



**SANTA ROSA US HIGHWAY 101 BICYCLE AND PEDESTRIAN OVERCROSSING
FAQ
JULY 13, 2020**

- 1. What is the Purpose of the Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing Project?**
 - A. The Project Purpose is to close a significant gap in the transportation network for pedestrians and bicyclists. The Project Need is to better serve and enhance accessibility for pedestrians and bicyclists.
 - B. The 2010 Feasibility Study for the Project evaluated several potential overcrossing alignments and landing configurations. However, two (2) 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.
 - C. Benefits of the Project include connectivity, unification, and more comfortable path of travel for pedestrians and bicyclists.

- 2. How does the implementation of the Project fit among the overall City's bicycle and pedestrian network?**
 - A. The City's Bicycle and Pedestrian Master Plan update 2018 includes the US Highway 101 – Bicycle and Pedestrian Bridge Project as a high priority pedestrian project and a high priority bicycle project. It is a critical component of the Master Plan to provide a continuous bike and pedestrian connection in the north part of Santa Rosa over the US Highway 101. The Project will provide a less challenge and a more comfortable crossing as opposed to using street under-crossings at Guerneville Road or College Avenue. On-going community outreach will allow the City to discuss and address public concerns, which will demonstrate how these types of projects will be valuable to the Community. The Project is a unique large scaled transportation project that will enable the Community to connect to Sonoma-Marin Area Rail Transit (SMART) services and CityBus Service for the user's first and last mile of travel.
 - B. The 2010 Feasibility Study for the Project evaluated several potential overcrossing alignments and landing configurations, including an alignment at Jennings Avenue. However, two (2) 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. The Jennings Avenue alignment would have substantial conflicts with existing residential developments on both side of the street. Existing driveways would be blocked, and existing street parking would need to be eliminated to make room for a bridge touchdown. Jennings Avenue is also considered a dense utility corridor.

3. What is the status for the Jennings Avenue Railway Crossing Project at the Sonoma-Marín Area Rail Transit (SMART) railroad?

A. The Jennings Avenue Railway Crossing Project is another intricate piece of the City's Bicycle and Pedestrian Master Plan update 2018 for the north part of Santa Rosa. The City recognizes the strong community support for this crossing. The Jennings Avenue Railway Crossing Project is aimed to provide accessibility to the Sonoma-Marín Area Rail Transit (SMART) Multi-Use Pathway (MUP), local schools, commercial businesses, social services, and employment centers. The most recent update is that the California Public Utilities Commission (CPUC) has granted the City a 2-year extension to build the Jennings Avenue at grade crossing Project, which expires on September 2021. Please, contact the Director of Transportation & Public Works, Jason Nutt (jnutt@srcity.org) @ 707-543-3810 for any inquiries regarding the Jennings Avenue at grade crossing Project.

4. How will the City address community concerns regarding impacts related to CIP project construction activity?

- A. The City's Department of Transportation and Public Works operates to make Santa Rosa a better place to live by being responsive, competent stewards of the public infrastructure & the environment. All construction activities will be done with the intent to have the least amount of construction impact upon the Community.
- B. The City has a process to involve public participation for CIP Projects. This includes the requirement for City and Contractors to provide notification letters describing the scope of work, including potential impacts and benefits to neighborhoods and properties. All letter notifications contain manager contact information to share and address concerns. Depending on the complexity of a project, the City may provide community outreach in the form of a community meeting. The Community is encouraged to reach out and voice any concerns. All concerns are important to the City. The City is prepared to act on behalf of our residents.
- C. During construction, through traffic will be maintained and access to properties will be maintained at all times. Construction activity will only occur during the City's allowable daytime construction hours. The staging area will not affect access to properties or roadways.
- D. Concerns such as construction noise, temporary undesirable lighting, and public safety are sensitive issues that impact residents. This Project is a large scaled project and the construction management team will be proactive to mitigate impacts while working with residents on an on-going basis. The City will assess construction methods in advance and during the design phase as to how the City can best serve our residents, particularly those in the project area.

5. How will the City address public safety concerns and the maintenance issues of the Project?

A. The scope of work for the design phase will involve more comprehensive input from the Community. The design input will extend past environmental consideration and involve the overall user experience of the bridge. The City will have more public outreach

involving security issues, public safety concerns, and how operations of the bridge can provide a safe experience. The City's Transportation and Public Works Department (TPW) has had conversations with the Fire Department and Police Department regarding our intent with the overcrossing. The City works together to serve our residents. Your concerns are important, we will do everything in our power to ensure that our residents feel empowered.

- B. Once the environmental process is cleared, the Project can move into the design phase. The scope of work for the design phase will require additional community input. The community design input will extend beyond environmental consideration and focus on the overall user experience of the bridge.
- C. Community outreach will be undertaken during final design, and the results will be taken into consideration in finalizing the design construction package.

6. What is the involvement of Santa Rosa Junior College (SRJC) with this Project?

- A. During the PA&ED phase, SRJC became an active participant regarding alignment and landing locations. SRJC expressed their eagerness and willingness to discuss options that may impact their property from both the Elliott Avenue overcrossing alignment and Range Avenue-Bear Cub Way alignment.
- B. On July 7th, 2020, the City attended the SRJC Board Facilities Committee Meeting to present the Project and seek support.
 - 1. <https://go.boarddocs.com/ca/santarosa/Board.nsf/Public>
- C. On July 14, 2020, the City is scheduled on the SRJC Board Meeting Agenda to seek support for the Project.

7. How does the Right of Way (ROW) process work?

- A. The ROW acquisition process involves making offers based on appraisal price and negotiating.
- B. The ROW acquisitions could impact residents. However, ROW acquisitions are always a project's last resort. The Project will focus on making modifications to a project design, rather than acquire property for any project. For any residents impacted by ROW acquisitions, the City will contact an owner to provide notification letters to discuss and receive permission to appraise property during the design phase.
- C. In 2021, appraisals and right of way (ROW) acquisitions will be expected to be completed accordingly with state and federal guidelines. Appraisal reviews will be conducted after appraisals are completed and before beginning parcel acquisition.
- D. Improvements on right of way (ROW) acquisitions will be removed, sold, or demolished before construction. ROW clearance and encroachment certifications must be prepared and submitted before a project can be advertised for construction bids.
- E. By Fall 2022, Caltrans will sign project certifications which will be part of the project File of Record.

8. How do I provide questions and comment regarding the released Draft Environmental Document?

- A. The public is encouraged to review the Draft Environmental Document and to provide comments in writing. Input must be postmarked by July 24, 2020.
- B. The Draft Environmental Document is currently available online by searching for Caltrans District 4 environmental documents.
 - 1. <https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>
- C. Input and comments can be submitted in three ways:
 - 1. By email to E Elizabeth.Nagle@dot.ca.gov
 - 2. Written Letter Mailed to
 - 1. Elizabeth Nagle Associate Environmental Planner
 - 2. Caltrans, District 4 P.O. Box 23660
 - 3. Oakland, CA 94623-0660