

The Hearn Avenue Overcrossing design comes from the Ken Blackman days as City Manager. These were not the brightest days in our history of providing infrastructure to a diversity of Santa Rosans. Annexations were not accomplished, voting districts were not established, which left Roseland & Andy Lopez to the vagaries of the Sheriff's Dept.

Hearn's design is a legacy of that discrimination in services.

You are over-paying for this construction: you are buying 4 lanes, and receiving 2 lanes.

Hearn can be raised, & appears as a simply supported span, w/out moment resisting connections.

Even if it has moment resisting connections, they can be raised also by welding the steel.

This came out of a young planning designer here who thought he was being trained, but was deceived by Mr Blackman into accepting his "suggestions" which were at their heart both immoral and illegal. Immoral because it was race based, illegal because a Civil Engineer was not in responsible charge.

I know this because the Planner was a simple honest person who told me how it occurred.

I spoke to him the day he approved the Golf Course Driving Range designs next to Hwy 12.

He also told me that day that he had designed the traffic flow, according to Mr Blkackman's "suggestions" from Corporate Center to Bellevue's Hwy 101 intersection.

But this violates Caltrans' 1 mile minimum Standard.

If you understand that most intermediate roadways are on Section Lines, at 1 mile or less, then you understand that 1 mile minimum = 2 miles apart !

That was never going to fly. Also, it violates the California Vehicle Code for commercial trucks, and the funding mechanism for Federal funding within the California Streets and Highway Code.

Bellevue was proposed so Hearn Avenue would not be upgraded. The consequence is a transfer of payments from Roesland to the NE of Santa Rosa.

I am telling you this, not to hurt you or embarrass you, but to let you know, and give you power, You have time to correct this action.

Correcting this is a Level of Service, CEQA EIR's rely on VMT. VMT is outside this analysis.

Correcting this is an Environmental Benefit: ie

no closure of Hearn Overcrossing preventing evacuations, 33% of lanes would be closed for 2-3 years, adding 66% to average commutes and 100% during school & commute times.

simplify & expedite construction (no demolition), you do not remove and waste 2 lanes, adding only 2 lanes for the price of 4 lanes.

a modern design will provide lower cost to construct,

& reduce delays & emissions,

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