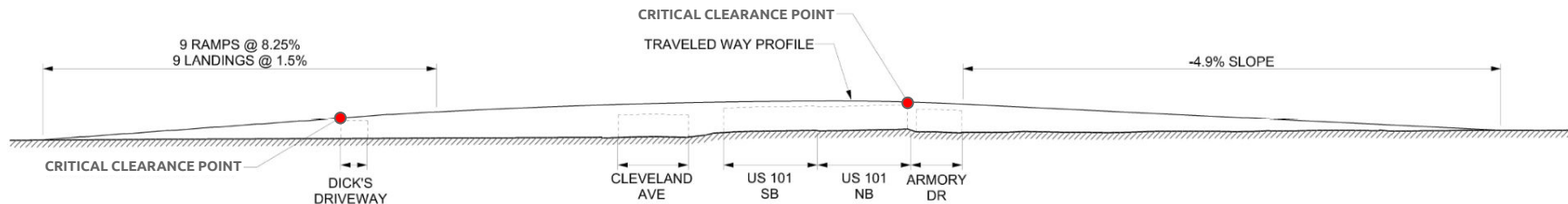


At Armory Dr,
View East



On Elliott Ave,
View East

Traveled Way Plan and Profile



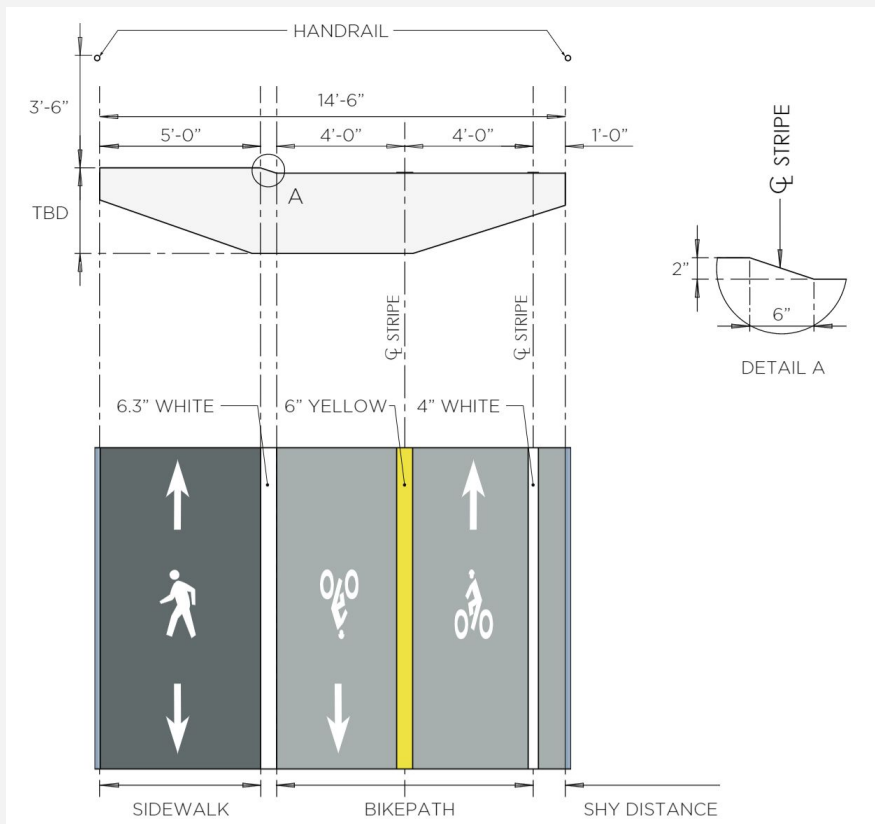
Mode Separation



View West on Edwards Avenue Approach

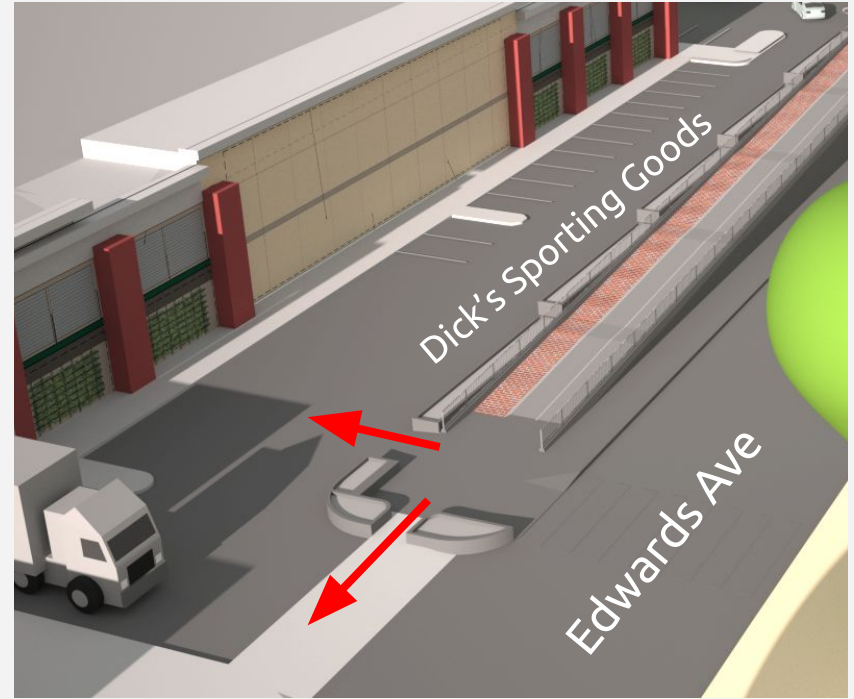
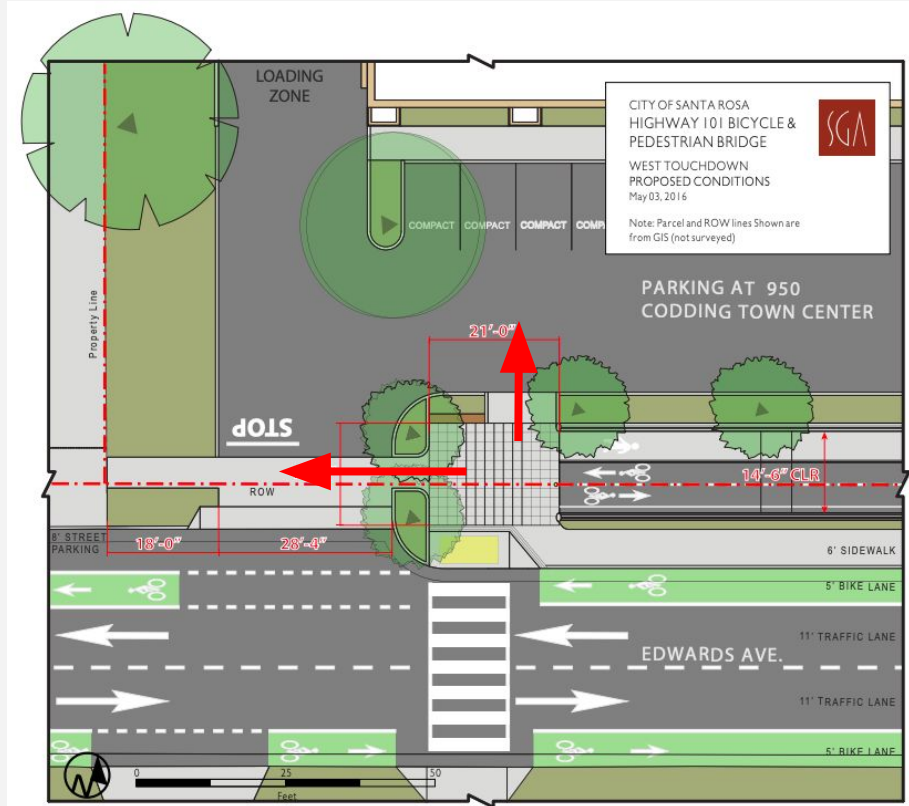


Mode Separation



Homer Avenue Underpass, Palo Alto, CA

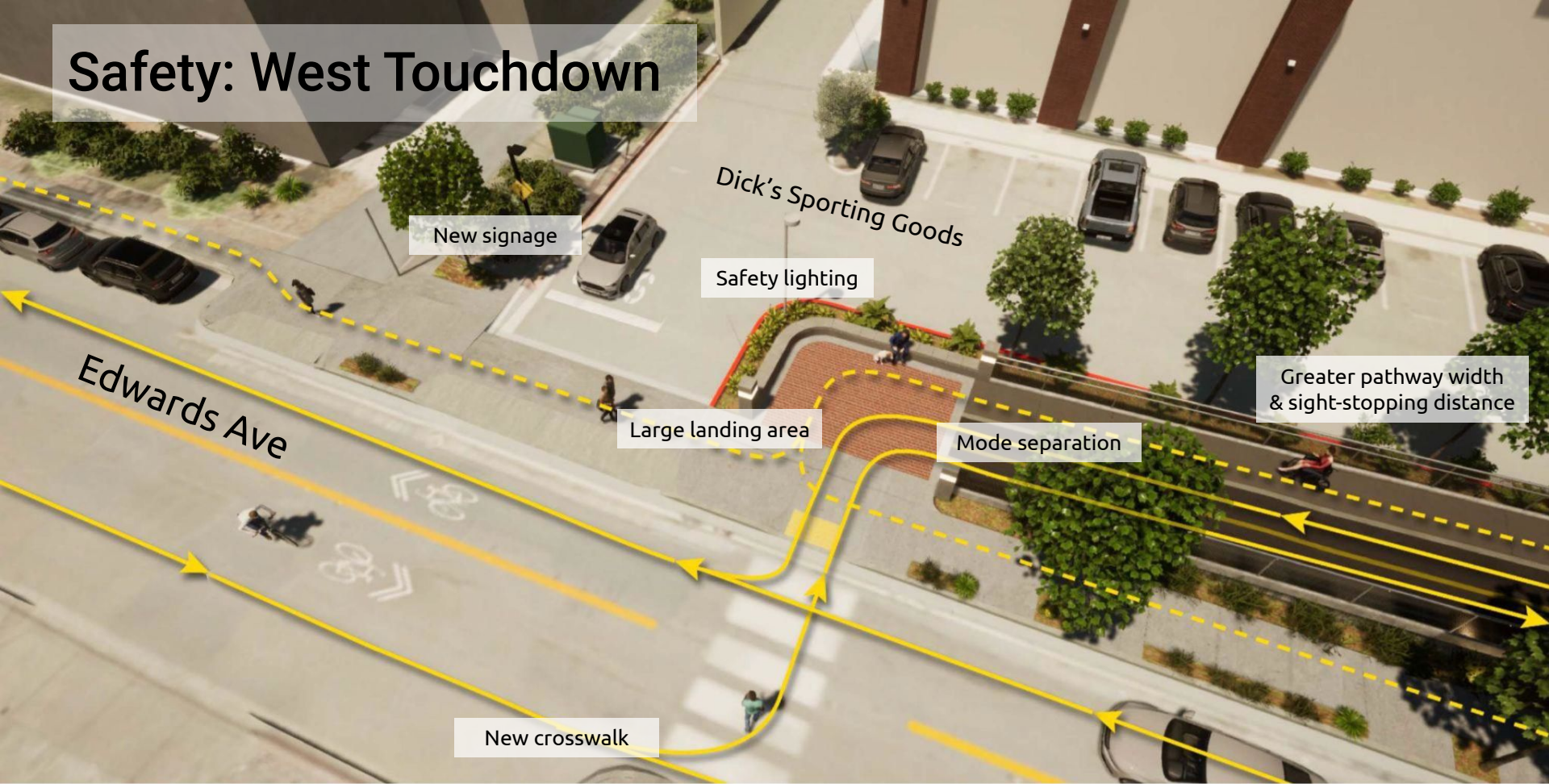
Safety: West Touchdown Early Design



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

Large landing area

Mode separation

Greater pathway width
& sight-stopping distance

SRJC development
plans for this area TBD



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

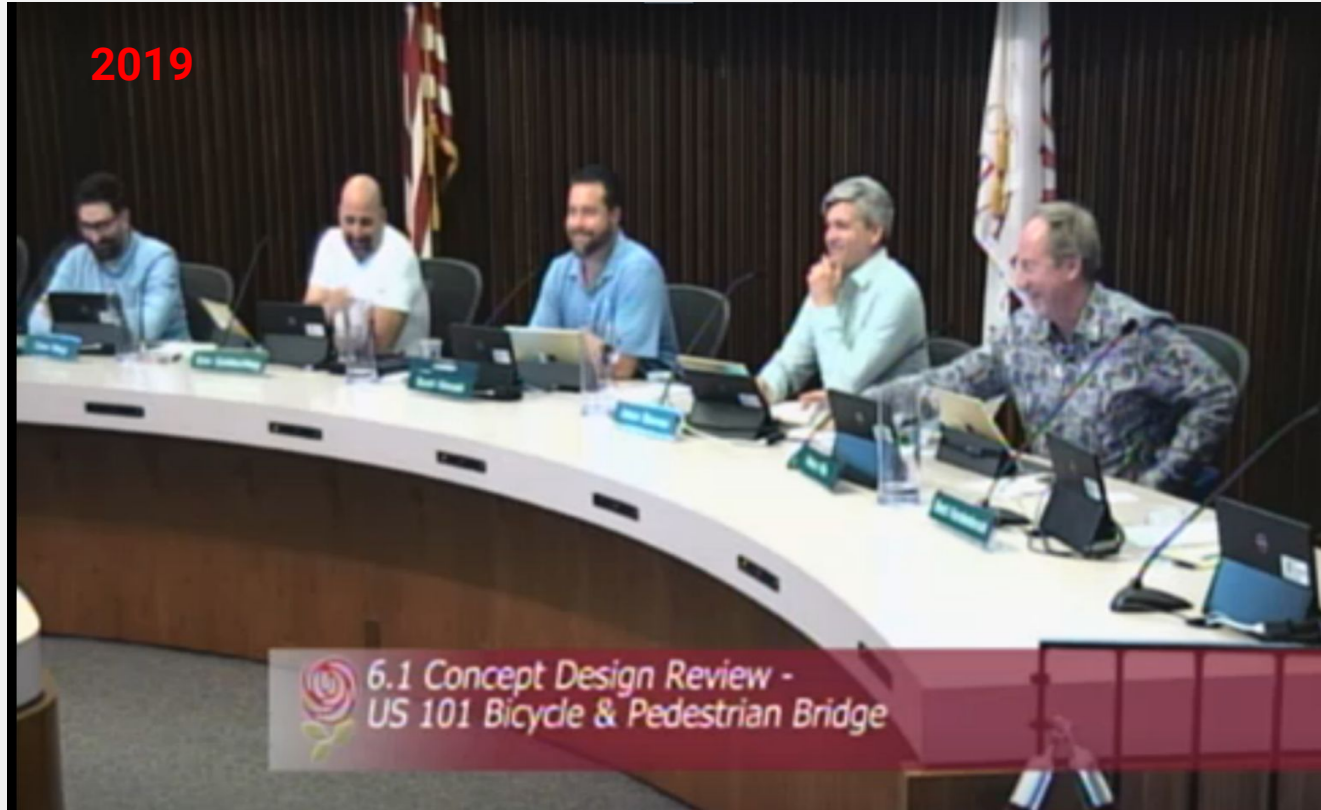
- a. Maximize sightlines to Shiloh Ranch hills from designated scenic highway
- b. Maintain visibility to and from commercial and SRJC buildings

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

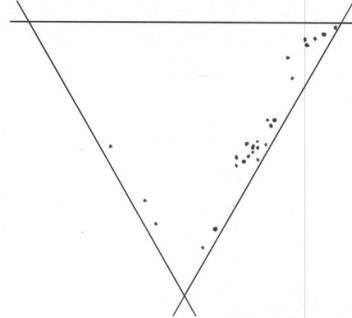
2. Visual Presence

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.

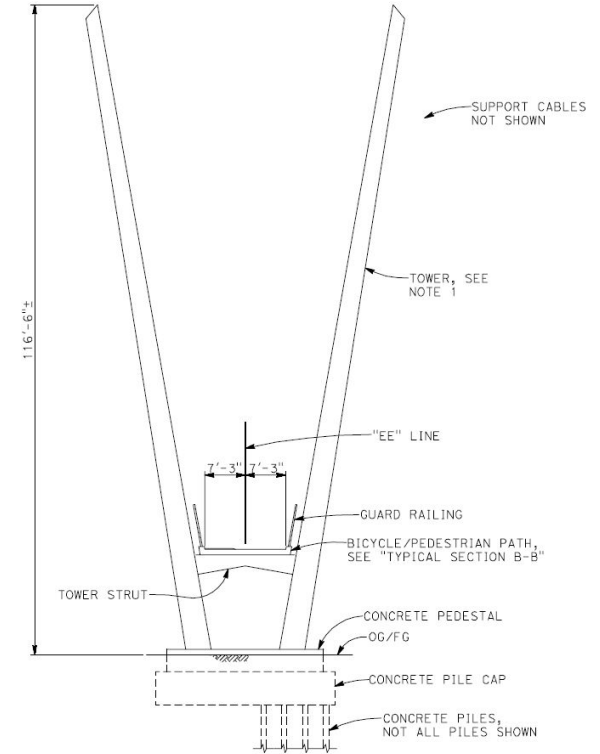
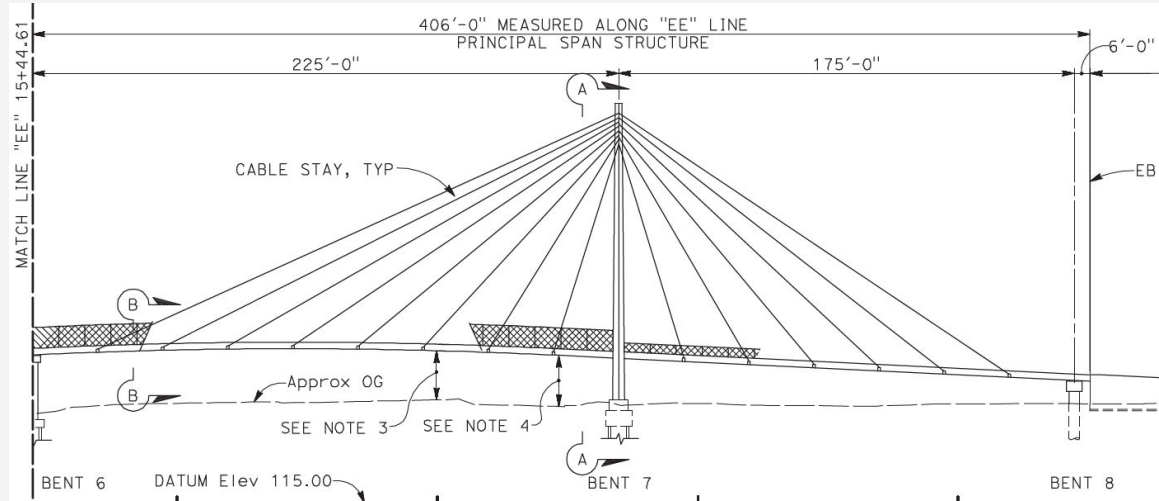


The most important goal for the visual design of a bicycle/pedestrian bridge is to entice people to use it. For example, people bicycling and walking across the bridge should be highly visible to people in cars.

Two-Pylon V-Shaped



Two-Pylon Profile & Section



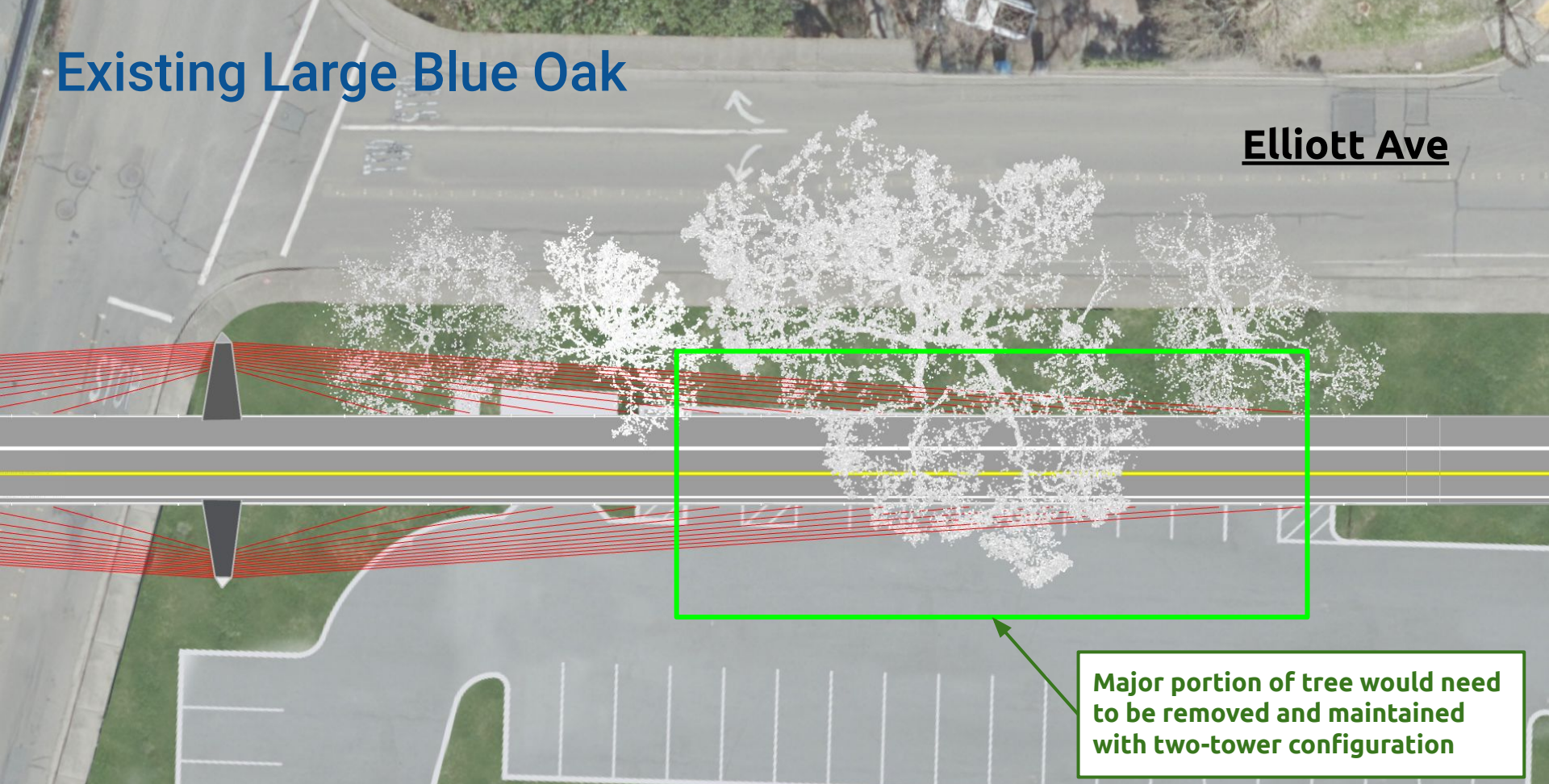
PRINCIPAL SPAN TOWER

TYPICAL SECTION A-A

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

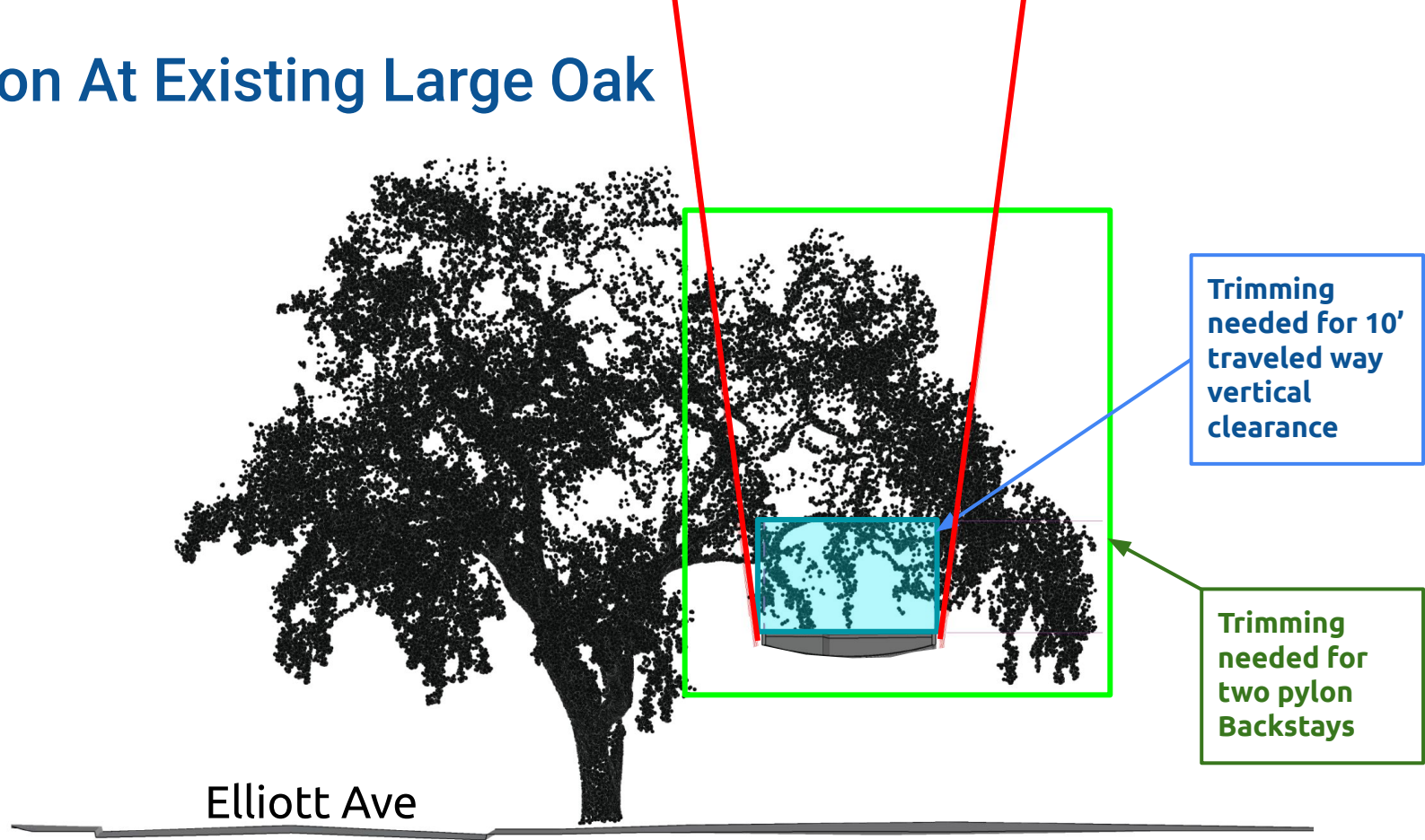
Existing Large Blue Oak

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





Single Centered Pylon

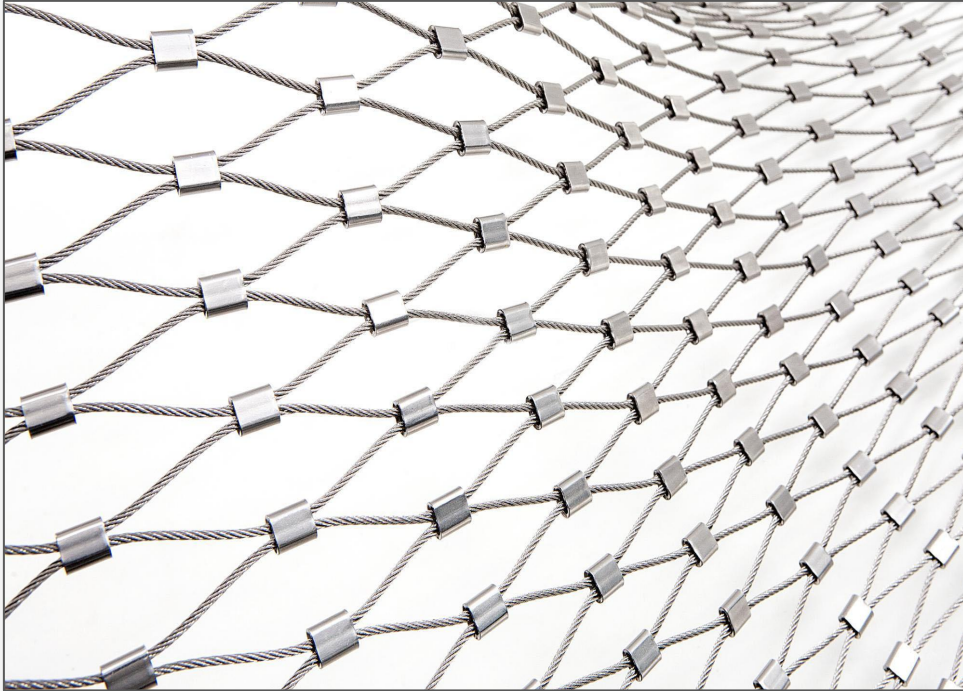


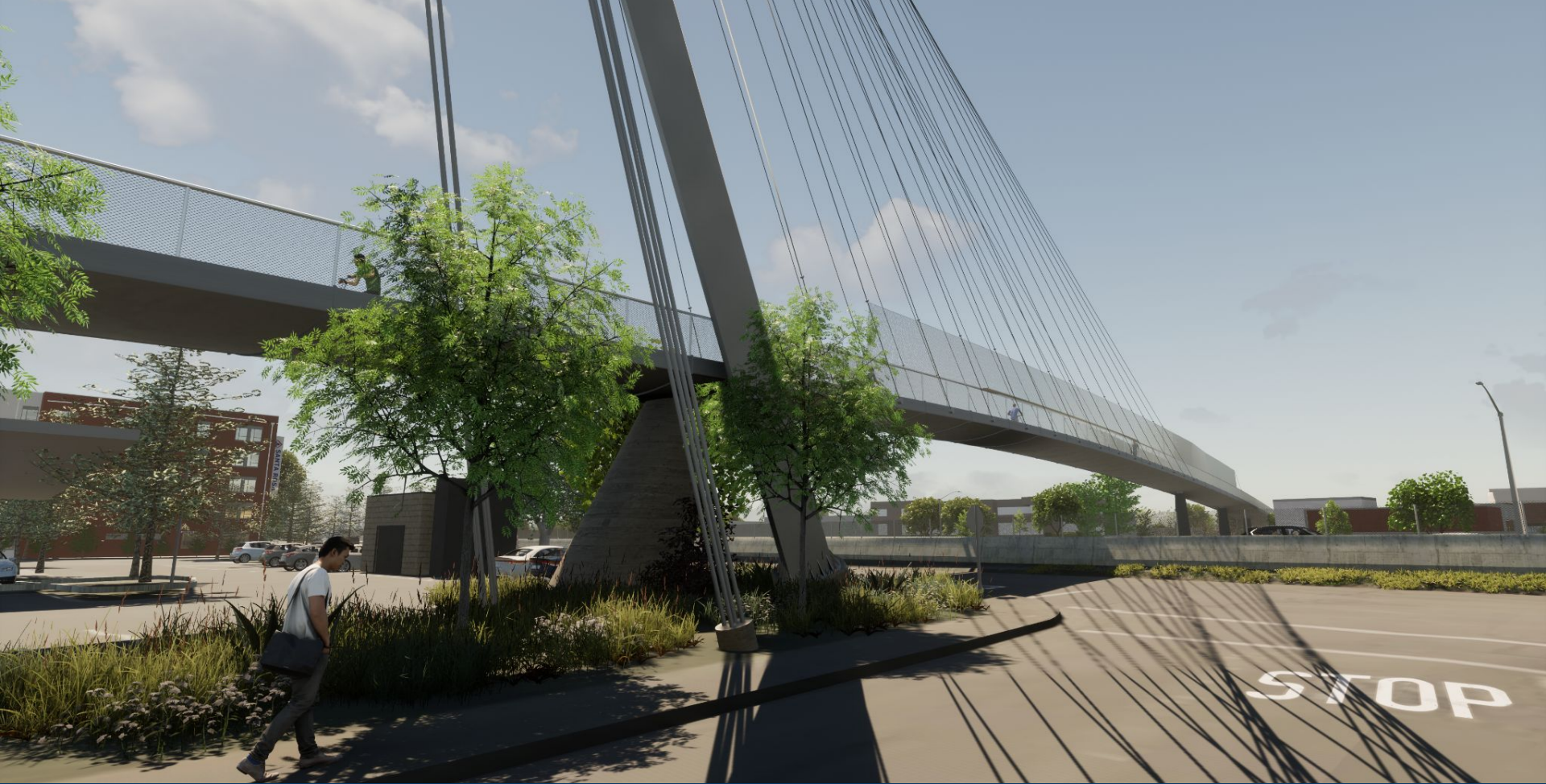
Single Off-Centered Pylon





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

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