

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

Initial Study with Mitigated Negative Declaration



**Prepared on behalf of the
State of California, Department of Transportation**



January 2021

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General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study with Mitigated Negative Declaration (IS/MND) for the U.S. Highway 101 (U.S. 101) Bicycle and Pedestrian Overcrossing Project (Project) in the City of Santa Rosa, Sonoma County. The Project is located on U.S. 101 between Post Mile (PM) 21.0 and PM 21.8 (refer to Figure 2.2-1, Project Area). The Project proposes to construct a 17-foot-wide bicycle/ pedestrian, Americans with Disabilities Act (ADA) compliant, Class I shared-use overcrossing spanning U.S. 101. The Project would include a 5-foot-wide walking lane and 8-foot-wide bicycle path with possible mode separation provided by a curb/barrier and fencing.

As the lead agency under the California Environmental Quality Act (CEQA), Caltrans has prepared this document describing why the Project is being proposed, how the existing environment could be affected by the Project, the potential environmental impacts of each of the alternatives, and the proposed Project Features, Avoidance and Minimization Measures, and/or Mitigation Measures.

The IS/MND was circulated to the public for 30 days between June 22, 2020 and July 24, 2020. Comments received during this period are included in Appendix G. Elsewhere throughout this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated. To obtain a copy of this document and the related technical studies please call or write:

Caltrans, Attention: Elizabeth Nagle, Associate Environmental Planner, District 4, Office of Environmental Analysis, 111 Grand Avenue, MS 8-B, Oakland CA 94612; Telephone (510) 506-0481

An ADA-compliant electronic copy of this document is available to download at: the Caltrans environmental document website (<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>) and on the City's website (<https://srcity.org/750/Highway-101-Bicycle-Pedestrian-Bridge>).

Alternative formats:

For individuals with sensory disabilities, the document can be made available on computer disk by writing to the above address or email or by calling California Relay Service (800) 735-2929 (TTY), (800) 735-2922 (Voice), or 711.

Initial Study with Mitigated Negative Declaration

04-SON-101

Dist. – Co. – Rte.

21.0-21.8

PM

04-2G340

E.A.

Project Title:	Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing
Lead agency name and address:	California Department of Transportation 111 Grand Avenue, Oakland, CA 94612
Contact person and address:	Elizabeth Nagle, Associate Environmental Planner District 4, Office of Environmental Analysis, 111 Grand Avenue, MS 8-B, Oakland CA 94612
Project Location:	U.S. 101, City of Santa Rosa, in Sonoma County. The Project is north of College Avenue near the Santa Rosa Junior College and Santa Rosa High School.
Project sponsor's name and address:	City of Santa Rosa ATTN: Grant Bailey, Associate Civil Engineer 69 Stony Circle, Santa Rosa, CA 95401
General plan description:	Highway
Zoning:	Transportation
State Clearinghouse No.	2020060455
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	California Transportation Commission Santa Rosa Junior College Sonoma County Transportation Authority

Melanie Brent

02/08/2021

Melanie Brent
Deputy District Director
District 4
California Department of Transportation

Date

MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The City of Santa Rosa, in coordination with the California Department of Transportation (Caltrans), proposes to construct a 17-foot-wide bicycle/pedestrian, Americans with Disabilities Act (ADA) compliant, Class I shared-use overcrossing (Project) spanning U.S. Highway 101 (U.S. 101) between Post Mile (PM) 21.0 and PM 21.8 in the City of Santa Rosa, Sonoma County. The Project would include a 5-foot-wide walking lane and 8-foot-wide bicycle path with possible mode separation provided by a curb/barrier and fencing. The overcrossing would have an 18.6-foot minimum vertical clearance over U.S. 101. There are two Build Alternatives, the Edwards Avenue-Elliott Avenue Build Alternative and the Bear Cub Way Build Alternative, being considered for the Project. The Project is needed to accommodate and provide safe access to bicyclists and pedestrians in areas east and west of U.S. 101 in the northern half of Santa Rosa.

Determination

Caltrans has prepared an Initial Study (IS) for this Project. Following public review, Caltrans has determined from this study that the Project would not have a significant effect on the environment for the reasons described below.

The Project would have no impact on Agriculture and Forest Resources, Air Quality, Cultural Resources, Energy, Land Use and Planning, Mineral Resources, Population and Housing, Recreation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfires.

In addition, the Project would have less than significant effects to Aesthetics, Biological Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Public Services, and Transportation.

As discussed in Chapter 3, Noise, due to construction techniques involving pile driving, high-power (or other) vibratory tools, and/or heavy rolling stock equipment, would generate substantial vibration levels at buildings located near the two Project Build Alternatives. Vibration levels at different distances from the construction activity would vary depending on soil conditions, construction methods, and equipment used. Implementation of Mitigation Measures (MMs) NOI-1 and NOI-2 include methods to reduce vibration such as: pre-drilling foundation pile holes, locating construction equipment as far as possible from vibration-sensitive receptors, identifying and limiting the use heavy equipment, and the use of equipment that creates less vibration in proximity to buildings. A construction vibration monitoring plan would be developed and implemented by the contractor in accordance with

Caltrans and City of Santa Rosa requirements to reduce vibration effects. Therefore, as described in Chapter 3, Noise, the Project would have a less than significant impact with mitigation.

Melanie Brent

02/08/2021

Melanie Brent
Deputy District Director
District 4
California Department of Transportation

Date

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CHAPTER 1 Proposed Project

1.1 INTRODUCTION

The California Department of Transportation (Caltrans) is the California Environmental Quality Act (CEQA) lead agency under CEQA for the Project. The Project would construct a 17-foot-wide bicycle/pedestrian, American with Disabilities Act (ADA) compliant, Class I shared-use overcrossing spanning U.S. Highway 101 (U.S. 101) between Post Mile (PM) 21.0 and PM 21.8 in the City of Santa Rosa, Sonoma County. Project improvements include construction of columns, construction of overcrossing spans, and/or placement of prefabricated overcrossing sections, abutments, ramps, touchdowns, and connection to existing sidewalks and bicycle lanes. The Project would include a 5-foot-wide walking lane and 8-foot-wide bike path with possible mode separation provided by concrete curb/barrier and fencing.

This Project would be funded under the 2019 Transportation Improvement Program (TIP), as a Bicycle and Pedestrian Facilities Project. The approximate total cost of the Project for support and capital, including construction, ranges from approximately \$27 million for the Edwards-Elliott Build Alternative to \$30 million for Bear Cub Way Build Alternative.

1.2 PURPOSE AND NEED

The purpose of the Project is to provide a safer and more enjoyable alternative for bicyclists and pedestrians crossing U.S. 101 in the vicinity of Santa Rosa Junior College (SRJC) compared to existing highway crossings. An additional purpose of the Project is to provide a continuous, ADA compliant, path to improve pedestrian and bicycle east-west connectivity across U.S. 101 in the northern half of the City of Santa Rosa and connecting to the existing and proposed bicycle and pedestrian networks.

The Project is needed to accommodate and provide safe access to bicyclists and pedestrians in areas east and west of U.S. 101 in the northern half of Santa Rosa, Sonoma County, California.

CHAPTER 2 Project Description

2.1 INTRODUCTION

The City of Santa Rosa is located within the California Coast Range, in a broad, rural valley called the Santa Rosa Plain (SRP). The City of Santa Rosa is the largest city in Sonoma County (Census Bureau, 2019) with a population of 176,753 people, and is the most densely populated part of the SRP. Santa Rosa is centrally located within Sonoma County and acts as a regional commercial hub as well as the county seat. Santa Rosa is also part of a large, urbanized corridor along U.S. 101 with Rohnert Park to the south (population 43,291) and Windsor to the north (population 27,128) (Census Bureau 2019). Outside of the City of Santa Rosa, the SRP contains agricultural land uses and smaller municipalities.

2.2 PROJECT LOCATION

The Project is north of College Avenue near the SRJC, Santa Rosa High School (SRHS), and Coddington Mall (refer to Figure 2.2-1 for the Project area). On the east side of U.S. 101, the vicinity of the Project area generally includes single-family homes, schools, and public agency offices. Schools include SRJC, SRHS, and Ridgway High School. SRJC occupies the land between Elliott Avenue, U.S. 101, Bear Cub Way, and Mendocino Avenue. Ridgway High School and SRHS, along with some government and school district offices, occupy the land between Bear Cub Way, U.S. 101, Ridgway Avenue, and Mendocino Avenue. North of Elliott Avenue is a single-family residential neighborhood.

On the west side of U.S. 101, the vicinity of the Project area generally includes low- and medium-density residential, retail and business services, and light industry. One to three-story condominium and apartment complexes are located on Edwards Avenue, Cleveland Avenue, Jennings Avenue, and Range Avenue. Several small businesses are located along Cleveland Avenue facing U.S. 101. Light industrial businesses are located along Foley Street, Cleveland Avenue and Frances Street/Range Avenue. Dick's Sporting Goods and Coddington Mall, a large shopping center, are located on Cleveland Avenue (refer to Figure 2.2-1).

2.3 PROPOSED PROJECT

The Project would construct a 17-foot-wide bicycle/pedestrian ADA compliant Class I shared-use overcrossing spanning U.S. 101 between PM 21.0 and PM 21.8, in the City of Santa Rosa in Sonoma County. Proposed improvements to U.S. 101 include excavating and grading for the construction of columns, construction of overcrossing spans, and/or placement of prefabricated overcrossing sections, abutments, ramps, touchdowns, and connection to existing sidewalks and bicycle lanes. The Project would include a 5-foot-wide walking lane and an 8-foot-wide bicycle path with possible mode separation delineated by a concrete curb/barrier and fencing. The Project includes two Build Alternatives: the Edwards-Elliott Build Alternative (refer to Figure 2.3-1) and the Bear Cub Way Build Alternative (refer to Figure 2.3-2), in addition to the No-Build Alternative.

2.3.1 Edwards-Elliott Build Alternative

The Edwards-Elliott Build Alternative proposes construction of the Project spanning U.S. 101 along the Edwards Avenue/Elliott Avenue corridor. The Build Alternative is located near the Guerneville Sonoma-Marin Area Rail Transit (SMART) Station to the west, and connects to the SRJC campus to the east. On the west side, the Edwards-Elliott Build Alternative would follow the northern edge of Edwards Avenue and touch down next to a truck loading area and driveway entrance for a large retail store currently home to Dick's Sporting Goods. On the east side, this Build Alternative would span over Armory Drive and connect to the south side of Elliott Avenue in the vicinity of Illinois Avenue. The overcrossing would follow a straight alignment for a length of approximately 1,200 feet, and a maximum vertical height of 18.6 feet over U.S. 101. This Build Alternative would require removal of two SRJC buildings and the relocation of approximately four portable buildings owned by SRJC from the south side of Elliott Avenue.

2.3.2 Bear Cub Way Build Alternative

The Bear Cub Way Build Alternative proposes construction of the Project over U.S. 101, connecting Range Avenue to the west to Bear Cub Way at the SRJC campus to the east. On the west side, the Project would touch down within a commercial parking lot used by Myers' Restaurant Supply and connect to Range Avenue via an at-grade pathway. The eastern touchdown area would be immediately south of Bear Cub Way. This Build Alternative would follow existing sidewalks along Bear Cub Way to Mendocino Avenue. The length of the bridge over U.S. 101 would be approximately 1,250 feet with a maximum vertical height of 18.6 feet for this Build Alternative.



PROJECT AREA

FIGURE 2.2-1



EDWARDS-ELLIOTT BUILD ALTERNATIVE

FIGURE 2.3-1



2.3.3 Overcrossing Construction

In both Build Alternatives, the Project would include an overcrossing structure supported by steel cables anchored to a tower, with approaches constructed on backfilled retaining walls to conform to the existing grade elevations on the east and west sides of U.S. 101. For both Build Alternatives, the proposed tower would be constructed on the east side of Armory Drive. Construction of the overcrossing foundations and structure would consist of site preparation including necessary excavation/grading east and west of U.S. 101, construction of columns and construction of overcrossing spans and/or placement of prefabricated overcrossing sections across U.S. 101.

Both Build Alternatives have the same foundation plan for the elevated portion of the Project (but cross U.S. 101 at different locations). On the west approach, a 12-foot by 9-foot area at each column would be excavated 5 to 6 feet deep for placement of the foundations. On the east side of U.S. 101, the proposed tower would have a foundation requiring excavation of a 30- by 10-foot area to a depth of 8 to 9 feet. Shoring would be installed to stabilize each excavation site. The shoring would likely be set 1 to 2 feet away from the face of the foundations. Pile driving would occur from the bottom of the excavation site. Displacement-type piles (140 ton), anywhere from 60 to 90 feet long, would be used to support the tower and overcrossing span, both approaches, and the associated retaining walls. After all piles are driven, concrete forms and reinforcement would be set, the shoring would be removed, and the concrete pile cap would be poured.

The concrete pile caps, columns, and bent caps are anticipated to be installed with conventional cast-in-place concrete techniques, formwork, and equipment. The tower and overcrossing span are anticipated to consist of steel elements that would be prefabricated off-site, then transported and erected on-site with a crane and either welded or bolted in place on the concrete pile cap and bents. The overcrossing span would be attached to the tower with steel cables. The concrete decking would then be installed on the overcrossing span without the need for conventional falsework.

Ramps on the west and east approaches for both Build Alternatives would be supported on foundations requiring excavation to approximately 4 feet below grade. The approach ramp structures are anticipated to consist of either mechanically stabilized embankment (MSE) walls or Caltrans standard cantilevered concrete retaining walls. While both options use bottom-up construction techniques, the MSE wall components would be prefabricated off-site, transported, and erected on-site. Cantilever concrete walls would be installed utilizing conventional cast-in-place construction techniques and equipment.

2.4 CONSTRUCTION METHODOLOGY, SCHEDULE, AND STAGING

The Project would require temporary full nighttime closures and detours of both U.S. 101 and the adjacent frontage roads for placement of the overcrossing structure and traffic handling devices. The construction staging areas would be located within the City of Santa

Rosa (City) right of way, temporary construction easements (TCEs) and, in the SRJC parking lots within the Project area. The SRJC parking lots would be closed for less than one year.

2.4.1 Drainage Improvements

For both Build Alternatives, the overcrossing drainage would collect surface runoff from the Project and tie into the City's stormwater system at both the east and west landings. Drainage modifications, including tie-ins, inlet adjustments and relocations may be required. For the Edwards-Elliott Build Alternative, a 30-inch storm drainage pipe at the intersection of Armory Drive and Elliott Avenue would be relocated to accommodate the overcrossing foundation. Inlet structures located along Edwards Avenue, in the Dick's Sporting Goods parking lot, and one inlet within Caltrans right of way would require removal and replacement. Minor drainage work would be required for inlets in the Myers Restaurant Supply parking lot and SRJC parking lot for the Bear Cub Way Build Alternative.

Post-construction stormwater treatment improvements complying with Caltrans and local National Pollutant Discharge Elimination Systems (NPDES)/Regional Water Quality Control Board (RWQCB) permitting is not required as the Project creates less than 5,000 square feet of new impervious area(s) within Caltrans right of way. The potential for temporary stormwater quality impacts shall be addressed by temporary construction best management practices (BMPs), such as the installation of silt fencing, fiber rolls, and drainage inlet protection.

2.4.2 Tree Removal and Vegetation Impacts

Both Build Alternatives would require clearing and grubbing of existing vegetation and tree removal. The Edwards-Elliott Build Alternative would require the removal of approximately seven mature trees, including three native trees on the SRJC property and Elliott Avenue, as well as removal of a small number of ornamental/street tree saplings (not mature trees) along Edwards Avenue. Additionally, approximately 7,000 square feet of vegetation would require clearing and grubbing. The Bear Cub Way Build Alternative would require the removal of five mature trees on the east side of U.S. 101 in the parking lot adjacent to Armory Drive. Approximately 16,700 square feet of vegetation would require clearing and grubbing.

2.4.3 Construction Schedule

Construction of the Project is expected to take two years to complete. The Project would require approximately 470 working days with daily work hours from 7:00 a.m. to 7:00 p.m., Monday through Friday. Night work would occur over 10 days during the construction period for placement of the overcrossing over U.S. 101. Construction activities within drainages would be restricted to the dry season (May 1 to October 31). In addition, tree removal would be scheduled to avoid impacts to nesting birds (February 1 to September 30).

2.4.4 Right of Way and Temporary Construction Easements

The Project would require permanent and temporary acquisitions and easements from select parcels adjacent to the Project area. Parcels potentially affected under the Edwards-Elliott Build Alternative and the Bear Cub Way Build Alternative are described below.

Edwards-Elliott Build Alternative

The Edwards-Elliott Build Alternative would require a total of 8,815 square feet of right of way acquisition. On the east side, 7,580 square feet of right of way would be acquired from SRJC south of Elliott Avenue. On the west side, 1,235 square feet of right of way would be acquired encompassing a sidewalk and landscape improvements adjacent to the Dick's Sporting Goods parking lot and Patelco Credit Union along the north edge of Edwards Avenue.

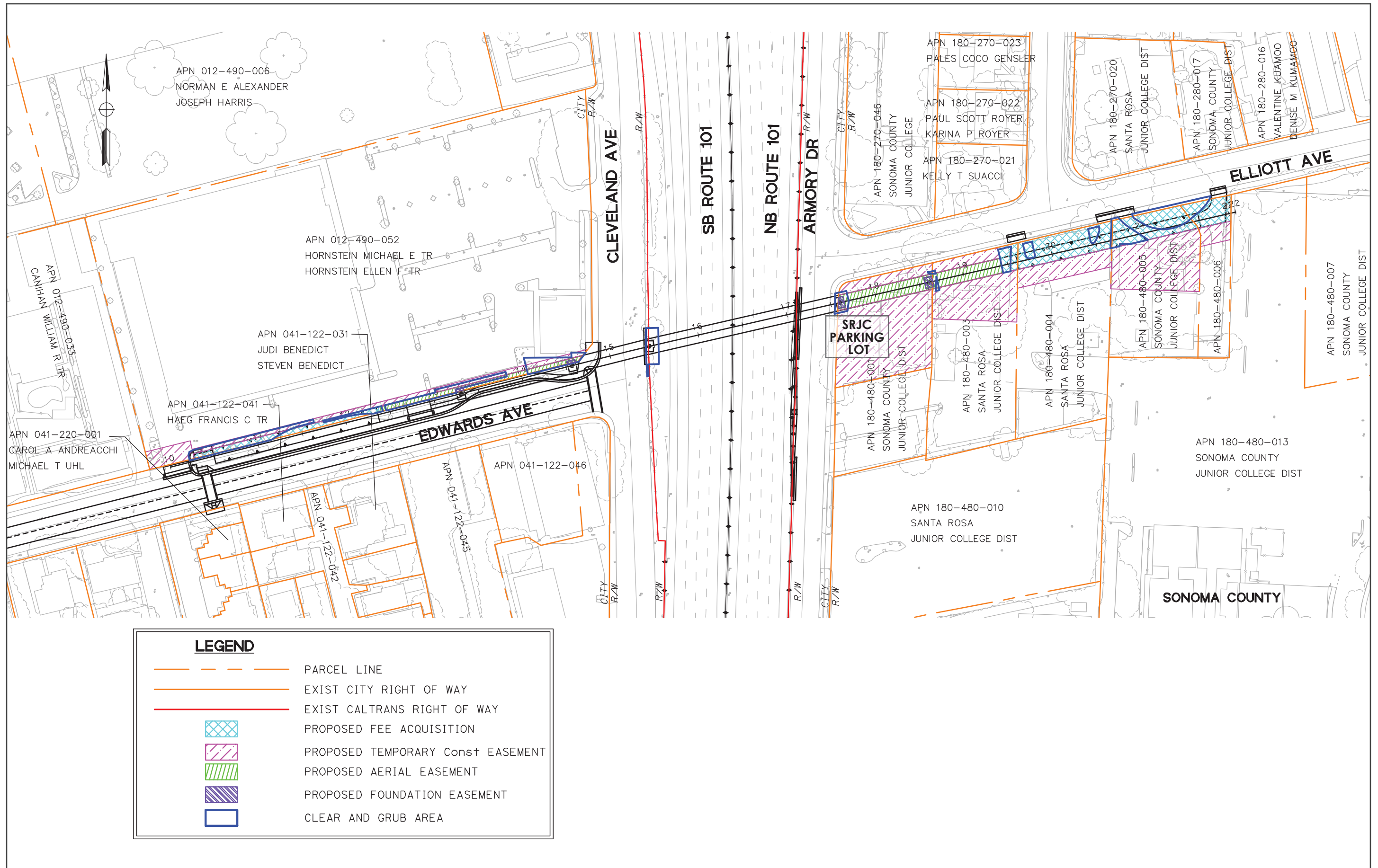
This Build Alternative would result in removal of the SRJC Public Relations Building (1990 Armory Drive) and a former residence used by SRJC Summer Repertory Theater (708 Elliott Avenue). Portable buildings and parking stalls within the Project area would also require removal/relocation.

A total of 27,055 square feet of TCEs would be required for this Build Alternative. A TCE of 3,255 square feet would be required along the Dick's Sporting Goods and Patelco parking lot, which includes the western driveway and some of their landscaped areas, located along Edwards Avenue west of U.S. 101. Additionally, TCEs of approximately 23,800 square feet would be required from five SRJC parcels fronting Elliott Avenue. These TCEs would be located on the same parcels where right of way acquisitions are required for the Project (refer to Figure 2.4-1).

Bear Cub Way Build Alternative

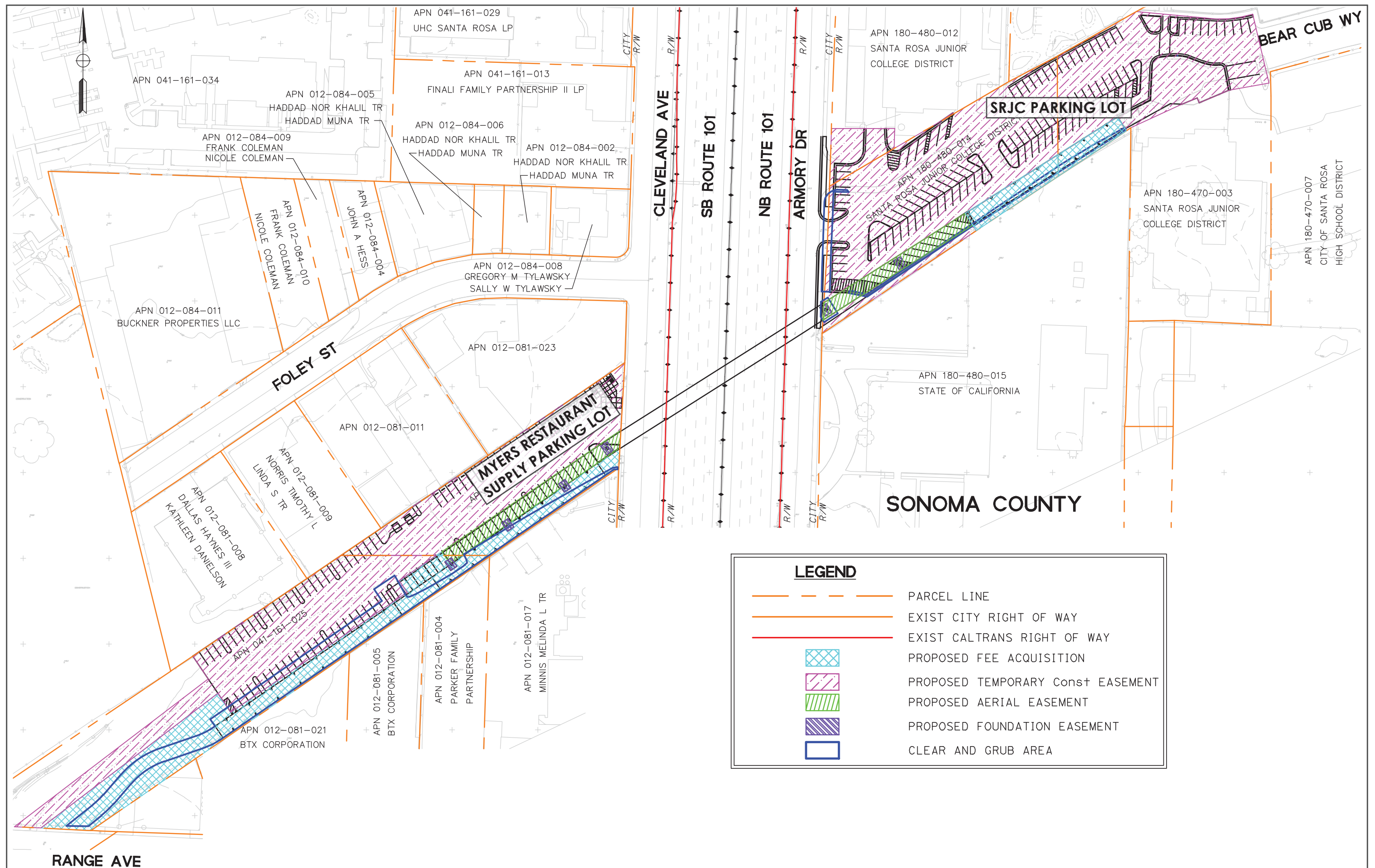
The Bear Cub Way Build Alternative would require a total of 26,470 square feet of right of way acquisition. On the east side, 4,655 square feet of right of way would be acquired from the SRJC "Bear Cub Way" parking lot. The existing SRJC parking lot would be reconfigured and restriped to accommodate 115 parking stalls, resulting in a reduction of 42 stalls. On the west side, 21,815 square feet of right of way would be acquired from the Myers Restaurant Supply parking lot. The Myers Restaurant Supply parking lot would also be restriped to accommodate 39 stalls, which would result in the loss of five parking stalls. This alternative would not result in the demolition or removal/relocation of buildings.

A total of 111,880 square feet of TCE would be required for this Build Alternative: 46,080 square feet would be required from Myers Restaurant Supply on the west side of U.S. 101 and 65,800 square feet would be required from SRJC on the east side of U.S. 101 (refer to Figure 2.4-2).



EDWARDS-ELLIOTT BUILD ALTERNATIVE RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENTS

FIGURE 2.4-1



BEAR CUB WAY BUILD ALTERNATIVE RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENTS

FIGURE 2.4-2

2.4.5 Utility Relocations

Edwards-Elliott Build Alternative

Three existing PG&E utility poles would require relocation. One of the existing poles is located adjacent to northbound Cleveland Avenue, at the intersection of Edwards and Cleveland avenues. The second pole is located along northbound Armory Drive, approximately 40 feet south of the intersection of Elliott Avenue and Armory Drive. The last pole that would be relocated is along northbound Armory Drive, approximately 140 feet north of the intersection of Elliott Avenue and Armory Drive. A Santa Rosa Water meter and fire hydrant on westbound Edwards Avenue require relocation due to modifications in the curb line to accommodate a relocated bus stop. These water facilities would be relocated behind the new curb line. An existing Santa Rosa Sanitary Sewer manhole on westbound Edwards Avenue is in conflict with the proposed retaining wall and would need to be relocated into the roadway.

Bear Cub Way Build Alternative

An existing utility pole would require the relocation of the PG&E, AT&T, and Comcast on joint poles along southbound Cleveland Avenue. No other utility relocation would be required for this Build Alternative.

2.4.6 Parking, Roadway Modifications, and Signage

Roadway realignments would be needed for the Bear Cub Way Build Alternative. Both Build Alternatives would include signage and parking modifications.

Edwards-Elliott Build Alternative

The Edwards-Elliott Build Alternative would remove 14 parking stalls from an SRJC parking lot on Elliott Avenue, east of U.S. 101. In addition, the existing bus stop on Edwards Avenue near Dick's Sporting Goods would be relocated further east on Edwards Avenue to a location just west of Cleveland Avenue. The construction of a crosswalk on Edwards Avenue to provide direct access from the south side of Edwards Avenue to the western landing of the overcrossing may also result in the loss of one parking space.

An existing overhead sign on U.S. 101 near the Steele Lane off ramp is located on a concrete barrier at the edge of the Caltrans right of way and would be relocated 100 feet south of its current location. The existing concrete barrier in this location would need to be reconstructed for a length of 225 feet. Excavation depths for the sign relocation would be up to 25 feet.

Bear Cub Way Build Alternative

The Bear Cub Way Build Alternative would realign Bear Cub Way approximately 50 feet to

the south through the existing SRJC parking lot. The reconfiguration of the existing substandard SRJC parking lot would be restriped to accommodate 115 parking stalls, resulting in a reduction of 42 stalls. The Myers Restaurant Supply parking lot would also be restriped to accommodate 39 stalls, which would result in the loss of five parking stalls.

The Bear Cub Way Alignment would include way-finding signage to direct users through the SRJC campus to Mendocino Avenue.

2.4.7 Construction Activities

The Project includes temporary construction access, laydown, and reconstruction areas that would occur between Cleveland Avenue/Edwards Avenue and Armory Drive/Elliott Avenue for the Edwards-Elliott Build Alternative, and between the Cleveland Avenue and Armory Drive/Bear Cub Way for the Bear Cub Way Build Alternative.

2.4.8 Road Closures and Detours

During the construction of the overcrossing spanning U.S. 101, both Build Alternatives would require full nighttime closures for one week or one weekend (depending on the contractor). In the northbound direction, U.S. 101 between College Avenue and Steele Lane would be temporarily closed with a detour via College Avenue to Mendocino Avenue to Steele Lane. For the southbound direction, U.S. 101 would be temporarily closed between Steele Lane and College Avenue with a detour via Steele Lane to Cleveland Avenue to College Avenue.

Nighttime or weekend closures of Armory Drive for the placement of the overcrossing would require detours from Elliott Avenue at the north and Ridgway Avenue at the south to Mendocino Avenue. Nighttime closures for one week or one weekend of Cleveland Avenue from Guerneville Road to Jennings Avenue would be required with detour via Range Avenue.

Existing bicycle lanes in the Project area are located along Cleveland Avenue, extending south of Frances Street to Guerneville Road. Additional bicycle lanes are located on the north side of Edwards Avenue and on Range Avenue south of Jennings Boulevard to Briggs Avenue, west of U.S. 101. On the east side of U.S. 101, bicycle lanes are present on Mendocino Avenue. For both Build Alternatives, bicycles on the east side of U.S. 101 would be temporarily detoured to Mendocino Avenue during construction of the Project, and on the west side of U.S. 101, bicycles would be detoured to Range Avenue.

2.4.9 Staging Locations

Edwards-Elliott Build Alternative

The Project would require temporary nighttime closures of U.S. 101 and the adjacent frontage roads for placement of the overcrossing structure. The staging for Edwards-Elliott Build Alternative would likely be located at an SRJC parking lot along Armory Drive

approximately 50 feet south of Elliott Avenue. The use of an SRJC parking lot for construction would result in temporary closure for less than one year. On the west side of U.S. 101, construction staging would occur in the City of Santa Rosa right of way on Edwards Avenue.

Bear Cub Way Build Alternative

The location of construction staging for the Bear Cub Way Build Alternative would be located on the SRJC parking lot (along Armory Drive) and the Myers Restaurant Supply parking lot. The use of the SRJC parking lot for construction would result in temporary, full closure for less than one year. The parking stalls in the Myers Restaurant Supply lot would be temporarily relocated on vacant land southwest and adjacent to the existing lot within the Project area.

2.5 PROJECT FEATURES

The Project contains a number of standardized project components which are employed on most, if not all of Caltrans projects and were not developed in response to any specific environmental impact resulting from the Project. These components are referenced as Project Features in Chapter 3 as they pertain to different environmental resources, and are separated out from avoidance and minimization measures (AMMs) and Mitigation Measures (MMs), which directly relate to the impacts resulting from the Project.

Table 2-1 lists the Project Features that would be implemented by Caltrans and the construction contractor to reduce or avoid potential impacts to the human and natural environment.

Table 2-1: Project Feature Summary

Resource Area	Project Feature References	Project Feature
Aesthetics	Feature AES-1	Preserve Mature Trees. To the extent feasible, existing mature trees would be preserved. With input from a Caltrans biologist, arborist or landscape architect working with the contractor, the approach to the construction activities would be modified to avoid tree removal wherever possible.
Aesthetics	Feature AES-2	Protect Existing Trees and Vegetation. The Caltrans biologist would field mark and approve trees to be removed prior to removal. High visibility temporary fencing would be placed around trees or other vegetation to be retained before construction begins. Vegetation outside of clearing and grubbing limits would be protected from the contractor's operations, equipment, and materials storage. Tree trimming would be limited to the minimum required to provide a clear work area.

Resource Area	Project Feature References	Project Feature
Aesthetics	Feature AES-3	Visual Impacts from Construction. Construction activities would be phased to minimize disturbance to adjacent parcels. Construction lighting would be limited to the areas of work and light trespass would be avoided through directional lighting, shielding of light fixtures, and other measures as needed.
Air Quality	Feature AIR-1	Idling and Access Points. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage shall be provided for construction workers at all access points.
Air Quality	Feature AIR-2	Maintaining Construction Equipment and Vehicles. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation on the Project.
Air Quality	Feature AIR-3	<p>Contractor Air Quality Compliance. The construction contractor must comply with the Caltrans Standard Specifications in Section 14-9. The Project would comply with the Bay Area Air Quality Management District (BAAQMD) published CEQA Air Quality Guidelines BMPs for all construction projects, as outlined below:</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Resource Area	Project Feature References	Project Feature
Biological Resources	Feature BIO-1	<p>Migratory Birds. Construction activities would occur to the extent feasible outside of the nesting bird season. If construction activities are initiated during the nesting bird season (February 1 to September 30) a pre-construction survey would be conducted by a Caltrans biologist within 14 days prior to ground disturbance to determine if nesting birds are present within or adjacent to the Biological Study Areas (BSAs).</p> <p>If no nesting birds are detected during pre-construction surveys, construction can proceed as normal. If active nests of protected species are found within the survey area, a work exclusion zone would be established around each nest by the Caltrans biologist. Established exclusion zones would remain in place until all young in the nest have fledged or the nest otherwise becomes inactive (e.g., due to predation). Appropriate exclusion zone sizes would be determined by a Caltrans biologist and vary dependent upon the species, nest location, existing visual buffers, noise levels, and other factors. An exclusion zone radius may be as small as 50 feet for common, disturbance-adapted species or as large as 250 feet or more for raptors. Exclusion zone size may be reduced from established distances if supported with nest monitoring findings by a Caltrans biologist indicating that work activities outside the reduced radius are not adversely impacting the nest and that a reduced exclusion zone would not adversely affect the subject nest.</p>
Biological Resources	Feature BIO-2	<p>Vegetation Removal. Vegetation removed shall be the minimum necessary to complete the Project. Areas of existing vegetation that are not necessary to be removed should remain and can be protected by being driven on only when soil is dry enough to support equipment or fenced off with construction fencing.</p>
Cultural Resources	Feature CUL-1	<p>Discovery of Cultural Resources. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a Caltrans qualified archaeologist can assess the nature and significance of the find.</p>

Resource Area	Project Feature References	Project Feature
Cultural Resources	Feature CUL-2	Discovery of Human Remains. If remains are discovered during excavation, all work within 60 feet of the discovery would halt and Caltrans' Cultural Resource Studies office would be called. Caltrans' Cultural Resources Studies Office Staff would assess the remains and, if determined human, would contact the County Coroner as per Public Resources Code (PRC) Sections 5097.98, 5097.99, and 7050.5 of the California Health and Safety Code. If the Coroner determines the remains to be Native American, the Coroner will contact the Native American Heritage Commission who would then assign and notify a Most Likely Descendant. Caltrans would consult with the Most Likely Descendant on respectful treatment and reburial of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.
Greenhouse Gas Emissions	Feature GHG-1	Reclaimed Water. To the extent feasible, reclaimed water may be used to reduce greenhouse gas (GHG) emissions produced during construction.
Hazards and Hazardous Material	Feature HAZ-1	Hazardous Material. Should impacted soil (as evidenced by staining and/or odors) be encountered during construction activities, the Resident Engineer overseeing construction should stop work until a hazardous waste specialist is able to assess the soil for proper handling.
Hazards and Hazardous Material	Feature HAZ-2	Aerially Deposited Lead Work Plan. A work plan for aerially deposited lead if required would be prepared during the design phase.
Hazards and Hazardous Material	Feature HAZ-3	Groundwater Sampling. Should groundwater be encountered during construction/excavation activities and dewatering become necessary, regulatory compliance and permitting consistent with the RWQCB and National Pollutant Discharge Elimination System (NPDES) requirements should be adhered to, and groundwater sampling should be conducted.

Resource Area	Project Feature References	Project Feature
Hydrology and Water Quality	Feature HYD-1	<p>Water Quality BMPs. The potential temporary impacts shall be addressed by the implementation of Temporary Construction BMPs, including the following:</p> <ul style="list-style-type: none"> • Temporary soil stabilization: scheduling, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, straw mulch, outlet protection, and slope drains. • Temporary sediment control: silt fence, fiber rolls, gravel bags, street sweeping, sandbag barrier, and temporary drainage inlet protection. • Tracking control practices: temporary construction entrance/exit and temporary construction roadway. • Non-stormwater management: water conservation practices, dewatering operations, paving, sealing, sawcutting and grinding operations, vehicle and equipment cleaning, vehicle and equipment fueling, vehicle and equipment maintenance, pile driving operations, concrete curing, and concrete finishing. • Waste management and materials pollution control: material delivery and storage, material use, stockpile management, spill prevention and control, solid waste management, concrete waste management sanitary and septic waste management, and liquid waste management.
Noise	Feature NOI-1	<p>Idling of Internal Combustion Engines. Unnecessary idling of internal combustion engines should be strictly prohibited.</p>
Noise	Feature NOI-2	<p>Maintaining Internal Combustion Engines. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.</p>
Transportation and Traffic	Feature TRA-1	<p>Traffic Management Plan (TMP). A TMP will be prepared in the design phase and implemented in construction. The TMP will provide detour routes and notification to emergency and medical providers in the Project area of alternate access routes during temporary closures.</p>
Utilities and Service Systems	Feature UTI-1	<p>Trash Management. All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the Project limits. A Trash Reduction System would also be developed and implemented per Caltrans NPDES Permit and San Francisco RWQCB Cease and Desist Order.</p>

Resource Area	Project Feature References	Project Feature
Utilities and Service Systems	Feature UTI-2	Notify Utility Owners of Construction Schedule to Protect Utilities. All affected utility companies would be notified of construction schedules for Project work so that they can relocate or provide special instructions for utility protection if needed, and minimize disruption of utility service.

2.6 NO BUILD ALTERNATIVE

The No Build Alternative would mean that the Project would not be constructed and there would be no improvements to bicycle and pedestrian safety along this section of U.S. 101. This Alternative does meet the purpose and need for the Project.

2.7 IDENTIFICATION OF A PREFERRED ALTERNATIVE

On August 12, 2020, the Project Development Team (PDT), consisting of staff from Caltrans, Sonoma County Transportation Authority (SCTA), the City and City consultants, met to identify a Preferred Alternative. After review of the two Project alternatives and considering comments from outside agencies and the public, as well as input from the PDT itself, the PDT identified the Edwards-Elliott Build Alternative as the Preferred Alternative. Relevant factors that led to this identification include the following:

- Public comments received during the public comment period expressed stronger support for the Edwards-Elliott Build Alternative over the Bear Cub Way Build Alternative.
- Right of way is required from the Santa Rosa Junior College (SRJC) under both alternatives. SRJC's comment letter spoke to their support of the Edwards-Elliott Build Alternative over the Bear Cub Way Build Alternative.
- The City, as the Project sponsor, supports the Edwards-Elliott Build Alternative, as expressed by City Council unanimous support.
- Comments received from residents and business associated with the Edwards Avenue neighborhood were noted and considered by the PDT. In some cases it was determined that additional AMMs should be added to the Project (see AMM AES-4, AMM PUB-1, and AMM TRA-1).
- Based on public comments potential user density is more concentrated at the Edwards-Elliott Build Alternative than at the Bear Cub Way Build Alternative. Comments include the SRJC's future Student Housing Project at the southeast corner of Elliott Avenue and Armory Drive, and SRJC's pilot program to promote pedestrian and bicycle usage on Elliott Avenue as likely to contribute to the potential bicycle/pedestrian usage of Edwards-Elliott Build Alternative. The Edwards-Elliott Build Alternative being in a more active pedestrian area would generally increase user safety.
- The Edwards-Elliott Build Alternative is perceived to be closer to transportation hubs and connects a greater number of major origins and destinations: SRJC, Coddington

Mall, Coddington Transit Hub, Coddington Plaza Business Park and social services, SMART Station, Mendocino Avenue, Kaiser Permanente Medical Center, and Sonoma County Administrative Center than the Bear Cub Way Build Alternative.

- The Edwards-Elliott Build Alternative requires less right of way acquisition and has lower construction costs (\$27 million vs. \$30 million) than the Bear Cub Way Alternative.

2.8 PERMITS AND APPROVALS NEEDED

There are no anticipated permits or approvals needed for the Project.

CHAPTER 3 CEQA Evaluation

The following discussions evaluate potential environmental impacts of the Project, as described in Chapter 2 as they relate to the CEQA checklist to comply with CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

As part of the scoping and environmental analysis carried out for the Project, the following environmental issues were considered, but no adverse impacts were identified: agriculture and forestry, energy, land use/planning, mineral resources, population/housing, public services, recreation, and tribal cultural resources. The environmental factors checked below in Table 3-1 would be potentially affected by the Project. Further analysis of these environmental factors is included in the following sections.

Table 3-1: Environmental Factors Potentially Affected

X	Aesthetics		Agriculture and Forestry	X	Air Quality
X	Biological Resources	X	Cultural Resources		Energy
X	Geology/Soils	X	Greenhouse Gas Emissions	X	Hazards and Hazardous Materials
X	Hydrology/Water Quality		Land Use/Planning		Mineral Resources
X	Noise		Population/Housing		Public Services
	Recreation	X	Transportation/Traffic		Tribal Cultural Resources
X	Utilities/Service Systems	X	Wildfire	X	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
X	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
	I find that the proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required	
Signature: <i>Melanie Brent</i>		Date: 02/08/2021
Printed Name: Melanie Brent		

CEQA ENVIRONMENTAL CHECKLIST

This checklist (presented at the beginning of each resource section below in the form of a table listing the pertinent questions applicable to the resource and four columns of check boxes where the degree of impact is indicated) identifies physical, biological, social, and economic factors that might be affected by the Project. In many cases, background studies performed in connection with the Project indicate that there are no impacts to a particular resource. A “no impact” answer in the last column reflects this determination. The words “significant” and “significance” used throughout the checklist are related to CEQA impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

As noted previously, Project Features, which may include both design elements of this project and standardized measures that are applied to all or most Caltrans projects, such as BMPs and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and are considered prior to any significance determinations. A list of the Project’s Project Features, AMMs, and MMs can be reviewed in the Environmental Commitments Record in Appendix B.

AESTHETICS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Earthview Sciences prepared a Visual Impact Analysis for the Project in October 2019. The findings of this analysis are presented herein.

The character of either Build Alternative would be largely compatible with the existing visual character of the Project vicinity. The Project would introduce urban elements that generally complement the existing landscape. From U.S. 101, the Project would introduce a new overcrossing structure with a large-scale concrete form, strong horizontal lines, vertical columns, and hardscape textures that would be highly compatible with existing bridge forms already visible from the highway.

Either Build Alternative would create some change in character to their surroundings. Many viewers that would have substantial views of the Project already have substantial views of the highway corridor to which the new overcrossing would be visually compatible. Other viewers would only have views of the Project tower or pylon tips. The Project tower would be taller in scale than most surrounding structures and would introduce strong vertical lines and hardscape. However, because the tower would narrow toward the top and would be a relatively light color, it would not dominate views. Either Build Alternative would require tree removal that would alter the character of views. Vegetation removal would be greater for the Edwards-Elliott Build Alternative than the Bear Cub Way Build Alternative. Overall, character compatibility would be moderate for the Edwards-Elliott Build Alternative and moderately high for the Bear Cub Way Build Alternative.

a) Less than Significant Impact

The Project would be visible from U.S. 101, a City designated a scenic highway. However, both Build Alternatives would have a low permanent visual impact from U.S. 101 with the incorporation of AMMs AES-1, AES-2, and AES-3. The Project would not be visible from any other scenic vista points within Santa Rosa including City parks. Project elements may be visible from scenic vistas on hills east of Santa Rosa including Spring Lake Park or Trione-Annadel State Park but, if visible, Project elements would be a small part of a large urban vista and blend in with the highway corridor.

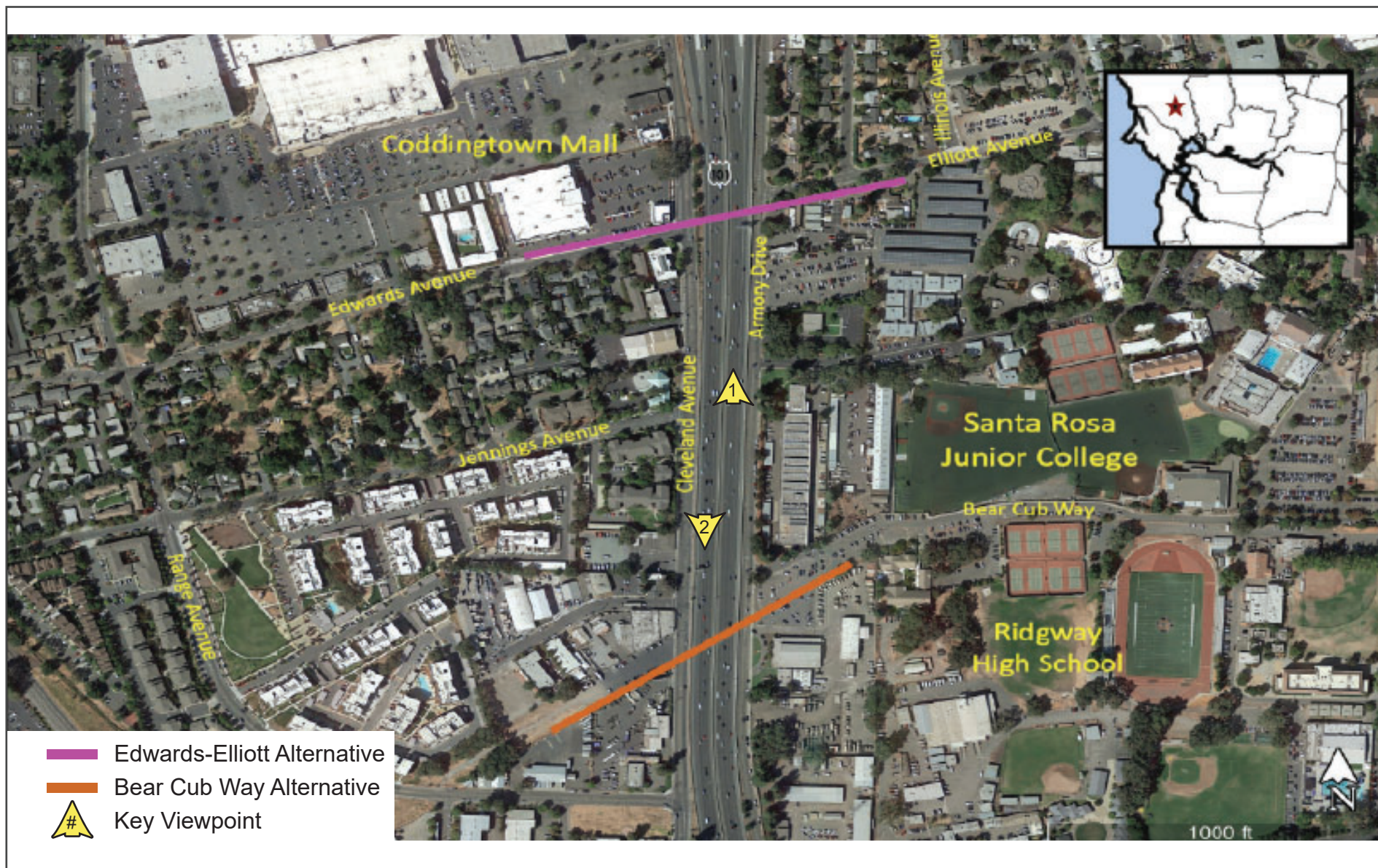
b) No Impact

The Project is neither located along nor visible from a state scenic highway. Therefore, it would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

c) Less than Significant Impact

The Project would not substantially degrade the existing visual character or quality of public view of the site and its surroundings. The Project would be compatible with the existing visual character despite temporary construction activities (refer to Figures 3.0-1 to 3.0-3). The Project includes AMM AES-4 to allow public input during the design phase and ensure continued coordination between the City and its Design Review Board.

The construction of the Project for both Build Alternatives would require tree removal, clearing and grubbing of existing vegetation. The Edwards-Elliott Avenue Build Alternative would require the removal of approximately seven mature trees on the SRJC property along Elliott Avenue and removal of a small number of saplings along Edwards Avenue. The Bear Cub Way Build Alternative would require the removal of five mature trees on the east side of U.S. 101 in the parking lot adjacent to Armory Drive. However, with implementation of Project Features AES-1 and AES-2 in Table 2-1 and AMM AES-1, the Project would be consistent with the City's tree ordinance and would result in a less than significant impact.



KEY VIEWPOINT LOCATIONS

FIGURE 3.0-1



KEY VIEWPOINT (KVP) 1 – From U.S. 101 northbound toward Edwards-Elliott Alternative.



KEY VIEWPOINT (KVP) 1 – Simulated view of Edwards-Elliott Alternative from U.S. 101 northbound.



KEY VIEWPOINT (KVP) 2 – From U.S. 101 southbound toward Bear Cub Way Alternative.



KEY VIEWPOINT (KVP) 2 – Simulated view of Bear Cub Way Alternative from U.S. 101 southbound.

d) Less than Significant Impact

The Project would not create a new source of substantial light or glare. Once constructed, the Project would have lights in the overcrossing railings and at touchdown areas and approaches that would be directed toward the bicycle/pedestrian path. On the west side of the Bear Cub Way Build Alternative, the Project would install minimal pathway lighting through the trees located along the at-grade pathway connecting the touchdown to Range Avenue. The character of nighttime views from surrounding areas would not be substantially affected under either Build Alternative. With AMM AES-2, tower(s) would be lit by dark sky friendly lighting. During construction, some work would occur at night. With Project Feature AES-3, in Table 2-1, lighting associated with construction activities would be temporary, directed toward the work area, and would not constitute a substantial new permanent source of light.

Avoidance and Minimization Measures

Aesthetic AMMs would be implemented to reduce potential effects on environmental resources. These measures would include minimizing the area of impact to the maximum extent feasible.

AMM AES-1 Landscaping.

New tree planting and landscaping would occur around the Project where feasible and be included in the Project contract plans. For the Edwards-Elliott Build Alternative, landscaping on the SRJC campus would occur adjacent to the Project area.

AMM AES-2 Aesthetic Treatments

The Project contract plans shall include the following aesthetic treatments:

- Retaining walls would have decorative texturing, patterning, coloring, and/or be landscaped “green” walls
- Project color palette would be complementary to surrounding natural context
- Anti-graffiti coating on retaining walls
- Safety fencing would maximize visual transparency
- Lighting of tower(s) would be dark sky friendly

AMM AES-3 Tower Location.

Tower(s) would be located on east side of U.S. 101 to avoid blocking views of small businesses and their signage along Cleveland Avenue from U.S. 101.

AMM AES-4 Public Outreach Plan

In partnership with Caltrans and SCTA, the City will develop a public outreach plan for the Project design phase to ensure the City receives community input on the design and aesthetics of the Project, which may include but would not be limited to the following: hosting community meetings, meeting with affected businesses and residents, conducting community assessments, hosting design charrettes, and other related public outreach

efforts. In addition, the City will continue to consult with its Design Review Board during the design phase to ensure that Santa Rosa remains attractive and maintains a sense of place which is unique to Santa Rosa.

AGRICULTURE AND FORESTRY RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

The Project is in an area designated as Urban and Built-Up land by the California Department of Conservation, Division of Land Resources Protection-Farmland Mapping and Monitoring Program (California Department of Conversation 2016).¹

a-e) No Impact

The proposed Build Alternatives would not convert farmland or forest land or be in conflict with existing timberland zoning as there are none of these land uses within the Project area.

¹ California Department of Conservation. California Important Farmland Finder. Accessed November 4, 2019. <https://maps.conservation.ca.gov/DLRP/CIFF/>

AIR QUALITY

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				X

Illingworth & Rodkin, Inc. prepared a Construction Air Pollutants and Greenhouse Gas Emissions Analysis in March 2019. The findings of this analysis are presented herein.

a) No Impact

Construction activities would not be in conflict with an air quality plan. There would be no impact.

b,c) Less than Significant Impact

The Project is exempt from having to do an air quality conformity determination under 40 *Code of Federal Regulations* (CFR) 93.126 as the construction of bicycle and pedestrian facilities are exempt from federal air quality State Implementation Plan (SIP) conformity requirements. The Project would be required to comply with Caltrans Standard Specification 14-9, Air Quality, which requires compliance with air-pollution control rules, regulations, ordinances, and statutes that apply in the Project area.

The air quality emissions would be associated with demolition of the existing uses within the Project area and construction of the new bicycle and pedestrian infrastructure. Table 3-2 shows average daily construction emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter with aerodynamic diameter of less than 10 micrometers (PM₁₀), and smaller particulate matter less than 2.5 micrometers in diameter (PM_{2.5}) during construction of the Project. Other construction air pollutants are expected to be minimal to negligible.

Table 3-2: Construction Period Emissions

Scenario	ROG	NOx	PM₁₀ Exhaust	PM_{2.5} Exhaust
Edwards-Elliott Alignment Alternative				
Total Construction Emissions (tons)	1.24	11.80	0.49	0.45
Average Daily Emissions (pounds/day)	5.34	50.86	2.11	1.94
Bear Cub Alignment Alternative				
Total Construction Emissions (tons)	1.25	11.84	0.50	0.45
Average Daily Emissions (pounds/day)	5.40	51.03	2.16	1.94
BAAQMD Thresholds (pounds per day) ²	54.0	54.0	82.0	54.0
Source: Illingworth & Rodkin, Inc. Construction Air Pollutants and Greenhouse Gas Emissions Analysis. March 15, 2019.				

The Project would comply with the BAAQMD published CEQA Air Quality Guidelines identified in Project Feature AIR-1, AIR-2, and AIR-3, in Table 2-1.

With the incorporation of Project Feature AIR-1, AIR-2, and AIR-3 and the Caltrans Standard Specification 14-9, Air Quality, the Project would have a less than significant impact.

d) No Impact

Construction activities would not generate emissions resulting in excessive odors. There would be no impact.

² BAAQMD construction emission thresholds are based on average daily emissions of 54 pounds for ROG, NOx and PM_{2.5}, and 82 pounds for PM₁₀ exhaust.

BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

WRA, Inc. prepared a Natural Environmental Study (NES) for the Project in March 2019. HortScience-Bartlett Consulting prepared a Tree Report for the Project in January 2019. The following text summarizes and analyzes the information presented in the NES and Tree Report.

The BSAs encompass the entire extent of the limits of the Project at each of the two Build Alternative locations, approximately 0.25-mile apart, as well as a 50-foot buffer around each Build Alternative, which was determined to be sufficient to encompass all potential biological impacts associated with the Project. The BSAs are classified as Urban Rural Habitat and consist of urban and suburban settings, including residential, light industrial, institutional, and commercial-retail development. The BSAs are located on relatively level ground within and adjacent to the eastern boundary of the SRP geographic area.

A regional list of special-status wildlife and plant species was compiled by querying databases from the United States Fish and Wildlife Service (USFWS) (USFWS 2018),

California Native Plant Society (CNPS) (CNPS 2018), and California Natural Diversity Database (CNDDB) (California Department of Fish and Wildlife (CDFW) 2018). Each special-status wildlife and plant species on the regional list was evaluated to determine its potential to occur within the BSAs.

WRA staff conducted field surveys of the BSAs on December 6, 2018, which confirmed that the BSAs do not include sensitive habitats, wildlife corridors, or habitat connectivity. Six species of birds and 31 species of plants consisting mainly of non-natives were observed during the wintertime survey. Potential suitable habitat for the Allen's hummingbird (*Selasphorus sasin*), Nuttall's woodpecker (*Picoides nuttallii*), and Oak titmouse (*Baeolophus inornatus*) exist within the BSAs.

The BSAs do not contain sensitive biological communities. There are no jurisdictional wetland or non-wetland features within the BSAs. Man-made drainage ditches constructed in upland areas are present in the western portion of the Bear Cub Way Build Alternative BSA. The ditches are not considered jurisdictional under the federal Clean Water Act because they were dug on dry land. The ditches drain into an underground stormwater system which outfalls into Steele Creek, and function as stormwater treatment features for protecting water quality from stormwater that emanates from the surrounding parcels. Such water quality protection is required by the Santa Rosa municipal separate storm sewer system (MS4) water discharge requirements and permitted through the RWQCB (MS4 Order No. R1-2015-0030). Therefore, these ditches are under no additional regulation by RWQCB. The man-made drainage ditches are not considered stream or riparian habitat by CDFW because they do not support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife. Oak trees present in the vicinity of the drainage ditches are not considered riparian vegetation as they do not depend on the drainage ditch for moisture.

a) Less than Significant Impact

Special-status species include those plants and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal Endangered Species Act (FESA) or California Endangered Species Act (CESA). These acts afford protection to both listed and proposed species. In addition, State Species of Special Concern (species that face extirpation in California if current population and habitat trends continue) and USFWS Birds of Conservation Concern (BCC) are all considered special-status species. Although State Species of Special Concern generally have no special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the United States, including non-status species, have guidance for protection under the Migratory Bird Treaty Act of 1918, and are protected by the California Fish and Game Code (CFGF) under sections 3503, 3503.5 and 3513. Plant species on the CNPS Rare and Endangered Plant Inventory (Inventory) with California Rare Plant Ranks (Rank) of 1 and 2 are also considered special-status plant species and must be considered under CEQA.

Special-Status Species

No special-status species were observed during the December 2018 site visit. The Project area is a developed urban area and neither BSA contains suitable habitat to support special-status plant species due to the lack of suitable hydrologic conditions (e.g., seasonal wetland or vernal pools), lack of suitable edaphic conditions (soil as it relates to living organisms) (e.g., serpentine or talus substrates), lack of associated vegetation communities (e.g., chaparral, vernal pools), and the modified and/or disturbed nature of these BSAs. The Project would not result in impacts to special-status plant species.

Of the 43 special-status wildlife species on the regional list with occurrences near the BSAs, the NES determined 40 are unlikely to occur since the site does not contain suitable habitat and/or there are barriers to dispersal from known species occurrences. The NES determined that the BSAs contain habitat which may support three special-status bird species, including the following species:

- Allen's hummingbird (*Selasphorus sasin*). USFWS BCC.
- Nuttall's woodpecker (*Picoides nuttallii*). USFWS BCC.
- Oak titmouse (*Baeolophus inornatus*). USFWS BCC.

Allen's hummingbird favors riparian woodland but has been known to nest in urban parks or trees in urban areas. Additionally, oak titmouse and Nuttall's woodpecker may forage or nest in oaks within or adjacent to the BSAs. With completion of nesting bird surveys consistent with Project Feature BIO-1 as identified in Table 2-1, the Project would have a less than significant impact to special-status wildlife species.

Nesting Birds

Tree and vegetation removal is proposed for both Build Alternatives and construction activities, including noise from construction, could result in direct impacts to active nests. With the implementation of Project Feature BIO-1 as identified in Table 2-1 the Project would have a less than significant impact to nesting birds.

b) No Impact

The BSAs do not contain riparian habitat or any other sensitive natural community. As stated earlier, the Project site is in a highly urbanized area and there are no other sensitive natural communities in the Project area or its vicinity. Therefore, the Project would not result in substantial adverse effects to any riparian habitats or identified sensitive natural communities.

c) No Impact

During field surveys no federally protected wetlands or Waters of the State were identified within, or adjacent, to the BSAs. For this reason, the Project would not adversely affect protected wetlands or Waters of the State through construction activities.

d) No Impact

The BSAs do not function as a wildlife corridor and they do not contribute to the connectivity of habitats in the surrounding regional landscape. Therefore, construction of the Project would not substantially interfere with the movement of any native resident, migratory fish, or wildlife species in a migratory corridor nor impede the use of a native wildlife nursery site.

e) Less than Significant Impact

The City has two ordinances relevant to the protection of biological resources as described below.

- The Creekside Development Ordinance requires setbacks of new structures from natural or modified watercourses and/or riparian habitat. There are no natural watercourses within the BSAs. The man-made drainage ditches in the western portion of the Bear Cub Way Build Alternative west of U.S. 101 are not considered natural or modified watercourses and are not subject to setbacks.
- The Tree Ordinance defines mature, native trees of varying sizes as “heritage trees”. Heritage trees and any other tree designated to be preserved on development plans are considered “protected trees.” Any protected tree that is removed requires replacement with two, 15-gallon trees for each six inches of trunk diameter removed. A total of seven trees, including three heritage trees would require removal in the Edwards-Elliott Build Alternative and five trees, including three heritage trees in the Bear Cub Way Build Alternative (HortScience-Bartlett Consulting 2019) are anticipated to be removed during construction of the Project. The replacement of heritage trees would ensure compliance with the Tree Ordinance.

The Project would meet all applicable tree removal and tree protection guidelines set forth by the City through Project Feature BIO-2 (identified in Table 2-1) and AMM BIO-1. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources and would not result in a significant impact.

Avoidance and Minimization Measures

In addition to the Project Features referenced above, the following AMM would be implemented to avoid and minimize Project impacts to biological resources.

AMM BIO-1 Tree Removal

Where possible, Project contract plans will be developed to avoid trees within the Project area by routing Project elements such as pathways around trees and trimming trees, but not removing them. Trees that require removal would be replaced according to requirements of the City's Tree Ordinance. A replanting plan would be included in the Project contract plans showing the location and species of trees being replaced.

f) No Impact

Portions of the BSAs west of U.S. 101 are within the region known as the SRP geographic area. Protection of federally listed endangered California tiger salamander and three listed endangered plant species is required by the SRP Conservation Strategy in areas with suitable habitat. The BSAs, however, do not contain suitable habitat for the California tiger salamander or the listed plants and, therefore, no adverse impacts would result from construction of the Project.

CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c) Disturb any human remains, including those interred outside of dedicated cemeteries?				X

Archeological/Historical Consultants prepared a Historical Resources Evaluation Report in February 2019. The findings of this analysis are presented herein.

a-c) No Impact

The Area of Potential Effects (APE) for the Project was established in consultation with Caltrans Professionally Qualified Staff (PQS) Principal Investigator-Prehistoric Archaeologist, Caltrans PQS Principal Architectural Historian, and Caltrans Project Manager, on January 8, 2019.

A record search at the Northwest Information Center, California Historical Resources Information System was conducted for the Project APE. No historic resources were identified within the APE, although, two properties were evaluated for historic significance, and were determined not eligible for listing on the National Register of Historic Places or the California Register of Historical Resources. The State Historic Preservation Officer (SHPO) concurred with this determination on March 14, 2019.

Construction activities that involve excavation and other earthmoving activities have the potential to encounter unknown archeological resources. Implementation of Project Features CUL-1 and CUL-2, as described in Table 2-1, would reduce potential impacts to undiscovered cultural resources associated with ground-disturbing activities during construction.

Based on the above evaluation, Caltrans has determined that the Project has no potential to affect historical resources for the purposes of CEQA. Therefore, the Project would have no impact on cultural resources.

ENERGY

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

a) Less than Significant Impact

Energy would be consumed during construction, but it would not be wasted or used inefficiently by the Project. During construction, Project Features AIR-1 and GHG-1 described in Table 2-1 would be implemented to increase the energy efficiency of construction equipment. During Project operation, energy consumption would be limited to routine maintenance; therefore, the impact would be less than significant.

b) No Impact

The Project would not obstruct any state or local plan for renewable energy or energy efficiency. There would be no impact.

GEOLOGY AND SOILS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Kleinfelder prepared a Preliminary Geologic/Geotechnical Feasibility Study in February 2019 and Paleo Solutions, Inc. prepared a Paleontological Identification and Evaluation Report in March 2019. The findings of these analyses are presented herein.

The Project is located within the California Coast Ranges geomorphic province. The Coast Ranges are subdivided into northern and southern sections, separated by the San Francisco Bay, which is nestled in a broad basin generated by an east-west expansion of the San Andreas and Hayward fault systems (McLaughlin et al., 2008; City of Santa Rosa, 2012). North of the San Francisco Bay, the Santa Rosa area is underlain by rocks of the Franciscan Complex, which are subsequently overlain by volcanic rocks, sedimentary

rocks, older alluvial deposits, and Holocene-age alluvial deposits composed of reworked older alluvium, which fill valley areas (City of Santa Rosa, 2012).

a(i) No Impact

The nearest known active fault to the Project is the Healdsburg-Rodgers Creek fault, located approximately 5,600 feet to the northeast. There are no known faults crossing the Project area. The Project would not directly or indirectly increase the potential for rupture of a known earthquake fault or expose the public to increased risk of loss, injury, or death. There would be no impact.

a(ii) No Impact

The Project would not directly or indirectly increase the potential for strong ground shaking or expose the public to increased risk of loss, injury, or death. The Project would be designed to resist ground-shaking associated with the nearest fault. There would be no impact.

a(iii) No Impact

The potential for ground failure, including liquefaction, to occur within the Project area is low to moderate. The liquefaction-induced settlement for the Project area may be upwards of approximately 2 to 3 inches. The Project would be designed to minimize the impacts of liquefaction-induced settlement. The Project would not increase the potential risk of loss, injury, or death due to ground failure, therefore, there would be no impact.

a(iv) No Impact

The Project area is on a relatively flat plain and not located in an area susceptible to landslides. The Project would not increase the potential for loss, injury, or death due to landslides. There would be no impact.

b) Less than Significant Impact

Construction of the Project would include ground disturbing activities and expose soils, thereby increasing the potential for wind- or water-related erosion and sedimentation within the Project area until the completion of construction. The Project Features identified in HYD-1, Table 2-1, would be implemented to ensure erosion control BMPs are implemented during construction activities, therefore the Project would not result in substantial soil erosion or loss of topsoil.

c, d, and e) No Impact

The two Build Alternatives are located on a relatively flat plain and the Project would not result in landslides or lateral spreading. The Project area is subject to liquefaction, expansive soils, and compressible soils and would be designed to avoid direct and indirect

risks to life and property. There are no septic tanks, alternative wastewater disposal systems, or any other solid waste disposal facilities planned as part of the Project. There would be no impact.

f) Less than Significant Impact

Construction activities within the Project area may potentially result in impacts to paleontological resources if Pleistocene-age sediments are present within areas of excavation. No fossils have been recorded within the boundary of the Project area; however, several Pleistocene-age fossil localities have been recorded within the immediate vicinity, as well as numerous Pleistocene-age fossils recorded from Pleistocene-age sediments throughout Sonoma, Alameda, San Francisco, and Yolo counties.

Based on available excavation plans, the only activity that has both the potential to impact Pleistocene-age deposits and the potential to allow for recovery of significant paleontological resources is the drilling for the overhead sign foundations (25 feet deep, 5 feet in diameter). The Project would minimize impacts to paleontological resources through AMM PALEO-1, therefore, the impacts are less than significant.

Avoidance and Minimization Measures

The following paleontological AMM would be implemented to reduce potential effects on paleontological resources.

AMM PALEO-1 Paleontological Mitigation Plan

Once a Preferred Build Alternative has been selected, and prior to the start of construction, a Paleontological Mitigation Plan (PMP) shall be prepared that describes the preconstruction worker awareness training requirements, the frequency of monitoring, procedures to be followed in the event of fossil discoveries, and reporting requirements. If paleontologically sensitive deposits are observed, then full-time monitoring shall be required.

GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

Illingworth & Rodkin, Inc., prepared a Construction Air Pollutants and Greenhouse Gas Emissions Analysis in March 2019. The findings of the analysis are presented herein.

a) Less than Significant Impact

Construction-generated GHG emissions result from material processing, on-site construction equipment, workers commuting to and from the Project construction site, and traffic delays from construction. The emissions would be produced at different levels throughout the Project depending on the activities involved at various phases of construction but will be temporary in nature and would not result in long-term impact on the environment.

The GHG analysis focuses on carbon dioxide equivalent (CO_{2e}) emissions, as CO_{2e} is the single most important GHG pollutant due to its abundance when compared with other construction-emitted GHGs, including, nitrous oxide (N₂O), hydrofluorocarbon (HFCs) and black carbon (BC). No traffic delays due to construction are anticipated since road closures and detours are expected to occur during the evening hours when vehicular traffic would be minimal; therefore, indirect emission would not occur.

The Project's construction-related GHG emissions were calculated using the Road Construction Emissions Model, version 9.0.0, provided by the Sacramento Metropolitan Air Quality Management District. The analysis found that 2,243 metric tons of CO_{2e} would be emitted by construction equipment operation and worker commute trips for the Edwards-Elliott Build Alternative. The Bear Cub Way Build Alternative would emit 2,255 metric tons of CO_{2e}. The Bear Cub Way Build Alternative has a larger construction area in order to provide connections to nearby roadways and, therefore, has slightly greater GHG emissions than the Edwards-Elliott Build Alternative.

Because construction activities are temporary, the GHG emissions resulting from construction activities would not result in long-term impact on the environment. Frequency and occurrence of GHG emissions would be reduced through implementation of Project Features AIR-1, AIR-3, and GHG-1 as described in Table 2-1.

The Project would not permanently increase vehicular capacity and it is anticipated that vehicular GHG emissions in the vicinity of the Project would decrease over time as bicyclists and pedestrians use the Project for local trips. As such, it is not foreseeable that the Project would contribute to an increase in GHG emissions. With implementation of the Project Features the Project would have a less than significant impact.

b) No Impact

The Project would not contribute to a long-term increase in GHG emissions. Therefore, the Project would not be in conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing long-term GHG emissions and there would be no impact.

HAZARDS AND HAZARDOUS MATERIALS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Kleinfelder prepared a Hazardous Waste Initial Site Assessment in January 2019. The findings of this analysis are presented herein.

a, b) No Impact

The Project would not create a significant hazard to the public related to hazardous materials. Caltrans Standard Specification BMPs would be implemented to prevent spills or leaks from construction equipment and storage of fuels. All aspects of the Project

associated with the removal, storage, transportation, and disposal of hazardous materials would be done in accordance with the appropriate California Health and Safety Code. Handling of Hazardous materials would comply with Caltrans Standard Specification 14-11, Hazardous Waste and Contamination, which outlines handling, storage, and disposal of hazardous waste.

c) No Impact

The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. There are two schools present within a quarter mile of the Project. SRJC is approximately 20 feet from both Build Alternatives and SRHS is approximately 0.5-mile from the Edwards-Elliott Build Alternative and approximately 25 feet from Bear Cub Way Build Alternative. There are no anticipated impacts.

d) Less than Significant Impact

For both Build Alternatives the adjoining properties to the Project alignment were historically used for agricultural purposes between at least 1942 and 1952. The potential exists for persistent pesticides to be present in shallow soil from the adjoining agricultural land. It is recommended that soil within the Project alignment be sampled and analyzed for the presence of pesticides during the design phase, and appropriate actions outlined prior to the beginning of construction activities.

Both Build Alternatives would require soil sampling for the presence of aerially-deposited lead (ADL) which should be performed in unpaved locations within the Project limits during the design phase. Should ADL be detected in the soil samples, a lead compliance plan will be prepared prior to the start of construction.

Edwards-Elliott Build Alternative

Structures within the Project area would require removal prior to construction of the Project. These structures may have been built with materials containing asbestos and lead. During the design phase, surveys will be performed to assess for the presence of asbestos containing materials (ACMs) and lead based paint (LBP) in accordance with local and state regulatory guidelines.

Bear Cub Way Build Alternative

There is a potential for hydrocarbons, metals and persistent pesticides to be present in soil along or adjacent to the former railroad tracks. It is recommended that soil and groundwater be sampled and analyzed for the potential presence of petroleum hydrocarbons, metals and persistent pesticides during the design phase, and appropriate actions outlined prior to the beginning of construction activities.

Various off-site facilities either adjoining to, or in the immediate Project vicinity have reported releases that affected soil and/or groundwater. These facilities stretch along the

majority of the Project area. Therefore, the potential exists for soil and groundwater to be contaminated beneath the Project. Soil and groundwater sampling should be performed, and samples analyzed to assess current conditions during the design phase, and appropriate actions outlined prior to the beginning of construction activities. With the implementation of Project Features HAZ-1, HAZ-2, and HAZ-3 and AMM HAZ-1 and HAZ-2 the hazardous materials impacts of the Project would be less than significant.

Avoidance and Minimization Measures

The following hazard and hazardous materials AMMs would be implemented under either Build Alternative to reduce potential effects on the environmental resources and the public; therefore, making the impacts less than significant.

AMM HAZ-1 Soil and Groundwater Sampling

Soil and groundwater sampling shall be performed, and samples analyzed to assess current conditions prior to construction activities. If impacted soil or groundwater is identified, a soil and/or groundwater management plan shall be developed by a hazardous waste specialist and implemented during construction.

AMM HAZ-2 ACM and LBP Surveys

Prior to construction activities, surveys should be performed to assess for the presence of ACMs and LBP in accordance with local and state regulatory guidelines.

e) No Impact

The Project is not within an airport land use plan, nor is it within the vicinity of a private airstrip. The closest airport is the Sonoma County Airport located approximately 8 miles northwest from the Project. There would be no impact.

f) Less than Significant Impact

During construction, the Project would have minimal impact on emergency response time and minimal interference with evacuation plans. Potential delays to traffic could result from nighttime closure and one-way traffic during construction. However, emergency response times are not anticipated to change during construction due to the implementation of Project Feature TRA-1 in Table 2-1, which would be developed during the design phase to identify traffic delays and alternative routes. The TMP would provide priority to emergency vehicles and would provide instructions for response or evacuation in the event of an emergency; therefore, the impact would be less than significant.

g) No Impact

The Project would not have permanent features that would expose people or structures to risk or loss, injury, or death involving wildland fires; therefore, there would be no impact.

HYDROLOGY AND WATER QUALITY

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;				X
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				X
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
(iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

BKF Engineers prepared a Water Quality Technical Memorandum in August 2019. The findings of this analysis are presented herein.

The Project is located within the jurisdiction of the North Coast RWQCB, which is responsible for implementation and enforcement of state and federal laws and regulations concerning water quality.

a) Less than Significant Impact

The Project would not violate any water quality standards or waste discharge requirements. The Edwards-Elliott Build Alternative would include approximately 0.46-acre of new pollutant-generating impervious surface. This Build Alternative would also result in an anticipated total disturbed soil area (DSA) of approximately 0.75-acre, which includes 0.04-acre of replaced impervious surface.

The Bear Cub Way Build Alternative would include approximately 0.68-acre of new pollutant-generating impervious surface and would also result in an anticipated total DSA of approximately 0.73-acre, which includes 0.03-acre of replaced impervious surface.

Under both Build Alternatives there would be a slight increase in sediment discharge during construction, however with the implementation of Project Feature HYD-1, in Table 2-1 the impact would be decreased. In addition, the release of fluids, concrete material, construction debris, sediment, and litter, which could change localized pH in receiving waters during construction would be avoided through implementation of Project Feature HYD-1. The Project would not violate water quality standards or waste discharge requirements. The Project would have a less than significant Impact.

b) No Impact

The Project would have no effect to groundwater supplies or groundwater recharge areas in the Project vicinity; therefore, there would be no impact.

c (i, ii, iv) No Impact

The Project would not create runoff that would exceed existing storm drain systems or create substantial additional erosion, siltation, or sources of polluted runoff. The Project would also not impede or redirect flood flows. There would be no impact.

c (iii) Less than Significant Impact

The Project would not substantially alter the existing drainage pattern of the site under either Build Alternative. However, due to the new impervious surface there would be a minimal increase of surface runoff. The increase in the surface runoff would be accommodated with the existing stormwater facilities and with the implementation of Project Features HYD-1. The Project would have a less than significant impact.

d) No Impact

Floodplain impacts from the Project are not expected. Under the Federal Emergency Management Agency (FEMA) the Project, under either Build Alternative, is located in the Zone X floodplain. A Zone X floodplain indicates areas that are outside the 0.2% (500-year-flood) chance of flood occurring in any given year. The Project would not have the potential

of releasing pollutants during a 500-year-flood. The Project is not in a flood hazard, seiche, or tsunami zones; therefore, there would be no impact.

e) Less than Significant Impact

With the implementation of Project Features HYD-1, as described in Table 2-1, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. There would be no impact.

LAND USE AND PLANNING

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

a) No Impact

The Project would not physically divide an established community, rather, the Project would provide improved access and accommodate bicycle and pedestrian traffic between areas east and west of U.S. 101.

b) No Impact

The Project is consistent with the Metropolitan Transportation Commission (MTC) Plan Bay Area, Sonoma County General Plan, SCTA 2009 Comprehensive Transportation Plan, 2014 Countywide Bicycle and Pedestrian Master Plan, the City of Santa Rosa General Plan, City of Santa Rosa Bicycle and Pedestrian Master Plan, and Sonoma County Junior College District Facilities Master Plan, including goals for transportation safety. However, the Project would have temporary, significant vibration impacts (refer to the Noise section).

The Project supports the following goals and policies by providing safe access to bicycle and pedestrian traffic crossing U.S. 101. Therefore, there would be no impact.

Consistency with State, Regional, and Local Plans

Metropolitan Transportation Commission Plan Bay Area

MTC's Plan Bay Area, adopted in 2013, is a long-range integrated transportation and land-use/housing strategy through 2040 for the San Francisco Bay Area. The MTC Plan Bay Area marks the nine-county region's first long-range plan to meet the requirements of California's landmark 2008 Senate Bill 375, which calls on each of the state's 18 metropolitan areas to develop a Sustainable Communities Strategy to accommodate future population growth and reduce GHG emissions from cars and light trucks. The following investment strategies relate to the Project:

Investment Strategy 2: Support Focused Growth.

The OneBayArea Grant (OBAG) program allows communities flexibility to invest in transportation infrastructure that supports infill development by providing funding for bicycle

and pedestrian improvements, local street repair, and planning activities, while also providing specific funding opportunities for Safe Routes to Schools projects and Priority Conservation Areas. By promoting transportation investments in Priority Development Areas (PDAs), the OBAG program supports the Sustainable Communities Strategy for the Bay Area (Plan Bay Area).

Sonoma County General Plan

The Sonoma County General Plan 2020, adopted in 2008, expresses policies that would guide decisions on future growth, development, and conservation of resources through 2020 in a manner consistent with the goals and quality of life desired by the county's residents. The following circulation (CT) goals and objectives relate to the Project:

Goal CT-3: Establish a viable transportation alternative to the automobile for residents of Sonoma County through a safe and convenient bicycle and pedestrian transportation network, well integrated with transit that will reduce greenhouse gas emissions, increase outdoor recreational opportunities, and improve public health.

Objective CT-3.1: Design, construct and maintain a comprehensive Bikeways Network that links the County's cities, unincorporated communities, and other major activity centers including, but not limited to, schools, public facilities, commercial centers, recreational areas, and employment centers.

Objective CT-3.8: Increase the safety, convenience, and comfort of all pedestrians and bicyclists by eliminating the potential obstacles to this mode choice that is associated with the lack of continuous and well-connected pedestrian walkways and bicycle facilities, and the lack of safe crossing facilities, especially focusing on short trips that could result in a decrease in automobile travel.

Sonoma County Transportation Authority 2009 Comprehensive Transportation Plan

SCTA's 2009 Comprehensive Transportation Plan (Plan), adopted in 2009, is the latest countywide planning document approved by SCTA. The purpose of the Plan is primarily to update past transportation planning efforts to prioritize transportation needs throughout Sonoma County for the next 25 years. The following policy relates to the Project:

Policy 3c: Improve accessibility and safety for pedestrians at and around activity centers.

2014 Countywide Bicycle and Pedestrian Master Plan

SCTA's 2014 update to the Countywide Bicycle and Pedestrian Master Plan seeks to facilitate transportation improvements for bicyclists and pedestrians. The following goal relates to the Project:

Principle Goal: To develop and maintain a comprehensive countywide bicycle and pedestrian transportation system, which includes projects, programs, and policies that work together to provide safe and efficient transportation opportunities for bicyclists and pedestrians.

City of Santa Rosa General Plan

The Santa Rosa General Plan 2035, adopted in 2009, expresses policies that would guide decisions on future growth, development, and conservation of resources through 2035 in a manner consistent with the goals and quality of life desired by the city's residents. The Santa Rosa General Plan 2035 is set up such that the policies support the implementation of the overarching goal. The following transportation (T) goals and/or policies relate to the Project:

Goal T-J: Provide attractive and safe streets for pedestrians and bicyclists.

Policy T-J-1: Pursue implementation of walking and bicycling facilities as envisioned in the city's Bicycle and Pedestrian Master Plan.

Policy T-J-2: Provide street lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or district, and that contributes to vehicular and pedestrian safety.

Policy T-J-3: Strengthen and expand east-west linkages across the Highway 101 corridor.

Policy T-J-4: Provide street trees to enhance the city's livability and to provide identity to neighborhoods and districts.

Policy T-J-5: Support Safe Routes to School by pursuing available grants for this program and ensuring that approaches to schools are safe for cyclists and pedestrians by providing needed amenities such as sidewalks, crosswalks, bike lanes, and traffic calming on streets near schools.

Goal T-K: Develop a safe, convenient, and continuous network of pedestrian sidewalks and pathways that link neighborhoods with schools, parks, shopping areas, and employment centers.

Policy T-K-1: Link the various citywide pedestrian paths, including street sidewalks, downtown walkways, pedestrian areas in shopping centers and work complexes, park pathways, and other creekside and open space pathways.

Policy T-K-2: Allow the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely done, in order to maximize the use of public rights-of-way.

Policy T-K-3: Orient building plans and pedestrian facilities to allow for easy pedestrian access from street sidewalks, transit stops, and other pedestrian facilities, in addition to access from parking lots.

Policy T-K-5: Ensure provision of safe pedestrian access for students of new and existing school sites throughout the city.

City of Santa Rosa Bicycle and Pedestrian Master Plan

The Santa Rosa Bicycle and Pedestrian Master Plan, updated 2018, expresses three main goals and the policies that would guide decisions on establishing a long term vision for improving walking and bicycling networks.

Goal 1: Increase Access and Comfort. Design bicycle and pedestrian facilities that are accessible and comfortable for people of all ages and abilities to use.

Goal 2: Maintain and Expand the Network. Identify, develop, and maintain a complete and convenient bicycle and pedestrian network.

Goal 3: Support a Culture of Walking and Biking. Increase awareness and support of bicycling and walking through programs and citywide initiatives.

Policy 1: Integrate bicycle and pedestrian network and facility needs into all city planning documents and capital improvement projects.

Policy 2: Coordinate with other agencies and stakeholders to incorporate Santa Rosa Bicycle and Pedestrian Plan Update 2018 elements.

Policy 4: Design a connected, convenient, and comfortable pedestrian network to serve people of all ages and abilities.

Policy 5: Design accessible, comfortable, and continuous off-street paths that contribute to the framework of Santa Rosa's active transportation network.

Policy 10: Ensure that bicyclists and pedestrians have accommodation in work zones.

Sonoma County Junior College District 2016 Facilities Master Plan and Guidelines

The Sonoma County Junior College District 2016 Facilities Master Plan and Guidelines (Facilities Master Plan) recommends concepts and projects that unify the campus, strengthen campus identity, advance learning and discovering, and improve connections. Most importantly, the Facilities Master Plan supports the educational goals of the Santa Rosa Campus, and in doing so, the success of students within the Sonoma County Junior College District.

Improved Site Circulation: The introduction of a bicycle circulation network improves connections across campus and out to the community beyond. Designated bicycle paths also comprise part of a new hierarchy of circulation on campus, bringing clarity to the wayfinding system. The Vision Plan also redistributes parking spaces central to the campus out to larger perimeter lots, creating a safer pedestrian environment.

Bicycle Network: Create a mode shift for student commuters by providing bicycle programs and facilities that get at least 10 percent of students to travel via bicycle.

Bicycle/Pedestrian Bridge: The city is moving forward with a bike/pedestrian overcrossing of U.S. 101. Two options are under discussion for final decision.

MINERAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a-b) No Impact

The California Department of Conservation provides data and maps showing mines and identified areas and types of economically important mineral resources. The California Department of Conservation Mines and Mineral Resources map determined that there are no documented mineral resources within the Project area. No impacts on mineral resources would result from the Project.

NOISE

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Illingworth & Rodkin, Inc. prepared a Construction Noise and Vibration Assessment in March 2019. The findings of this analysis are presented herein.

The Project would not increase the capacity of U.S. 101 or modify the horizontal or vertical alignment of the highway; therefore, operation of the Project would not increase ambient noise levels. The Project area includes several noise-sensitive receptors including residential homes and the SRJC which may be affected by temporary noise generated by construction activities. The Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) was used to evaluate whether the Project may result in adverse temporary noise impacts.

Noise is defined as unwanted sound and is objectionable because it is considered disturbing or annoying. A decibel (dB) measures the relative amplitude of a sound and the A-weighted sound level dBA gives greater weight to the frequencies of sound to which the human ear is most sensitive. Sound levels in decibels are calculated on a logarithmic basis meaning an increase in 10 dB represents a 10-fold increase in acoustic energy. Environmental sounds are described in terms of an average level (L_{eq}) over a period of time, typically one hour. L_{max} is the highest instantaneous noise level during a specified time.

The Caltrans 2018 Standard Specifications 14-8.02 requires L_{max} not to exceed 86 dBA at 50 feet from the Project limits from 9:00 p.m. to 6:00 a.m.

a) Less than Significant Impact

The Project would not result in a permanent increase in ambient noise levels in the Project vicinity. The potential for the Project to temporarily increase ambient noise levels is discussed below.

Temporary Noise Impacts

The Project would generate a temporary increase in ambient noise levels due to construction activities involving earth-moving and requiring the use of heavy equipment, or when the foundations for the overcrossing are constructed using impact tools such as pile drivers. Foundation construction is the noisiest construction operation and would produce 84 dBA L_{eq} at a distance of 50 feet, and pile driving (a component of foundation construction) would produce 95 dBA L_{eq} at a distance of 50 feet. The Project would result in noise levels of 80 to 90 dBA L_{max} at a distance 50 feet during heavy construction activity and 95 to 105 dBA L_{max} at a distance of 50 feet during pile driving.

Implementation of Project Features NOI-1 and NOI-2 and AMM NOI-1 would reduce noise levels produced during typical construction activities by approximately 5 dBA so as not to exceed the ambient noise environment by more than 5 dBA L_{eq} .

Pile driving activities are anticipated to produce noise levels exceeding the ambient noise environment by more than 5 dBA L_{eq} with the implementation of construction noise Project Features NOI-1 and NOI-2 and AMM NOI-1. Pile driving would occur intermittently for approximately four to six weeks, resulting in a less than significant impact to nearby receptors.

Avoidance and Minimization Measures

AMMs intended to reduce construction noise levels emanating from the Project area and minimize disruption and annoyance at existing noise-sensitive receptors in the Project vicinity would be implemented.

AMM NOI-1 Construction Noise Control Plan

The Project contractor would develop a construction noise control plan for review and approval by Caltrans prior to the initiation of construction activities. The construction noise control plan would include, but not be limited to, the following available controls:

- Limit construction hours from 7:00 a.m. to 7:00 p.m., Monday through Friday, from 8:00 a.m. to 5:00 p.m. on Saturdays, and no work on Sundays. Night work should be avoided when possible or be conducted with the minimum equipment necessary.
- Caltrans Standard Specifications require that noise from construction activities do not exceed 86 dBA L_{max} at 50 feet from the Project area from 9:00 p.m. to 6:00 a.m. Prohibit the use of concrete saws, hoe rams, and pile driving equipment during night work after 7:00 p.m. Monday through Friday, after 5:00 p.m. on Saturday, and not at all on Sunday.
- During pile driving activities, pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
- During pile driving activities, install “acoustical blankets” where necessary to provide shielding for receptors located within 100 feet of the Project area, or use a noise attenuating shroud on the pile driving hammer. Buildings that may require installation of an “acoustical blanket” include, but would not be limited to, Myers Restaurant Supply,

National Guard and Santa Rosa Armory, Colonial Apartments, professional building, Patelco Credit Union, and Dick's Sporting Goods.

- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barriers shall be located as to interrupt the line-of-sight between the noise source and receptor and will be constructed in a manner that eliminates any cracks or gaps.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors, as feasible. If they must be located near sensitive receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Utilize "quiet" air compressors and other stationary noise-generating equipment where technology exists.
- Construction staging areas, material stockpiles, and parking areas shall be established at locations within the Project area with the greatest distance between the construction-related noise sources and noise-sensitive receptors during all construction activities.
- Temporary "acoustic blankets" would be erected, if necessary, along building facades facing the construction work area. This would only be necessary if conflicts occurred which were irresolvable by proper scheduling.
- Noise from construction workers' radios shall not be audible at existing residences in the vicinity of the Project.
- Prepare a detailed construction schedule for major noise-generating construction activities. The construction noise control plan shall identify a procedure for coordinating with adjacent noise-sensitive land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The "disturbance coordinator" would determine the cause of the noise complaint (e.g., bad muffler, etc.) and would require that reasonable measures be implemented to correct the problem. The telephone number for the "disturbance coordinator" shall be conspicuously posted at the construction site and included in the notice sent to neighbors regarding the construction schedule. The notice would be distributed by the contractor in coordination with Caltrans.

b) Less than Significant Impact with Mitigation

Construction activities involving pile driving, vibratory tools, and/or heavy rolling stock equipment may generate substantial groundborne vibration levels near both Build Alternatives. Peak Particle Velocity (PPV) is typically used to quantify vibration amplitude and defines the maximum instantaneous positive or negative peak of the vibration wave. A PPV descriptor with units of inches per second (in/sec) is used to evaluate construction generated vibration for building damage and human complaints. Vibration levels could potentially cause damage to older residential structures if they exceed 0.3 in/sec PPV and if they exceed 0.5 in/sec PPV for structurally sound buildings designed to modern engineering standards. Based on Caltrans Guidance documents, the 0.5 in/sec PPV standard for new commercial buildings in the vicinity of the Project (Patelco Credit Union and Dick's Sporting

Goods) and the 0.3 in/sec PPV standard for all other buildings in the vicinity of the Project are used in this analysis. In both Build Alternatives, the Project would have the same foundation plan for the overcrossing, approximately 0.25-mile apart.

Edwards-Elliott Build Alternative

The highest vibration levels would occur during pile driving, which is anticipated to occur at the locations of the proposed columns that are approximately 15 feet from the Patelco Credit Union building and 90 feet from Dick's Sporting Goods. Pile driving would also occur approximately 60 feet from the professional building located south of Edwards Avenue (southwest corner of Edwards Avenue and Cleveland Avenue) and 75 feet from the Colonial Apartments (also located south of Edwards Avenue). All other pile driving would occur at least 120 feet from the nearest buildings (refer to Figure 2.2-1).

Pile driving would occur approximately 15 feet from the Patelco Credit Union and the predicted PPV is up to 2.031 in/sec, exceeding the 0.5 in/sec PPV standard. Pile driving would also occur approximately 90 feet from Dick's Sporting Goods and the predicted PPV would be approximately 0.283 in/sec which does not exceed the 0.5 in/sec PPV standard. For properties on the south side of Edwards Avenue, pile driving would occur approximately 60 feet from the professional building and the predicted PPV would be 0.442 in/sec, exceeding the 0.3 in/sec PPV standard. The Colonial Apartments, located approximately 75 feet from pile driving, would be subject to PPV of 0.346 in/sec, exceeding the 0.3 in/sec PPV standard. At the next closest building located 120 feet from pile driving, vibration levels would be 0.206 in/sec PPV and would not exceed the 0.3 in/sec PPV standard.

In summary, pile driving occurring within 50 feet of the Patelco Credit Union building, or within 90 feet of the professional building south of Edwards Avenue and the Colonial Apartments, could produce groundborne vibration levels exceeding established standards.

Other construction activities would occur 45 feet from Dick's Sporting Goods, at least 50 feet from the nearest SRJC building, and 60 feet from all other buildings. At distances of 45 feet or more, vibration levels would remain below 0.110 in/sec PPV. Other construction activities would occur within about 5 feet of the Patelco Credit Union building. Due to the close proximity of construction activities at the Patelco Credit Union building, typical construction activities would have the potential to produce vibration levels exceeding the 0.5 in/sec PPV standard at that location. This would result in a potentially significant impact. No other buildings in the Project vicinity would be exposed to excessive vibration levels.

Bear Cub Way Build Alternative

As noted previously, the highest vibration levels would occur during pile driving and pile driving would occur approximately 80 feet from Meyers Restaurant Supply and 100 feet from the National Guard and Santa Rosa Armory Building. All remaining buildings would be 120 feet or more from pile driving activities. The structural integrity and condition of these older buildings is unknown; therefore, vibration levels at these buildings would be subject to the 0.3 in/sec PPV standard in order to avoid damage from vibration sources.

Pile driving would occur approximately 80 feet from Myers Restaurant Supply and the predicted PPV would be 0.322 in/sec, exceeding the 0.3 in/sec PPV standard. At distances of 100 feet or greater, the upper range of possible vibration levels for pile driving would be 0.252 in/sec PPV and would not exceed the 0.3 in/sec PPV standard.

In summary, pile driving occurring within 90 feet of the Myers Restaurant Supply building could produce groundborne vibration levels exceeding established standards.

Typical construction activities would occur within about 5 feet of the Ernest Pegg Oil Company building and the predicted PPV would be 1.186, exceeding the 0.3 in/sec PPV standard. The Call Child Development Center is located approximately 20 feet from Project construction activities and the predicted PPV would be 0.268 in/sec, not exceeding the 0.3 in/sec PPV standard. No other buildings in the vicinity of the Project would be exposed to excessive vibration levels from typical construction activities as levels would remain below 0.268 in/sec PPV at distances of 20 feet or more. The predicted PPV at the Ernest Pegg Oil Company building would result in a potentially significant impact.

Implementation of AMM NOI-2, AMM NOI-3, and Mitigation Measures NOI-1 and NOI-2 would reduce the groundborne vibration impacts of the Project to a less than significant level.

Avoidance and Minimization Measures

AMMs intended to reduce construction generated vibration levels emanating from the Project area and minimize disruption and annoyance at existing vibration-sensitive receptors in the Project vicinity would be implemented.

AMM NOI-2 Foundation Pile Holes

Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile. Excavate foundation pile holes to an appropriate depth to place any required shoring near the ultimate depth of the pile, thereby eliminating most or all pile driving. Alternately, jet with air and water to facilitate placement of the shoring and/or piles.

AMM NOI-3 Equipment Location

Place operating equipment within the construction site as far as possible from vibration-sensitive receptors.

Mitigation Measures

The following MMs would be implemented by the contractor for either Build Alternative to reduce groundborne vibration impacts:

MM NOI-1 Vibratory Rollers

Vibratory rollers and tampers will not be allowed near vibration-sensitive areas, including the Patelco Credit Union Building or Ernest Pegg Oil Company buildings. Instead, alternative construction equipment shall be used within 20 feet of nearby buildings.

MM NOI-2 Construction Vibration Monitoring Plan

A construction vibration monitoring plan shall be developed and implemented to document conditions prior to, during, and after construction. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry-accepted standard methods. The contractor shall develop and implement the plan for review and approval by Caltrans prior to initiating construction and shall include the following tasks:

- Identify the sensitivity of nearby structures to groundborne vibration, including, but not limited to, Patelco Credit Union building, the professional building, the Colonial Apartments, Myers Restaurant Supply building, and Ernest Pegg Oil Company building, that could be exposed to groundborne vibration levels exceeding established standards. A vibration survey (generally described below) shall be performed on all identified nearby structures.
- Perform a photo survey, elevation survey, and crack monitoring survey for each of the nearby structures identified as sensitive to groundborne vibration. Surveys shall be approved by Caltrans prior to construction, in regular intervals during construction, and after completion of construction. The surveys shall include internal and external crack monitoring in structures, settlement, and distress and shall document the condition of foundations, walls and other structural elements in the interior and exterior of identified structures.
- Implement Construction Vibration BMPs, such as using smaller equipment to minimize vibration levels below the limits, wheeled equipment rather than tracked equipment where feasible, selecting demolition methods not involving impact tools, and avoiding dropping heavy objects or materials.
- A list of all heavy construction equipment to be used for this Project known to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.) to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort for reducing vibration levels below the standard.
- Include a contingency plan if vibration levels approach the sensitivity standards, which includes suspending construction and implementation of the contingencies to either lower vibration levels or secure the affected structures.
- Caltrans shall approve a post-construction survey on structures where either monitoring has indicated high levels of vibration has occurred or complaints of damage have been made. Appropriate repairs or compensation shall be made where damage has occurred as a result of construction activities.
- The results of all vibration monitoring shall be summarized and submitted to Caltrans in a report within two weeks after substantial completion of each construction phase identified in the Project schedule. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required, to clearly identify vibration-monitoring locations. An explanation of all events that exceeded

vibration limits will be included together with proper documentation supporting any such claims.

- Caltrans will designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted at the construction site office.

c) No Impact

The Project is not within the vicinity of a private airstrip, an airport land use plan, or within two miles of a public airport or public use airport. Therefore, the Project would not expose people to excessive noise levels from a public or private airport.

POPULATION AND HOUSING

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) No Impact

The Project would not induce population growth since it would not increase the capacity of U.S. 101 or increase population, housing growth or new businesses. The Project is located in an urban setting in central Santa Rosa, adjacent to SRJC, SRHS, and Coddington Mall. Future growth in the area is constrained and the Project would not add any vehicle capacity that would indirectly spur employment or residential growth in the area. The Project is a planned multi-modal improvement; therefore, the Project would not induce population growth directly or indirectly.

b) No Impact

Construction of the Edwards-Elliott Build Alternative would require two buildings and approximately four portable buildings be removed on the eastern side of the Build Alternative near the vicinity of Armory Drive and Elliott Avenue. The Sonoma County Junior College District 2016 Facilities Master Plan and Guidelines includes long range plans for a new student housing complex project that would redevelop this same area. The student housing project is planned for a fall 2023 opening. The planned removal of these buildings by SRJC indicates they are surplus and, therefore, the removal of the same buildings by the Project would not impact existing operations at the SRJC campus or displace a substantial number of people or housing.

The Bear Cub Way Build Alternative is located in a commercial area and would not displace existing people or housing.

PUBLIC SERVICES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?				X

a) Less than Significant Impact

The Build Alternatives would not result in substantial alteration of government facilities in the Project area, such as fire and police protection, schools, parks, or other public facilities, nor trigger the need for new government facilities. However, the Project would have the potential to temporarily interfere or reduce emergency response times for emergency vehicles and other public service providers due to construction related road/highway closures and detours. Construction of the Project would require intermittent full nighttime closures of U.S. 101 in both the northbound and southbound directions. Northbound U.S. 101 closures between College Avenue and Steele Lane would detour traffic onto College Avenue, Mendocino Avenue, and Steele Lane. Southbound U.S. 101 closures between Steele Lane and College Avenue would detour traffic onto Steele Lane, Cleveland Avenue, and College Avenue. A TMP would be developed during the design phase and implemented during construction to address these potential construction impacts to emergency response times.

The Project would be designed to discourage unsheltered encampment in the Project area. The Project includes AMM PUB-1 to include design elements intended to reduce the potential for encampment.

Avoidance and Minimization Measures

AMM PUB-1 Design Measures

The Project would be designed to discourage an increase in the congregation of persons experiencing homelessness within the Project limits. Design elements that may be incorporated into the Project include but are not limited to: berming, plantings, and sprinklers as well as recessed, vandal-resistant soffit lighting.

RECREATION

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

a-b) No Impact

The Project is located approximately 500 feet from Finali Park at the Bear Cub Way Build Alternative and 0.1-mile from the Edwards-Elliott Build Alternative and would not result in direct or indirect impacts to the park. The Project would result in improved bicycle and pedestrian access across U.S. 101, since there are no exclusive bicycle/pedestrian crossings within the Project area. The Project would provide a recreation facility and would not result in the deterioration of an existing park facility. The Project scope includes a recreational facility and the potential impacts from the facility are described through this document. The existing crossings of U.S. 101 at Steele Lane and at College Avenue are the only existing bicycle/pedestrian crossings along U.S. 101 for an approximately 2.5-mile stretch between Bicentennial Way to the north and 3rd Street to the south. The Project would provide a safe, convenient pedestrian/bicycle link between the residential/commercial areas west of U.S. 101 and the academic, residential, commercial, and recreational areas east of U.S. 101.

TRANSPORTATION AND TRAFFIC

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?			X	

U.S. 101 is a north-south highway on the Federal-Aid National Highway System. Within the Project area, U.S. 101 is a six lane facility with 12-foot-wide travel lanes and auxiliary lanes in both directions. Because the highway bisects Santa Rosa, east-west travel options are limited, particularly for bicyclists and pedestrians in the area north of College Avenue near the SRJC and SRHS. No exclusive bicycle/pedestrian crossings are located in this area. The existing crossings of U.S. 101 at Steele Lane and at College Avenue are the only existing crossings for all modes of travel along U.S. 101 for a 2.5-mile stretch between Bicentennial Way to the north and 3rd Street to the south. The Project would not increase vehicular capacity. The Project would not permanently alter the circulation system and would have no permanent impact on vehicle miles traveled.

The Project could cause short-term localized traffic congestion and delays due to lane closures. Lane closures would occur throughout construction, primarily at nighttime.

a) Less than Significant Impact

The Project would not modify existing bicycle lanes and sidewalks at College Avenue and Steele Lane interchanges with U.S. 101 and, therefore, would not preclude pedestrians, bicyclists, and wheelchair users from continuing to cross U.S. 101 during construction of the Project. The Project would not be in conflict with any programs, plans, ordinances, or policies addressing the circulation system, but would instead improve existing bicycle and pedestrian facilities. Therefore, the Project would be in support of plans, ordinance, and policies addressing the circulation system for bicycle and pedestrian facilities by incorporating safe routes across U.S. 101 in a bicycle and pedestrian friendly design (refer to Section 2.4.8 for more information on bicycle, bus, and pedestrian detours).

b) No Impact

The Project would be consistent with CEQA Guidelines section 15064.3, subdivision (b). The Project would have no permanent impact on vehicle miles traveled as it is not increasing capacity, it is a bicycle and pedestrian overcrossing project. Under Section 15064.3, subdivision b, transportation projects that have no impact on vehicle miles traveled should be presumed to cause a less than significant transportation impact. The Project would provide a transportation facility that may help reduce vehicle miles traveled and, therefore, would result in no impact.

c) No Impact

The Project would not include any design features or construction elements that would substantially increase hazards (e.g., sharp curves or dangerous intersections). A turn movement analysis shows that standard delivery trucks can access the Dick's Sporting Goods loading dock without interference from the Edwards-Elliott Build Alternative landing area or from the existing parking lot perimeter curbing, consistent with the design of the parking lot.³ There would be no impact.

Avoidance and Minimization Measures

A Transportation AMM would be implemented to encourage bicycle and pedestrian users to access Coddington Mall via the public street.

AMM TRA-1 Directional Signage

In order to encourage bicyclist and pedestrian users of the Project to utilize the public access driveway to Coddington Mall, directional signage will be provided at the landing on Edwards Avenue and in the reverse direction as part of the Project.

d) Less than Significant Impact

During construction, the Project could have the potential to temporarily interfere with emergency response times. With the implementation of Project Features TRA-1 and AIR-3, as described in Table 2-1, the potential construction phase impacts to circulation and emergency vehicle access would be less than significant.

³ W-Trans. Response to Comments on Santa Rosa 101 Bike/Ped Overcrossing. August 19, 2020.

TRIBAL CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				X
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

a-b) No Impact

The Project does not include any locations that are listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources. Implementation of Project Features CUL-1 and CUL-2, as described in Table 2-1, would reduce the potential for impacts to undiscovered tribal cultural resources associated with ground-disturbing activities during construction. The Project would have no impact on tribal cultural resources.

UTILITIES AND SERVICE SYSTEMS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

Utilities along the Project area include AT&T, Comcast, PG&E, Santa Rosa Water, and Santa Rosa Sanitary Sewer. Underground utility relocations would be necessary during construction. Verification of utility locations and necessary relocations would be determined during the design phase in coordination with the utility provider.

a) Less than Significant Impact

The Project would require the relocation of three existing PG&E poles. One of the existing poles is located along northbound Cleveland Avenue, at the intersection of Edwards and Cleveland avenues. The second pole is located along northbound Armory drive, approximately 40 feet south of the intersection of Elliott Avenue and Armory Drive. The last pole that would be relocated is along northbound Armory Drive, approximately 140 feet north of the intersection of Elliott Avenue and Armory Drive.

The Edwards-Elliott Build Alternative would require the relocation of the PG&E, AT&T, and Comcast equipment on joint poles along Edwards Avenue, Cleveland Avenue, and Armory

Drive. The Santa Rosa Water services would be relocated behind the new curb line on westbound Edwards Avenue and Santa Rosa Sanitary Sewer manhole on westbound Edwards Avenue would need to be relocated into the roadway.

The Bear Cub Way Build Alternative would require the relocation of the PG&E, AT&T, and Comcast equipment on joint poles along Cleveland Avenue.

The utility providers would be notified ahead of the construction activities to minimize utility service disruptions as outlined in Project Feature UTI-2, as described in Table 2-1. The impact would be less than significant.

b, c) No Impact

The Project would not generate a demand for potable water supplies or demand services of a wastewater treatment provider. Therefore, there would be no impact.

d, e) No Impact

The Project would not result in any substantial demands for solid waste disposal and would comply with federal, state, and local statutes regarding the disposal of solid waste. Implementation of Project Feature UTI-1, as described in Table 2-1, would require the proper disposal of construction trash. There would be no impact.

WILDFIRE

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

The Project is located within a Local Responsibility Area. The Santa Rosa Fire Department, as well as volunteer fire companies operating through the Sonoma County Fire and Emergency Services Department provide fire suppression, rescue, and emergency services along the Project corridor. The Project is outside of a State Responsibility Area (SRA) and is not within a high severity fire area (California Department of Forestry and Fire Protection 2007).

a) Less than Significant Impact

A TMP (see Project Feature TRANS-1) would be developed during the design phase and implemented during construction that would identify traffic diversion/staging and alternative routes. Emergency response times are not anticipated to change during construction because the TMP would provide measures to ensure priority for emergency vehicles during one-way traffic control and full closures. The TMP would provide instructions for response and evacuation in the event of an emergency. In addition, this Project would not conflict with any other emergency response or evacuation plan. Therefore, the impact would be less than significant.

b-d) No Impact

The Project proposes to construct a bicycle/pedestrian ADA compliant Class I shared-use overcrossing. The Project would not expose occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. It would not exacerbate wildfire risk, nor would it require the installation of associated infrastructure that would exacerbate fire risk. There would be no impact.

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

a) Less than Significant Impact

The Project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number of or restrict the range of a rare or endangered plant or animal. The Project would, however, result in tree removal. With the implementation of the Project Features summarized in Table 2-1 and AMMs, impacts due to tree removal would be less than significant.

The Project would not eliminate important examples of the major periods of California history or prehistory. Project Features and AMMs would avoid or minimize potential impacts on biological and cultural resources.

b) Less than Significant Impact

The Project would not convert lands to a new or different use, increase roadway capacity, induce growth, or otherwise change land patterns and use. The Project would not result in long-term adverse environmental effects and so would not contribute to cumulative environmental impacts. The analysis presented in this IS/MND identifies temporary construction-related impacts on aesthetics, air quality, biological resources, energy, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, noise transportation/traffic, utilities/service systems, and wildfire. Because the effects of the Project are construction-related, if other highway improvement projects along the U.S. 101 occur within a similar timeframe, cumulative effects may occur (e.g., traffic management). However, Caltrans routinely coordinates with regional transportation managers and local agencies to minimize impacts in the region resulting from construction of multiple planned projects, like the coordination taking place for the potential student housing project and Science and Math Replacement Building at SRJC and Jennings Avenue Railway Crossing.⁴ The cumulative projects being considered in this analysis are identified in Table 3-3, below.

Table 3-3: Cumulative Projects

Project	Description	Location	Status
Science and Math Building Replacement	Replace ~60,000 s.f. with 120,000 s.f. buildings	Adjacent Elliott Avenue	Under construction; complete Dec. 2023
SRJC Student Housing	352 student apartments	Adjacent to Project on Elliott/Armory	Approved, complete fall 2023 pending funding
Jennings Avenue Railway Crossing	At grade crossing of SMART rail	Jennings Ave. at SMART rail	Approval expires fall 2021

Demolition, site preparation, and construction of structure foundations would have the greatest potential for cumulative construction period impacts. The short duration of heavy construction work and limited scope of the Project would not contribute considerably to cumulative construction period environmental impacts. Cumulative impacts to these resources would be reduced with the proper implementation of Project Features and AMMs; therefore, the Project would have less than significant cumulative impacts.

⁴ The Jennings Avenue Railway Crossing Project is aimed to provide accessibility to the SMART Multi-Use Pathway (MUP), local schools, commercial businesses, social services, and employment centers from the west side of the SMART rail corridor to Jennings Avenue. The California Public Utilities Commission (CPUC) has granted the City a two year extension to build the Jennings Avenue at grade crossing project, which expires in September 2021.

c) Less than Significant with Mitigation

The Project would cause temporary noise and vibration impacts during construction that exceed the standard. Persons and properties geographically located closest to the Project would be affected by construction-induced vibrations. With the implementation of MMs, refer to the Noise Section in Chapter 3, MM NOI-1 to MM NOI-2, the Project would reduce substantial adverse effects on human beings, either directly or indirectly to a less than significant level.

CHAPTER 4 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. Such coordination helps planners determine the necessary scope of environmental documentation and the level of analysis required, and identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation, and public participation for this project have occurred through various formal and informal methods, including interagency coordination meetings, public meetings, and public notices. This chapter summarizes the results of Caltrans efforts to fully identify, address, and resolve Project-related issues through early and continuing coordination.

4.1 COMMUNITY OUTREACH

4.1.1 Public Meetings

Two public meetings were held during the Project development process, the first as a scoping meeting held on March 29, 2018, at SRHS. Following this meeting, a public input survey was circulated following the meeting for 20 days and 108 responses were received. A second public meeting was held during the public comment period on June 30, 2020, via a virtual meeting. The public meetings were advertised in the Santa Rosa Press Democrat and on the City's website. The public was encouraged to submit their comments on the Draft IS/MND in writing. The Project was also included on the agenda for the City Council Study Session held on July 21, 2020, which was open to the public.

In addition to the above referenced public meetings, the City held a Design Review Board meeting in April 2019 and confirmed the cable-stayed bridge type for the Project.

4.1.2 Stakeholder Meetings

During the Project development process outreach meetings have been conducted including one-on-one meetings with the property owners directly affected by the Project right of way impacts. Stakeholder meetings were also completed with SRJC and local rail and bicycle advisory groups.

Table 4-1: Stakeholder Coordination Meetings

Stakeholder	Date	Purpose
Dick's/Patelco Property Owners	September 14, 2017	General project discussion
Myers Restaurant Supply Owners	September 26, 2017	General project discussion
Sonoma County Bicycle Coalition, Friends of SMART	March 12, 2019	General project discussion
Jennings Avenue Residents	August 19, 2020	Bilingual meeting to discuss project with minority residents

4.1.3 Public Involvement Process for the Environmental Document

The general public was involved in the Project process through solicitation of feedback on the Draft IS/MND during the public review period which began on June 22, 2020 and ended July 24, 2020. Caltrans provided notice of the IS/MND in English and Spanish to residences and businesses within a 1,000-foot radius of the Project. Additionally, a Notice of Intent to Adopt an MND was published in the Santa Rosa Press Democrat on June 22, 2020.

A Notice of Completion was submitted to the State Clearinghouse on June 22, 2020. The Project was assigned State Clearinghouse #2020060455. The State Clearinghouse subsequently distributed copies of the Draft IS/MND to agencies for comments.

A total of 133 comment letters from 130 different agencies, organizations, and individuals were received during the public comment period for the Draft IS/MND. Two comment letters were received from local agencies, seven comment letters on behalf of organizations and 124 comment letters on behalf of individuals. Comments received after the comment period are not part of this Final IS/MND. Responses to those comments are included in Appendix G. The comments in the letters have been addressed by members of the Project development team whose specialty covers the subject matter of each comment.

4.2 CONSULTATION AND COORDINATION WITH PUBLIC AGENCIES

Consultation with several agencies occurred during the environmental evaluation process. A list of coordination activities and contacts is provided in Table 4-2.

Table 4-2: Agency Coordination Meetings and Contacts

Organization(s)	Date	Purpose
Sonoma County Junior College District	August 23, 2017 August 30, 2017 July 12, 2018 July 24, 2018 November 14, 2019 August 5, 2020	Meetings with Capital Projects for general project discussion and coordination
Sonoma County Junior College District	September 14, 2017	General project discussion with SRJC Sustainability Committee representatives
Sonoma County Junior College District	November 17, 2017 October 1, 2019 July 7, 2020	Meetings with Board Facilities Committee for project discussion and recommendations
Sonoma County Junior College District	May 29, 2020 June 12, 2020 June 19, 2020	Meetings with Housing Team for project discussion and

	June 26, 2020 July 10, 2020 August 7, 2020 August 24, 2020	coordination with proposed housing development
Sonoma County Junior College District	July 14, 2020	Board of Trustees hearing
Native American Heritage Commission (NAHC)	July 25, 2018	Requested a search of Sacred Lands File
NAHC	August 9, 2018	NAHC responded that no information on cultural resources in the area is contained in the Sacred Lands File
Native American Consultation	October 26, 2018	Drafted letter to NAHC list of Native American parties
Native American Consultation	December 4, 2018	Held meeting with Federated Indians of Graton Rancheria to discuss the Project

APPENDIX A: TITLE VI POLICY STATEMENT

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

August 2020

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at [<Title.VI@dot.ca.gov>](mailto:Title.VI@dot.ca.gov).

Original signed by
Toks Omishakin
Director

APPENDIX B: ENVIRONMENTAL COMMITMENTS RECORD

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

SON-101-21.0/21.8

Current Project Phase: 1

EP: Elizabeth Nagle 510-286-5114

CL:

RE:

Permits - No permits are required for this project.

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
Pre-Construction							
Visual/Aesthetics							
Public Outreach Plan. In partnership with Caltrans and SCTA, the City will develop a public outreach plan for the Project design phase to ensure the City receives community input on the design and aesthetics of the Project, which may include but would not be limited to the following: hosting community meetings, meetings with affected businesses and residents, conducting community assessments, hosting design charrettes, and other related public outreach efforts. In addition, the City will continue to consult with its Design Review Board during the design phase to ensure that Santa Rosa remains attractive and maintains a sense of place which is unique to Santa Rosa.	IS/MND	Project Feature	City of Santa Rosa and/or their consultant, Caltrans Environmental Engineering	City and/or their consultant will submit a public outreach plan to Caltrans Environmental Planner, Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for review and approval following the first design phase PDT meeting.			Within 30 days of the first design phase PDT meeting
Biology							
Migratory Birds. Construction activities would occur to the extent feasible outside of the nesting bird season. If construction activities are initiated during the nesting bird season (February 1 to September 30) a pre-construction survey would be	IS/MND	Project Feature	Construction Contractor, Caltrans Approved qualified Biological Monitor/ or Caltrans Staff	A Caltrans-approved qualified Biological monitor or a Caltrans Biologist will complete nesting bird surveys 14 days before construction during the nesting bird season February 1 st and ending September 30 th . The survey results would be provided to Caltrans Office of Biological Sciences and Permits Staff by close of business on the Friday of the			Two weeks before the start of vegetation removal.

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>conducted by a Caltrans biologist within 14 days prior to ground disturbance to determine if nesting birds are present within or adjacent to the Biological Survey Areas (BSAs).</p> <p>If no nesting birds are detected during pre-construction surveys, construction can proceed as normal. If active nests of protected species are found within the survey area, a work exclusion zone would be established around each nest by the Caltrans biologist. Established exclusion zones would remain in place until all young in the nest have fledged or the nest otherwise becomes inactive (e.g., due to predation). Appropriate exclusion zone sizes would be determined by a Caltrans biologist and vary dependent upon the species, nest location, existing visual buffers, noise levels, and other factors. An exclusion zone radius may be as small as 50 feet for common, disturbance-adapted species or as large as 250 feet or more for raptors. Exclusion zone size may be reduced from established distances if supported with nest monitoring findings by a Caltrans biologist indicating that work activities outside the reduced radius are not adversely impacting the nest and that a reduced exclusion zone would not adversely affect the subject nest.</p>				<p>week that the surveys are conducted. If any nesting birds are discovered, Caltrans staff will be notified immediately and will coordinate with appropriate regulatory agencies as necessary to establish the appropriate buffer area for the appropriate length of time. Survey results would be sent to Caltrans Biologist Rebecca Carson at Rebecca.Carson@dot.ca.gov or (510) 715-9112</p>			

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
Hazardous Material/ Waste							
Aerially Deposited Lead Work Plan. A work plan for aerially deposited lead if required would be prepared during the design phase.	IS/MND	Project feature	Environmental Engineering responsible for review and approval of report, City of Santa Rosa and or their consultant are responsible for preparing and providing the report to Caltrans.	City of Santa Rosa and/or their consultant will conduct a site investigation for ADL consistent with Caltrans Standard Specifications, one week prior to construction. The site investigation report shall be submitted to Caltrans Environmental Planner, Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for review and approval prior to the beginning of construction. Additional Standard Special Provisions and contract items may be added as necessary based on the findings of the site investigation report to protect worker and public safety.			One week prior to the construction start date
ACM and LBP Surveys. Prior to construction activities, surveys should be performed to assess for the presence of ACMs and LBP in accordance with local and state regulatory guidelines	IS/MND	SSP	Environmental Engineering is responsible for review and approval of report, City of Santa Rosa and or their consultant are responsible for preparing and providing the report to Caltrans.	City of Santa Rosa and/or their consultant will conduct a site investigation for ACMs and LBP consistent with Caltrans Standard Specifications, two weeks prior to construction. The site investigation report shall be submitted to Caltrans Environmental Planner, Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for review and approval prior to the beginning of construction. Additional Standard Special Provisions and contract items may be added as necessary based on the findings of the site investigation report to protect worker and public safety.			Two weeks prior to the construction start date
Soil and Groundwater Sampling. Soil and groundwater sampling shall be performed, and samples analyzed to assess current conditions prior to construction activities. If impacted soil or groundwater is identified a soil and/or groundwater management plan shall be developed by a	IS/MND	SSP	Environmental Engineering is responsible for review and approval of report, City of Santa Rosa and/ or their consultant are responsible for	City of Santa Rosa and/or their consultant will conduct soil and groundwater sampling. The sampling report shall be submitted to Caltrans Environmental Planner, Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for review and approval two weeks prior to the beginning of construction. Additional Standard Special Provisions and contract items may be added as			Two weeks prior to construction start date

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
hazardous waste specialist and implemented during construction.			preparing and providing the report to Caltrans.	necessary based on the findings of the site investigation report to protect worker and public safety.			
Hydrology & Water Quality							
Water Quality BMPs. The potential temporary impacts shall be addressed by the implementation of Temporary Construction BMPs, including the following: <ul style="list-style-type: none"> • Temporary soil stabilization: scheduling, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, straw mulch, outlet protection, and slope drains. • Temporary sediment control: silt fence, fiber rolls, gravel bags, street sweeping, sandbag barrier, and temporary drainage inlet protection. • Tracking control practices: temporary construction entrance/exit and temporary construction roadway. • Non-stormwater management: water conservation practices, dewatering operations, paving, sealing, sawcutting and grinding operations, vehicle and equipment cleaning, vehicle and equipment fueling, vehicle and equipment maintenance, pile driving operations, concrete curing, and concrete finishing. 	IS/MND	Project Feature	Water Quality; Construction Contractor	Construction Contractor; Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov .			One week before the construction start date

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<ul style="list-style-type: none"> Waste management and materials pollution control: material delivery and storage, material use, stockpile management, spill prevention and control, solid waste management, concrete waste management sanitary and septic waste management, and liquid waste management. 							
Paleontological/Geotechnical							
Paleontological Mitigation Plan. Once a Preferred Build Alternative has been selected, and prior to the start of construction, a Paleontological Mitigation Plan (PMP) shall be prepared that describes the preconstruction worker awareness training requirements, the frequency of monitoring, procedures to be followed in the event of fossil discoveries, and reporting requirements. If paleontologically sensitive deposits are observed, then full-time monitoring shall be required.	IS/MND	Project Feature	Construction Contractor, City of Santa Rosa, Caltrans Paleo	City of Santa Rosa or Contractor to provide the PMP to Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov for review and approval.			At least two weeks prior to the start of construction and throughout construction as necessary
Public Services							
Design Measures. The Project would be designed to discourage an increase in the congregation of persons experiencing homelessness within the Project limits. Design elements that may be incorporated into the Project include but are not limited to berming, plantings, and sprinklers as well as recessed, vandal-resistant soffit lighting.	IS/MND	Project Feature	City of Santa Rosa and/or their consultant, Caltrans RE, Construction Contractor	Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov will review plans to ensure aesthetic treatments are included.			Throughout construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
Construction							
Visual/Aesthetics							
Preserve Mature Trees. To the extent feasible, existing mature trees would be preserved. With input from a Caltrans biologist, arborist or landscape architect working with the contractor, the approach to the construction activities would be modified to avoid tree removal wherever possible.	IS/MND	Project Feature	Landscape Architecture, Biology, City of Santa Rosa, Construction Contractor	Caltrans Biologist, Arborist, Landscape Architect to mark trees for preservation. Contractor will provide documentation of tree protection to Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov .			At least two weeks before the contractor begins any tree removal
Protect Existing Trees and Vegetation. The Caltrans biologist would field mark and approve trees to be removed prior to removal. High visibility temporary fencing would be placed around trees or other vegetation to be retained before construction begins. Vegetation outside of clearing and grubbing limits would be protected from the contractor's operations, equipment, and materials storage. Tree trimming would be limited to the minimum required to provide a clear work area.	IS/MND	Project Feature	Landscape Architecture, Biology, City of Santa Rosa, Construction Contractor	Caltrans Biologist, Arborist, Landscape Architect to mark trees for preservation. Contractor will provide documentation of tree protection to Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov .			At least two weeks before the contractor begins any tree removal
Visual Impacts from Construction. Construction activities would be phased to adjacent parcels. Construction lighting would be limited to the areas of work and light trespass would be avoided through directional lighting, shielding of light fixtures, and other measures as needed.	IS/MND	Project Feature	Caltrans RE, Construction Contractor	Caltrans to monitor construction activities and night work, as necessary to ensure compliance.			Throughout Construction
Landscaping. New tree planting and landscaping would occur around the Project where feasible and be included in the	IS/MND	NSSP	Caltrans, City of Santa Rosa, Construction Contractor	Caltrans Landscape Architect to review and approve project plans and inspect Project area following planting.			Throughout Construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
Project contract plans. For the Edwards-Elliott Build Alternative, landscaping on the SRJC campus would occur adjacent to the Project area.							
Aesthetic Treatment. The Project contract plans shall include the following aesthetic treatments: <ul style="list-style-type: none"> Retaining walls would have decorative texturing, patterning, coloring, and/or be landscaped "green" walls Project color palette would be complementary to surrounding natural context Anti-graffiti coating on retaining walls Safety fencing would maximize visual transparency Lighting of tower(s) would be dark sky friendly 	IS/MND	NSSP	Caltrans, City of Santa Rosa, Construction Contractor	Caltrans Landscape Architect or Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov will review plans to ensure aesthetic treatments are included.			Throughout Construction
Tower Location. Tower(s) would be located on east side of U.S. 101 to avoid blocking views of small businesses and their signage along Cleveland Avenue from U.S. 101.	IS/MND	SSP	Caltrans RE, City of Santa Rosa, Construction Contractor	Projects plans will locate tower(s) on the east side of U.S. 101			Throughout Construction
Air Quality							
Idling and Access Points. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage shall be provided for construction workers at all access points.	IS/MND	Project Feature	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction
Maintaining Construction Equipment and Vehicles. All construction equipment shall be maintained and properly tuned in	IS/MND	Project Feature	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans			Throughout construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation on the Project.				Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov . for inclusion in the project file.			
Contractor Air Quality Compliance. The construction contractor must comply with the Caltrans Standard Specifications in Section 14-9. The Project would comply with the Bay Area Air Quality Management District (BAAQMD) published CEQA Air Quality Guidelines BMPs for all construction projects, as outlined below: <ul style="list-style-type: none"> All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). All roadways, driveways, and sidewalks to be paved shall be completed as soon 	IS/MND	Project Feature	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov . for inclusion in the project file.			Throughout construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</p> <ul style="list-style-type: none"> Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. 							
Biology							
<p>Vegetation Removal. Vegetation removed shall be the minimum necessary to complete the Project. Areas of existing vegetation that are not necessary to be removed should remain and can be protected by being driven on only when soil is dry enough to support equipment or fenced off with construction fencing.</p>	IS/MND	Project Feature	Construction Contractor, Caltrans Approved qualified Biological Monitor/ or Caltrans Staff	Caltrans Biologist or Contractor will send photos to Caltrans Environmental Planner and Caltrans Biologist Rebecca Carson at Elizabeth.Nagle@dot.ca.gov Rebecca.Carson@dot.ca.gov or (510) 715-9112			Throughout construction
<p>Tree Removal Where possible, Project contract plans will be developed to avoid trees within the Project area by routing Project elements such as pathways around trees and trimming trees, but not removing them. Trees that require removal would be replaced according to requirements of the City's Tree Ordinance. A replanting plan would be included in the Project contract plans showing the location and species of trees being replaced.</p>	IS/MND	SSP	Construction Contractor, Caltrans Staff	Caltrans Biologist or Contractor; will send photos to Caltrans Environmental Planner, Elizabeth.Nagle@dot.ca.gov and Caltrans Biologist Rebecca Carson at Rebecca.Carson@dot.ca.gov or (510) 715-9112			Throughout construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
Cultural Resources							
Discovery of Cultural Resources. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a Caltrans qualified archaeologist can assess the nature and significance of the find.	IS/MND	Project Feature	Caltrans RE, Construction Contractor	If cultural resources are unearthed, Construction Contractor would contact Caltrans Archeologist Kathryn Rose at Kathryn.Rose@dot.ca.gov			During construction as necessary
Discovery of Human Remains. If remains are discovered during excavation, all work within 60 feet of the discovery would halt and Caltrans' Cultural Resource Studies office would be called. Caltrans' Cultural Resources Studies Office Staff would assess the remains and, if determined human, would contact the County Coroner as per Public Resources Code (PRC) Sections 5097.98, 5097.99, and 7050.5 of the California Health and Safety Code. If the Coroner determines the remains to be Native American, the Coroner will contact the Native American Heritage Commission who would then assign and notify a Most Likely Descendant. Caltrans would consult with the Most Likely Descendant on respectful treatment and reburial of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.	IS/MND	Project Feature	Caltrans Cultural, Caltrans RE, Construction Contractor	If cultural resources are unearthed, Construction Contractor would contact Caltrans Archeologist Kathryn Rose at Kathryn.Rose@dot.ca.gov			During construction as necessary
Greenhouse Gas Emissions							
Reclaimed Water. To the extent feasible, reclaimed water may be	IS/MND	Standard Specification	Construction Contractor,	Contractor shall report any opportunity to use reclaimed water in weekly summary			Throughout Construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
used to reduce greenhouse gas (GHG) emissions produced during construction.			Caltrans RE	emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov			
Hazard and Hazardous Materials							
Hazardous Material. Should impacted soil (as evidenced by staining and/or odors) be encountered during construction activities, the Resident Engineer overseeing construction should stop work until a hazardous waste specialist is able to assess the soil for proper handling.	IS/MND	Project Feature	Caltrans Qualified Hazardous Waste Specialist, Caltrans RE, Contractor	The site investigation report shall be submitted to Caltrans Environmental Planner, Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for review and approval to continue with construction.			Throughout Construction
Groundwater Sampling. Should groundwater be encountered during construction/excavation activities and dewatering become necessary, regulatory compliance and permitting consistent with the RWQCB and National Pollutant Discharge Elimination System (NPDES) requirements should be adhered to, and groundwater sampling should be conducted.	IS/MND	Project Feature	Hazardous Waste is responsible for review and approval of report, City of Santa Rosa and or their consultant are responsible for preparing and providing the report to Caltrans.	Construction Contractor shall submit the groundwater sampling report to Caltrans Environmental Planner, Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for review and approval prior to continuing construction. Additional Standard Special Provisions and contract items may be added as necessary based on the findings of the sampling report.			Throughout Construction
Hydrology/Water Quality							
Water Quality BMPs. The potential temporary impacts shall be addressed by the implementation of Temporary Construction BMPs, including the following: <ul style="list-style-type: none"> Temporary soil stabilization: scheduling, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, 	IS/MND	SSP	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
straw mulch, outlet protection, and slope drains. <ul style="list-style-type: none"> • Temporary sediment control: silt fence, fiber rolls, gravel bags, street sweeping, sandbag barrier, and temporary drainage inlet protection. • Tracking control practices: temporary construction entrance/exit and temporary construction roadway. • Non-stormwater management: water conservation practices, dewatering operations, paving, sealing, sawcutting and grinding operations, vehicle and equipment cleaning, vehicle and equipment fueling, vehicle and equipment maintenance, pile driving operations, concrete curing, and concrete finishing. • Waste management and materials pollution control: material delivery and storage, material use, stockpile management, spill prevention and control, solid waste management, concrete waste management sanitary and septic waste management, and liquid waste management. 							

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
Noise							
Idling of Internal Combustion Engines. Unnecessary idling of internal combustion engines should be strictly prohibited.	IS/MND	Project Feature	Caltrans RE, Construction Contractor	Caltrans and Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction
Maintaining Internal Combustion Engines. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.	IS/MND	Project Feature	Caltrans RE, Construction Contractor	Caltrans and Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction
Construction Noise Control Plan. The Project contractor would develop a construction noise control plan for review and approval by Caltrans prior to the initiation of construction activities. The construction noise control plan would include, but not be limited to, the following available controls: <ul style="list-style-type: none"> Limit construction hours from 7:00 a.m. to 7:00 p.m., Monday through Friday, from 8:00 a.m. to 5:00 p.m. on Saturdays, and no work on Sundays. Night work should be avoided when possible or be conducted with the minimum equipment necessary. Caltrans Standard Specifications require that noise from construction activities do not exceed 86 dBA L_{max} at 50 feet from the Project area from 9:00 p.m. 	IS/MND	SSP	Caltrans RE, Construction Contractor	Construction Contractor will prepare a noise control plan for review and approval by Caltrans. Construction Contractor shall document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Submit report two weeks prior to the start of construction. Throughout construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>to 6:00 a.m. Prohibit the use of concrete saws, hoe rams, and pile driving equipment during night work after 7:00 p.m. Monday through Friday, after 5:00 p.m. on Saturday, and not at all on Sunday.</p> <ul style="list-style-type: none"> During pile driving activities, pre-drill foundation pile holes to minimize the number of impacts required to seat the pile. During pile driving activities, install "acoustical blankets" where necessary to provide shielding for receptors located within 100 feet of the Project area, or use a noise attenuating shroud on the pile driving hammer. Buildings that may require installation of an "acoustical blanket" include, but would not be limited to, Myers Restaurant Supply, National Guard and Santa Rosa Armory, Colonial Apartments, professional building, Patelco Credit Union, and Dick's Sporting Goods. Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barriers shall be located as to interrupt the line-of-sight between the noise source and receptor and will be constructed in a manner 							

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>that eliminates any cracks or gaps.</p> <ul style="list-style-type: none"> • Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors, as feasible. If they must be located near sensitive receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors. • Utilize "quiet" air compressors and other stationary noise-generating equipment where technology exists. • Construction staging areas, material stockpiles, and parking areas shall be established at locations within the Project area with the greatest distance between the construction-related noise sources and noise-sensitive receptors during all construction activities. • Temporary "acoustic blankets" would be erected, if necessary, along building facades facing the construction work area. This would only be necessary if conflicts occurred which 							

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>were irresolvable by proper scheduling.</p> <ul style="list-style-type: none"> Noise from construction workers' radios shall not be audible at existing residences in the vicinity of the Project. Prepare a detailed construction schedule for major noise-generating construction activities. The construction noise control plan shall identify a procedure for coordinating with adjacent noise-sensitive land uses so that construction activities can be scheduled to minimize noise disturbance. Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The "disturbance coordinator" would determine the cause of the noise complaint (e.g., bad muffler, etc.) and would require that reasonable measures be implemented to correct the problem. The telephone number for the "disturbance coordinator" shall be conspicuously posted at the construction site and included in the notice sent to neighbors regarding the construction schedule. The notice would be distributed by the contractor in coordination with Caltrans. 							

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
Foundation Pile Holes. Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile. Excavate foundation pile holes to an appropriate depth to place any required shoring near the ultimate depth of the pile, thereby eliminating most or all pile driving. Alternately, jet with air and water to facilitate placement of the shoring and/or piles.	IS/MND	SSP	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction
Equipment Location. Place operating equipment within the construction site as far as possible from vibration-sensitive receptors.	IS/MND	SSP	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction
Vibratory Rollers. Vibratory rollers and tampers will not be allowed near vibration-sensitive areas, including the Patelco Credit Union Building or Ernest Pegg Oil Company buildings. Instead, alternative construction equipment shall be used within 20 feet of nearby buildings.	IS/MND	NSSP	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction
Construction Vibration Monitoring Plan. A construction vibration monitoring plan shall be developed and implemented to document conditions prior to, during, and after construction. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry-accepted standard methods. The contractor shall develop and	IS/MND	NSSP	Construction Contractor, Caltrans	Construction Contractor will submit for review and approve the monitoring plan two weeks prior to construction and document completion of requirement within two weeks after each phase of construction to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov .			Two weeks prior to the start of construction and throughout construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>implement the plan for review and approval by Caltrans prior to initiating construction and shall include the following tasks:</p> <ul style="list-style-type: none"> Identify the sensitivity of nearby structures to groundborne vibration, including, but not limited to, Patelco Credit Union building, the professional building, the Colonial Apartments, Myers Restaurant Supply building, and Ernest Pegg Oil Company building, that could be exposed to groundborne vibration levels exceeding established standards. A vibration survey (generally described below) shall be performed on all identified nearby structures. Perform a photo survey, elevation survey, and crack monitoring survey for each of the nearby structures identified as sensitive to groundborne vibration. Surveys shall be approved by Caltrans prior to construction, in regular intervals during construction, and after completion of construction. The surveys shall include internal and external crack monitoring in structures, settlement, and distress and shall document the condition of foundations, walls and other structural elements in the interior and 							

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>exterior of identified structures.</p> <ul style="list-style-type: none"> Implement Construction Vibration BMPs, such as using smaller equipment to minimize vibration levels below the limits, wheeled equipment rather than tracked equipment where feasible, selecting demolition methods not involving impact tools, and avoiding dropping heavy objects or materials. A list of all heavy construction equipment to be used for this Project known to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.) to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort for reducing vibration levels below the standard. Include a contingency plan if vibration levels approach the sensitivity standards, which includes suspending construction and implementation of the contingencies to either lower vibration levels or secure the affected structures. Caltrans shall approve a post-construction survey on structures where either monitoring has indicated 							

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>high levels of vibration has occurred or complaints of damage have been made. Appropriate repairs or compensation shall be made where damage has occurred as a result of construction activities.</p> <ul style="list-style-type: none"> The results of all vibration monitoring shall be summarized and submitted to Caltrans in a report within two weeks after substantial completion of each construction phase identified in the Project schedule. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required, to clearly identify vibration-monitoring locations. An explanation of all events that exceeded vibration limits will be included together with proper documentation supporting any such claims. Caltrans will designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted at the construction site office. 							

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
Transportation and Traffic							
Traffic Management Plan (TMP). A TMP will be prepared in the design phase and implemented in construction. The TMP will provide detour routes and notification to emergency and medical providers in the Project area of alternate access routes during temporary closures.	IS/MND	Project Feature	Construction Contractor, Caltrans	Caltrans and the City of Santa Rosa shall prepare a TMP in Project design phase. Contractor shall document compliance with TMP in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov .			Design phase and throughout construction
Directional Signage. In order to encourage bicyclist and pedestrian users of the Project to utilize the public access driveway to Coddington Mall, directional signage will be provided at the landing on Edwards Avenue and in the reverse direction as part of the Project.	IS/MND	Project Feature	City of Santa Rosa and/or their consultant, Caltrans Environmental Engineering	City and/or their consultant will provide plans identifying the location of directional signage to Caltrans Environmental Planner, Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for review and approval prior to the start of construction.			Design phase and during construction
Utilities and Services Systems							
Trash Management. All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the project limits. A Trash Reduction System would also be developed and implemented per Caltrans NPDES Permit and San Francisco RWQCB Cease and Desist Order.	IS/MND	Project Feature	Construction Contractor, Caltrans RE	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction
Notify Utility Owners of Construction Schedule to Protect Utilities. All affected utility companies, would be notified of construction schedules for Project work so that they can relocate or provide special instructions for utility	IS/MND	Project Feature	City of Santa Rosa, Caltrans, Construction Contractor	Caltrans and the City of Santa Rosa shall contact utility companies in Project design phase. Contractor shall document compliance with construction notification in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner, Elizabeth Nagle at:			During design phase and throughout construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
protection if needed, and minimize disruption of utility service.				Elizabeth.Nagle@dot.ca.gov .			

APPENDIX C: LIST OF PREPARERS

Caltrans District 4

Melanie Brent, Deputy District Director, Environmental Planning and Engineering
Lindsay Vivian, Chief, Office of Environmental Analysis
Christopher Caputo, Acting Office Chief, Office of Environmental Analysis
Kevin Krewson, Branch Chief (Air Quality and Noise)
Kathryn Rose, Branch Chief (Archaeology)
Gregory Pera, Branch Chief (Biology)
Robert Blizzard, Branch Chief (Biology)
Christopher Wilson, Branch Chief (Hazardous Waste)
Susan Lindsay, Branch Chief (Landscape Architecture)
Kamran Nakhjiri, Branch Chief (Water Quality)
Arnica MacCarthy, Senior Environmental Planner
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City of Santa Rosa

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Chiaming Chi, Senior Project Engineer

Earthview Sciences

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MariaElena Conserva, Ph.D., Principal

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James A. Reyff, Principal

Michael S. Thill, Principal

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Kleinfelder

Margaret Carroll, Senior Professional

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Anthony Wohletz, Staff Professional

Paleo Solutions, Inc.

Courtney Richards, M.S., Principal Paleontologist

WRA, Inc.

Biologists

Douglas Spicher, Principal

Molly Brewer, Wildlife Biologist

APPENDIX D: REFERENCES

The analysis in this IS based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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| W-Trans. Response to Comments on Santa Rosa 101 Bike/Ped Overcrossing. August 19, 2020.

APPENDIX E: ACRONYMS AND ABBREVIATIONS

ACM	Asbestos-containing material
ADA	Americans with Disabilities Act
ADL	Aerially-deposited lead
AMM	Avoidance and Minimization Measures
APE	Area of Potential Effects
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BAU	business-as-usual
BC	Black carbon
BMPs	Best Management Practices
BPOC	Bicycle and Pedestrian Overcrossing
BSA	Biological Survey Area
CAFÉ	Corporate Average Fuel Economy
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₄	Methane
CO ₂	Carbon dioxide
CO _{2e}	Carbon dioxide equivalent
CPUC	California Public Utilities Commission
CT	Circulation
CTP	California Transportation Plan
dB	Decibel
dBA	A-weighted sound level
DSA	Disturbed soil area
EDR	Environmental Database Report
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration

GHG	Greenhouse gas
HFC	Hydrofluorocarbon
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
ISA	Initial Site Assessment
LBP	Lead based paint
LCFS	low carbon fuel standard
L_{eq}	energy-equivalent sound/noise descriptor
L_{max}	Maximum instantaneous noise level
LU	Land use
MMs	Mitigation Measures
MMTCO ₂ e	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MUP	Multi-Use Pathway
NACTO	National Association of City Transportation Officials
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
N ₂ O	Nitrous oxide
NHTSA	National Highway Traffic Safety Administration
N ₂ O	Nitrous oxide
NOD	Notice of Determination
NO _x	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OBAG	OneBayArea Grant
OPR	Office of Planning and Research
OPRC	Open space
PA	Programmatic Agreement
PM	Particulate Matter
PMP	Paleontological Mitigation Plan
PQS	Professionally Qualified Staff (PQS)
Qha	Holocene-age alluvium

Qhb	Holocene-age basin deposits
PPV	Peak particle velocity
RCNM	Roadway Construction Noise Model
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SCTA	Sonoma County Transportation Authority
SF ₆	Sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLR	Sea-level rise
SMART	Sonoma-Marin Area Rail Transit
SR	State Route
SRHS	Santa Rosa High School
SRJC	Santa Rosa Junior College
SRP	Santa Rosa Plain
TMP	Traffic Management Plan
USC	United States Code
USFWS	United States Fish and Wildlife Service

APPENDIX F: LIST OF TECHNICAL STUDIES

4(f) Memorandum (David J. Powers & Associates, Inc. 2019)

Community Impact Assessment (David J. Powers & Associates, Inc. 2020)

Construction Air Pollutants and Greenhouse Gas Emissions Analysis (Illingworth & Rodkin, Inc. 2019)

Historical Properties Survey Report (Archeologist/Historical Consultants 2019)

Natural Environment Study – Minimal Impacts (WRA, Inc. 2019)

Construction Noise and Vibration Assessment (Illingworth & Rodkin, Inc. 2019)

Geologic/Geotechnical Feasibility Study (Kleinfelder. 2019)

Initial Site Assessment (Kleinfelder 2019)

Paleontological Identification Report (Paleo Solutions, Inc. 2019)

Stormwater Data Report (BKF Engineers 2019)

Tree Report (HortScience-Bartlett Consulting 2019)

Visual Impact Assessment (Earthview Sciences 2019)

Water Quality Technical Report (BKF Engineers. 2019)

APPENDIX G: RESPONSES TO COMMENTS

1.1 INTRODUCTION

This Appendix of the Project's Final Initial Study/Mitigated Negative Declaration (IS/MND) provides individual responses to comments received during the public review period of June 22, 2020 to July 24, 2020. The comment letters/emails have been delineated within the left-hand margins to individually number discrete comments contained within each letter/email. Each delineated comment letter and/or email is presented in this Appendix, followed by the corresponding response to each comment. The comment letters are grouped and presented in the following order:

Agencies

- Federal – No comments received
- State – No comments received
- Local – Alphabetical by name of agency

Organizations

- Alphabetical by name of organization

Businesses

- No comments received

Individuals

- Alphabetical by last name

Two public meetings were held, during the Project development process, the first as a scoping meeting held on March 29, 2018, at Santa Rosa High School (SRHS) and the second during the public comment period for the IS/MND on June 30, 2020, via a virtual meeting. The public was encouraged to submit their comments on the Draft IS/MND in writing. A City Council Study Session was also held July 21, 2020, which was open to the public.

A total of 133 comment letter submittals from 130 different agencies, organizations, and individuals were received during the public comment period for the Draft IS/MND. Two comment letters were received from local agencies, seven comment letters on behalf of organizations and 124 comment letters on behalf of individuals. Comments received after the comment period are not included as part of this Final IS/MND.

In many cases, the same themes were repeated among many different comment letters. To assist readers and reduce the repetitiveness of the responses, the most common themes expressed by commenters have been responded to in Table G-1: Responses to Common Comment Themes. Responses to comments include references (in bold font) to Table G-1 via the common comment theme found in the first column of the table; for example, “Please see Table G-1 for the response to Common Comment ‘**TRA-1, Parking.**’”

Table G-1: Response to Common Comment Themes

Common Comment Themes	Response
AES-1, Graffiti	The Project will include an anti-graffiti coating on retaining walls to aid in the removal of future graffiti, as well as include landscaping in the Project design to reduce the visibility of the walls. The City’s Transportation and Public Works Graffiti Removal Program can remove graffiti within the same day of receiving a work order from the City’s system. Residents can identify graffiti removal needs by reporting graffiti through https://srcity.org/515/Report-a-Problem-Online or by calling the Public Works Department number (707) 543-3499. If the maintenance crew cannot address the graffiti within the same day it will be addressed within five working days.
CST-1, Construction duration	Project construction is estimated to take two years to complete, which includes construction of columns, foundations, approach structures, the overcrossing superstructure, roadway improvements, storm drainage and utility, lighting, and landscape work. Project construction would take place in stages whereby the entire Project area would not experience construction impacts/burdens for the full duration of construction.
PUB-1, Homeless concerns	The City is engaged in a range of efforts to address homelessness throughout the community. For information on these efforts, residents should visit: https://srcity.org/homeless . The City responds to homeless-related requests relative to other priorities in the City and subject to the nature of the request and available resources. Homelessness is occurring throughout the community and it is difficult to anticipate whether a potential increase in the area may be directly attributed to the Project. Public areas are open to all members of the public, including persons experiencing homelessness. The City has limited control over congregating in public spaces unless the activity is criminal in nature or presents an imminent health and safety risk. Property owners should report trespassing to the Santa Rosa Police Department’s (SRPD) non-emergency line at (707) 528-5222 and request a “no trespass” letter from SRPD to assist with removing individuals from the property. The Project IS/MND has been updated to include minimization strategy AMM PUB-1 in the Public Service section, which requires incorporation of design elements to discourage an increase in the congregation of homeless within the Project limits. Design elements that may be incorporated into the Project include berming, plantings, and sprinklers as well as recessed, vandal-resistant soffit lighting. Where the structure is elevated it will be located directly adjacent to sidewalks, roadways, active businesses, and across the street from the SRJC Police Department which are areas that would be generally unattractive for homeless encampment. Additionally, while the issue of homelessness has become more visible in recent years, Sonoma County has seen a steady decrease (more than 30 percent) in its overall homeless population since 2011 (refer to https://srcity.org/3026/Data).

PUB-2, Crime	The City coordinated with Lieutenant David Boettger of the Santa Rosa Police Department on August 31, 2020 and confirmed that the Santa Rosa Police Department will provide extra police patrols, including foot patrols, in the Edwards and Cleveland Avenue area when time allows. In the event of crime reported in the vicinity of the Project, officers will be dispatched to both ends of the overcrossing to minimize the use of the path as an escape route. Additionally, the SRJC Police Department is located across Elliott Avenue from the Project which should discourage the use of the Project for criminal activity.
TRA-1, Parking	The Project would not result in a substantial change in the availability of parking spaces nor substantially increase the need for parking on Edwards Avenue. The construction of a crosswalk on Edwards Avenue providing direct access from the south side of Edwards Avenue to the western landing of the overcrossing may result in the loss of one parking space. The City has a Residential Permit Program where neighborhoods circulate a petition for presentation to the City requesting the creation of a permit zone. There are currently two zones adjacent to the Project area, north and east of the SRJC campus. The City will continue to coordinate with residents of Edwards Avenue through the final Project design process. Although the loss of parking spaces was discussed in the IS/MND, the availability of parking is not a CEQA issue.
TRA-2, Traffic lights	As part of the Dick's Sporting Goods development, the intersection of Cleveland Avenue and Edwards Avenue was studied in 2013 to determine if a traffic signal was required to meet the City's level of service (LOS) standards. The intersection was found to operate at an acceptable LOS D and, therefore, no traffic signal was found to be warranted. The traffic study modeled 2035 future conditions for the intersection and it was also found to operate at LOS D. The proposed bicycle and pedestrian overcrossing would provide a transportation facility for alternative modes of travel and would not substantially increase vehicular traffic at the Cleveland Avenue and Edwards Avenue intersection.

RESPONSE TO COMMENTS: LOCAL AGENCIES

Sonoma County Junior College District

Page 1 of 2



July 14th, 2020

CalTrans District 4

ATTN: Elizabeth Nagle, Associate Environmental Planner

P.O. Box 23660, Oakland, CA 94623-0660

RE: Letter of Support for City of Santa Rosa's Highway 101 Bicycle Pedestrian Overcrossing project development, application for funding, and eventual construction

On behalf of the Board of Trustees of the Sonoma County Junior College District, I write this letter of support to the City of Santa Rosa for its development, application for funding and eventual construction of the Highway 101 Bicycle Pedestrian Overcrossing. The Sonoma County Junior College District is part of the California Community College System, which is the largest education system in the United States, serving over 2.1 million students every year and serving the most vulnerable members of California and our community. The Santa Rosa Junior College, the largest campus in Sonoma County Junior College District, is located in the City of Santa Rosa and borders Highway 101 freeway. The City's proposed project helps meet the college's sustainability goals by reducing transportation barriers for students, staff and faculty and links future student affordable housing with alternative transportation options. The Board of Trustees also supports the decision made by college leadership to support the Elliott Ave., Edwards Ave. crossing which would have the overcrossing land on college property along Elliott Ave. This proposed location would also land directly in front of SRJC's future student housing facility, currently projected to open in the Fall of 2022. The overcrossing would provide access to much needed resources provided by the businesses across Highway 101 to the students, faculty and staff of SRJC.

The Sonoma County Junior College District does not support the development of the second alignment known as the Bear Cub Way alternative which would bring significant negative impacts to SRJC. This is due to;

1

1. The significant level of right of way that would have to be developed on District property affecting future campus flexibility.
2. The flow of pedestrian and bike traffic would be channeled into an existing parking lot, thereby taking away parking space which is a valuable resource for the college.
3. Bringing into conflict vehicle, bike and pedestrian traffic in an already congested parking lot area.
4. Lastly the bear cub way alternative would touch down on college property next to the Call Child Care Development Center which is a functioning child care facility. There are safety concerns associated with increase in public traffic onto campus, near this child care facility.

Sonoma County Junior College District
Page 2 of 2

The Board of Trustee commends the partnership developed between the City of Santa Rosa and Sonoma County Junior College District in delivering this important project and strongly support the City of Santa Rosa, project delivery through CALTRANS, ongoing applications of funding, and eventual construction of this project.

Sincerely,

Dr. Frank Chong
President/Superintendent
Sonoma County Junior College District

Response to Sonoma County Junior College District

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 for the reasons included in your comment letter. Caltrans notes the college's preference of the Edwards-Elliott Build Alternative due to the proximity to the future student housing facility and businesses west of U.S. 101. The Sonoma County Junior College District's opposition to the Bear Cub Way Alternative is noted due to perceived concerns regarding future SRJC development flexibility, parking loss, congestion, and security concerns related to the existing childcare facility. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Sonoma-Marín Area Rail Transit (SMART)

Page 1 of 1



July 20, 2020

Eric Lucan Chair
Transportation Authority of Marin

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

Damon Connolly
Marin County Board of Supervisors

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Dan Hillmer
Marin County Council of Mayors and
Councilmembers

Joe Naujokas
Sonoma County Mayors' and
Councilmembers Association

Gary Phillips
Transportation Authority of Marin

David Rabbitt
Sonoma County Board of Supervisors

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Shirlee Zane
Sonoma County Board of Supervisors

Farhad Mansourian
General Manager

5401 Old Redwood Highway
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Petaluma, CA 94954
Phone: 707-794-3330
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www.sonomamarintrain.org

Caltrans, District 4

Elizabeth Nagle, Associate Environmental Planner
P.O. Box 23660
Oakland, CA 94623-0660

RE: Santa Rosa U.S. Highway 101 Bicycle & Pedestrian Overcrossing

Dear Ms. Nagle,

Thank you for giving SMART the opportunity to review the Santa Rosa U.S. Highway 101 Bicycle & Pedestrian Overcrossing Initial Study with Proposed Mitigated Negative Declaration. SMART has completed its review and offers the following comment.

SMART would like to note that the more proximate the western end point of the bicycle and pedestrian overcrossing is to major transit facilities, such as the SMART Santa Rosa North Station and the Coddington Transit Hub, the more likely people will walk or bike for their first-and last-mile access to transit. In addition to proximity, first- and last-mile access to SMART will be driven by the nature of the infrastructure connecting the overpass to SMART and the user's perception of safety. According to Federal Transit Administration policy, pedestrian improvements within $\frac{1}{2}$ mile and bicycle improvements within 3-miles of a public transportation stop or station to have a de facto physical and functional relationship to public transportation (Federal Register Docket Number: FTA 2009-0052).

Thank you again for giving SMART the opportunity to review this critical first- and last-mile transportation project. If you have any questions, feel free to reach out to me at [REDACTED]

Sincerely,

[REDACTED]
Elizabeth Payan
Assistant Planner

Response to SMART

Response to Comment 1: Major transit facilities

Thank you for providing your opinion on the importance of the Project's proximity to major transit facilities. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

RESPONSES TO COMMENTS: ORGANIZATIONS

EcoRing
Page 1 of 1

Hiking & Biking Trails – Water Activities – Nature Tours – Environmental Preservation



Promoting Green Business, EcoEducation and EcoAdventures

Elizabeth Nagle
Associate Environmental Planner
Caltrans, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Re: Highway 101 Pedestrian and Bicycle Overcrossing

Dear Ms. Nagle,

EcoRing is a nonprofit organization that promotes ecotourism and green travel in the North Bay. Our Partners are businesses in the tourism industry in Sonoma, Marin and San Francisco counties. We also advocate for the infrastructure that would allow tourists to travel without their automobiles: rail lines and bicycle paths.

We support the Elliot option for the overcrossing for the following reasons:

- The Elliot location will garner a greater number of users due to its proximity to the SMART station, Santa Rosa Junior College, Coddington, Social Security Offices and the Redwood Empire Ice Arena.
- More users mean greater safety for users.
- More users means fewer car trips and fewer pollutants
- More users mean a lower VMT score.

All of these environmental effects are positive for the Elliot option. Thank you for your consideration.

Sincerely,

Rick Coates
Executive Director
EcoRing

Response to EcoRing

Response to Comment 1: Edwards-Elliott Build Alternative

Thank you for providing your opinion that the Edwards-Elliott Build Alternative should be constructed due to the potential for increased use resulting from its proximity to other transit, SRJC, businesses, and government services as well as the resulting reduction in vehicle trips, air pollutants and vehicle miles traveled (VMT). The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Edwards Avenue Estates Homeowners' Association

Page 1 of 2



July 15, 2020

Caltrans, District 4
Elizabeth Nagle, Associate Environmental Planner
P.O. Box 23660
Oakland, CA 94623-0660

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

Re: Bicycle/Pedestrian Overcrossing

Dear Ms. Nagle:

This letter is on behalf of the Edwards Avenue Estates Homeowners' Association, serving 948 - 970 Edwards Avenue, Santa Rosa. The HOA strongly opposes the proposed Bicycle and Pedestrian Bridge Project connecting Elliott Avenue on the east side to Edwards Avenue on the west side of Santa Rosa. The Edwards Avenue route would span approximately where the bus stop is by Dick's Sporting Goods Store and cross the freeway to Elliott Avenue next to Santa Rosa Junior College. There are numerous reasons why we strongly oppose this location.

1. The bus stop is already a problem. Numerous buses, with the exception of the City bus, use this stop including Amtrak, buses that have no identifying marks, casino buses, and the MTA bus. Riders park their cars on Edwards Avenue, Dick's Sporting Goods or Patelco Credit Union parking lots and leave them there for extended periods while they go on the bus to casinos. Additionally, people waiting for the buses eat and drink while they're waiting and throw garbage on the ground because there's no garbage can!! There used to be but no-one took responsibility for emptying it, so it was removed. On occasion, homeless people have even set up camp in the bus stop. More traffic and congestion in this area would be a nightmare.
2. There is a large number of apartments in the neighborhood and insufficient parking for all the automobile owners. As a consequence, Edwards Avenue is always packed with cars, such that we can never have our street swept. The overflow cars are parked in Dick's Sporting Goods and Patelco Credit Union parking lots. Please drive by any time of the day or night and you will see full parking lots even when the businesses are closed. Dick's Sporting Goods has a sign warning people that they will be towed for illegal parking. When they start enforcing that or barricading the parking lot at night, the traffic problem will be horrendous.
3. It's sometimes almost impossible to get out of Edwards Avenue to turn on to Cleveland Avenue because of traffic. Most people cut through the parking lot at Dick's Sporting Goods and across the Macy's parking lot in order to use the traffic light there to access Cleveland. We definitely need a traffic light at Edwards and Cleveland Avenues. Any additional traffic will be impossible. We residents of Edwards Avenue already have too much congestion and traffic to deal with. We understand there is a parking problem at the Junior College, and undoubtedly a number of JC students will choose to park in our neighborhood and walk over the pedestrian bridge in a neighborhood ALREADY overrun with traffic, congestion, and insurmountable parking issues. The traffic swelled on Cleveland Avenue when a multitude of apartments was built on Jennings and surrounding areas. At peak traffic times it's not unusual to sit through 10 or more traffic light cycles to turn on to College from Cleveland. This will only exacerbate current traffic and parking issues.

Edwards Estates Homeowners Association -Box 6762, Santa Rosa, CA 95406

Edwards Avenue Estates Homeowners' Association

Page 2 of 2

4. The view of the overcrossing ending at Edwards Avenue by Dick's Sporting Goods will be an absolute eyesore for those of us living on Edwards Avenue. It's enough that we have to witness the garbage thrown on the ground at the bus stop without the added garbage that will undoubtedly be created from more traffic and more congestion. In addition, the area under the crossing will be an invitation for a homeless encampment, with the resultant garbage and drug abuse problems, in such close proximity to a residential area and major shopping center. Many of the residents in this neighborhood have young children living directly opposite where the proposed overcrossing will be. The crossing will be a huge temptation for young children to run across Edwards Avenue and over the crossing, creating an unsafe and dangerous situation. Furthermore, the sidewalk on the North side of Edwards Avenue ends a short distance to the West from the bus stop which precludes much walking from the "pedestrian" crossing. Pedestrians will be walking on Edwards Avenue, which may be very risky and dangerous.

- 6 The long-term impacts of this plan are extremely unfair and a real detriment to the residents who are already dealing with issues over which they have no control. We're also concerned about the short-term impact of this proposed project caused by prolonged periods of heavy construction, blocked streets, traffic delays, noise, heavy construction equipment, and vibrations to our homes caused by the construction on streets that are already badly in need of repaving.

- 7 Please consider the alternative location of **Bear Cub Way** for this bicycle/pedestrian crossing which is further south on Cleveland Avenue and located in a non-residential area. It will have far less negative consequences to the neighborhood. Thank you for your consideration.

Sincerely,

/s/ June Brown, Frank Haeg, Amy Brennan

June Brown, President; Frank Haeg, Treasurer; Amy Brennan, Secretary
Edwards Avenue Estates Homeowners' Association

Cc: District Supervisor, Lynda Hopkins (via email): District5@sonoma-county.org
Steve Soldis: [REDACTED]

Responses to Edwards Avenue Estates Homeowners' Association

Response to Comment 1: Bus stop on Edwards Avenue

Thank you for your comment regarding the bus stop on Edwards Avenue. The City, in partnership with Caltrans and SCTA, will continue to seek public input on the design of the proposed relocated bus stop on Edwards Avenue including trash collection facilities. The City has been working with Amtrak to move their service to downtown, which is expected to occur in the first half of 2021. The Mendocino Transit Authority (MTA) bus uses the existing bus stop on Edwards Avenue to connect with the Amtrak bus and would also reroute their service to connect downtown. 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: Parking

Caltrans notes the commenter's concern regarding parking on Edwards Avenue. Caltrans has considered the impacts on parking, please see Table G-1 for the response to **Common Comment "TRA-1, Parking."**

Response to Comment 3: Edwards and Cleveland Avenue Traffic Light

Caltrans notes the commenter's concerns regarding adding a traffic light at Edwards Avenue and Cleveland Avenue. Caltrans has considered the impacts on vehicular traffic at the Edwards Avenue/Cleveland Avenue intersection and has determined that the Project would not substantially increase vehicular traffic at the intersection. Please see Table G-1 for the response to **Common Comment "TRA-2, Traffic lights."**

Response to Comment 4: Aesthetics

Caltrans acknowledges the commenter's concerns regarding the aesthetics of the Project. The lower portions of the inclined approaches will be supported on retaining walls and vegetation will be incorporated along these retaining walls to improve the aesthetics and avoid having exposed walls (see AMM AES-2). Additional treatments will be decided during the design phase of the Project, including but not limited to, decorative textures/patterns, complementary color palette, and anti-graffiti coating (refer to AMM AES-2 in Chapter 3, Aesthetics of the IS/MND). See conceptual rendering below (Figure G-1). Where the structure is elevated it will be located directly adjacent to sidewalks and roadways. The Project will incorporate design elements to discourage the congregation of homeless within the Project area and these active areas would be generally unattractive for homeless encampments (see AMM PUB-1). Please see Table G-1 for the response to **Common Comment "PUB-1, Homeless concerns."**



Figure G-1: Edwards-Elliott Build Alternative Western Landing

Response to Comment 5: Sidewalks and pedestrian safety

Caltrans notes the commenter's concern regarding sidewalks and pedestrian safety. There is an existing six-foot-wide sidewalk along the north side of Edwards Avenue from Cleveland Avenue to Range Avenue. There are sidewalks on the south side of Edwards Avenue from Cleveland Avenue to the east to the mid-block point in the west, except for a gap in front of the apartments at 900 Edwards Avenue. The Project would construct a crosswalk on Edwards Avenue to provide direct access from the south side of Edwards Avenue to the western landing of the overcrossing to ensure safe crossing for residents and pedestrians.

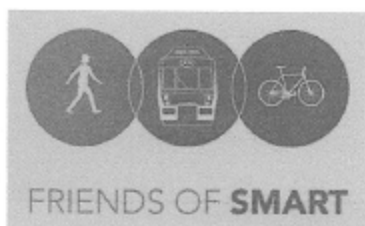
Response to Comment 6: Construction impacts

Caltrans notes the commenter's concern regarding short term construction impacts. Please see Table G-1 for the response to **Common Comment "CST-1, Construction duration."** As described in Chapter 3, Noise(b), of the IS/MND, the Project will implement a construction vibration monitoring plan to reduce the impact of groundborne vibration during construction to a less than significant level.

Response to Comment 7: Bear Cub Way Build Alternative preference

Thank you for providing your opinion that the Bear Cub Way Alternative should be considered due to its location in a non-residential area with less negative consequences to a neighborhood. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Friends of Smart
Page 1 of 2



Caltrans District 4
ATTN: Elizabeth Nagle, Associate Environmental Planner
P.O. Box 23660
Oakland, CA 94623-0660

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

Dear Ms. Nagle:

Friends of Sonoma Marin Area Rail Transit (SMART) is pleased to offer comments in support of the U.S. Highway 101 Bicycle and Pedestrian Overcrossing in Santa Rosa. We have reviewed the Proposed Mitigated Negative Declaration and find it accurate and complete. We urge you to grant environmental approval and construct the project.

Friends of SMART has advocated for a 101 overcrossing since SMART became a reality in 2008. The "Community Connector Bridge Advocacy Group" was formed in 2013 for the purpose of advocating for a bridge. Group membership included Friends of SMART, Sonoma County Transportation and Land Use Coalition, Neighborhood Alliance of Santa Rosa, Greenbelt Alliance, Sonoma County Conservation Action, Sonoma County Climate Protection Campaign, and Sonoma County Bicycle Coalition. We spent many hours negotiating with the President and Board of Santa Rosa Junior College, the City Planning Department, Design Review Board, City Council, and Coddling Enterprises regarding the best location for the crossing. We participated in several Community Open Houses regarding the 2018 Bicycle & Pedestrian Master Plan. We concluded that the Edwards-Elliot alignment is far superior to other options.

Here is a synopsis of our analysis: Highway 101 bifurcates Santa Rosa and makes east-west bicycle and pedestrian travel difficult and unsafe. Steele Lane/Guerneville Road and College Avenue—the two streets in the study area where crossing can be made—are heavily trafficked and do not have bike lanes in many sections. These are high-risk routes for pedestrians and cyclists. Crossing under the 101 viaduct at either of those locations requires competing with traffic that is turning onto or off of the freeway.

The overcrossing will connect three major activity centers: Santa Rosa Junior College, the Coddlingtown Mall and the Sonoma Marin Area Rail Transit (SMART) station. It is easy to understand why this overcrossing is a key component of both Sonoma County's and Santa Rosa's Bicycle & Pedestrian Master Plans.

Friends of Smart

Page 2 of 2

1

The study looks at two different crossing locations. From our perspective as advocates for SMART and active transportation, the Elliott-Edwards location has many advantages. The West end is closer to the train station and shopping areas. That proximity guarantees that it would receive much more use. This alignment is also safer. The Bear Cub Way location requires navigating the very busy entrance to the main parking garage and crossing the SRJC campus. By adding at least a half mile to the route, the Bear Cub alignment is useless for pedestrians who would walk between the SRJC campus or either the SMART station or the Mall. If we are going to reduce congestion and greenhouse gases, we must provide every opportunity to facilitate access to public transit.

Regardless of which alignment is chosen, the "no build" option is unacceptable. This overcrossing is long overdue.

Thank you for your consideration.

Sincerely,



Jack C. Swearengen, Chair
Friends of SMART

Cc: Steven Grover, Steven Grover & Associates
Chris Catbagan, Santa Rosa Transportation Planner
Santa Rosa City Council

Response to Friends of Smart

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 the potential for increased use resulting from its proximity to transit and businesses as well as safety considerations. Your concerns related to businesses as well as potential conflicts between users and vehicles within the SRJC campus are acknowledged. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Resilient Shore
Page 1 of 2



415 578 2392
Admin@ResilientShore.org

828 Mission Avenue
San Rafael, CA 94901

Caltrans District 4
ATTN: Elizabeth Nagle, Associate Environmental Planner
P.O. Box 23660
Oakland, CA 94623-0660

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

Dear Ms. Nagle:

Resilient Shore, the San Rafael based nonprofit project focused on sea level rise, flood risk reduction and transportation resiliency, is pleased to offer comments in support of the U.S. Highway 101 Bicycle and Pedestrian Overcrossing in Santa Rosa. We have reviewed the Proposed Mitigated Negative Declaration and find it accurate and complete. We urge you to grant environmental approval and construct the project.

Resilient Shore is committed to supporting projects that reduce dependence on greenhouse gas (GHG) emitting human systems. Transportation is a major source of GHG in California. The Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing supports active transportation options. By providing a safe pedestrian, bicycle and micro mobility linkage over the freeway, this project will reduce and in some cases, eliminate GHG emissions.

In an analysis of existing conditions by local mobility advocates: Highway 101 bifurcates Santa Rosa and makes east-west bicycle and pedestrian travel difficult and unsafe. Steele Lane/Guerneville Road and College Avenue—the two streets in the study area where crossing can be made—are heavily trafficked and do not have bike lanes in many sections. These are high-risk routes for pedestrians and cyclists. Crossing through the 101 interchanges at either of those locations requires competing with traffic that is turning onto or off of the freeway.

The overcrossing will connect three major activity centers: Santa Rosa Junior College, the Coddington Mall and the Sonoma Marin Area Rail Transit (SMART) station. It is easy to understand why this overcrossing is a key component of both Sonoma County's and Santa Rosa's Bicycle & Pedestrian Master Plans.

The study looks at two different crossing locations. From the perspective of local mobility advocates for SMART and active transportation, the Elliott-Edwards location has many advantages. The West end is closer to the train station and shopping areas. That proximity guarantees that it would receive much more use. This alignment is also safer. The Bear Cub Way location requires navigating the very busy entrance to the main parking garage and crossing the SRJC campus. By adding at least, a half mile to the route, the Bear Cub alignment is far less direct for pedestrians who would walk between the SRJC campus or either the SMART station or the Mall, greatly reducing its utility. If we are going to reduce congestion, GHG and

Together we can do this.

— ResilientShore.org
A Non-Profit Project

Resilient Shore

Page 2 of 2

and improve public health, we must provide every opportunity to encourage active transportation and facilitate access to public transit.

Regardless of which alignment is chosen, the “no build” option is unacceptable. This overcrossing is long overdue.

Thank you for your consideration.

Sincerely,

Jeffrey D Rhoads, RA LEED AP
Executive Director
Resilient Shore

Cc: Friends of SMART

Response to Resilient Shore

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 the potential for increased use resulting from its proximity to transit and businesses as well as safety considerations. Your concerns related to businesses as well as potential conflicts between users and vehicles within the SRJC campus are acknowledged. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Santa Rosa Southeast Greenway

Page 1 of 2



July 21, 2020
 Caltrans District 4
 ATTN: Elizabeth Nagle,
 Associate Environmental Planner
 P.O. Box 23660
 Oakland, CA 94623-0660

Dear Ms. Nagle

I first attended early planning sessions concerning the development of the Highway 101 overpass in 2010. Conversations revolved around the Jennings/Bear Cub/Elliott crossing possibilities. We all can recognize the danger of walking or biking from one side of town to another; particularly when it involves freeway on-ramps. It is imperative that we give residents the choice of a safe journey.

Having connectivity and safe travel will encourage more people to ride their bikes. Walking, while a healthy practice is the only mode of transportation for some and we must make it easy and convenient to support those who choose that mode of transit.

After much input from Committee members and bike riders we are supporting the decision made yesterday by the City Council to endorse the **Edwards to Elliott route** as the most practical overcrossing choice for the following reasons:

- Access to the overpass from Jennings and Herbert to Edwards can easily connect with the SMART trail going north to Guerneville Rd or south to downtown Santa Rosa.
- Elliott Avenue leads through the core of the SRJC campus
- Access to the southern areas of the campus can use the internal Planetary Way and Scholars Drive from Elliott.
- Elliott Avenue has become a practical bicycle route
- It is closer to the SMART train station and shopping areas and will service more residents
- The existing and planned development of housing and mixed-use properties to the North around Coddington center makes it a popular destination.
- It offers a safer route to downtown and points east.

While we very much want to see this plan come to fruition we see some drawbacks with the Bear Cub selection. Some of them are:

Santa Rosa Southeast Greenway

Page 2 of 2

- Connectivity is not as clear and may require additional expense to provide through passage to keep people off busy Cleveland Avenue
- It will not service as many people
- Exiting the campus at Pacific Avenue at the east side of campus is a very busy intersection, has many drivers leaving the parking garage and is not bike or pedestrian friendly.
- For those using the overpass who are not students, the campus walk is a dead zone with no amenities for users whereas, the Elliott Avenue area has destinations as well as services for users.

While we realize that construction will be disruptive while the over pass and ensuing pathways are built the end result will be a great benefit to all the residents in the area as well as the greater community- both cyclists and pedestrians.

We look forward to the selection process to move ahead quickly after all these years of discussion. Santa Rosa needs some enhanced east-west connectivity and we support the construction of this overcrossing.

Regards,



Thea Hensel Bob Gaiser
Co-Chairs, Santa Rosa Southeast Greenway

CC: Nancy Adams
Santa Rosa City Council

Response to Santa Rosa Southeast Greenway

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 connectivity with the SMART trail and points north and south, location in the SRJC campus and connectivity to bike routes, proximity to the SMART station and shopping areas, and proximity to developments in and Coddington and areas to the north. Your connectivity concerns related to the Bear Cub Way Build Alternative, servicing fewer users, potential conflicts at the Pacific Avenue entrance to the SRJC campus, and lack of service for users in this location are acknowledged. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Sonoma County Bicycle Coalition
Page 1 of 2



Promoting the bicycle for transportation and recreation

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Santa Rosa, CA 95402

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707-545-9153

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info@bikesonoma.org

WEB:
www.bikesonoma.org

July 15, 2020

Caltrans District 4
ATTN: Elizabeth Nagle, Associate Environmental Planner
P.O. Box 23660
Oakland, CA 94623-0660

Dear Ms. Nagle:

The Sonoma County Bicycle Coalition (SCBC) is pleased to offer these comments in support of the Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing. We have reviewed the Proposed Mitigated Negative Declaration and urge you to grant environmental approval and construct the project.

SCBC has advocated for a 101 overcrossing since at least 2003, as part of our vision of a bicycle-friendly county. In fact, we took legal action against Santa Rosa Junior College in 2004 regarding insufficient environmental review of a proposed parking garage; our 2005 settlement required them to contribute \$1 million toward construction of an overcrossing as well as necessary easements.

Highway 101 bifurcates Santa Rosa and makes east-west bicycle and pedestrian travel difficult and unsafe. The two streets in the study area where crossing can be made, Steele Lane/Guerneville Road and College Avenue, are heavily trafficked and do not have bike lanes for their entire length. (Bike lanes that stop and start are often more problematic than no lanes at all.) In addition, crossing under 101 at those locations involves crossing traffic that is turning onto or off of the freeway; heavy commute traffic combined with distracted driving makes crossing those intersections a scary proposition. This is a high-collision corridor.

This overcrossing is a key component of both Sonoma County's and Santa Rosa's Bicycle & Pedestrian Master Plans. It will connect Santa Rosa Junior College and Downtown Santa Rosa destinations with Coddington Mall and the Sonoma Marin Area Rail Transit (SMART) station.

The study looks at two different crossing locations. From the user perspective, the Elliott/Edwards location has many benefits. The west end

1

Sonoma County Bicycle Coalition
Page 2 of 2

is closer to the train station and shopping areas. It is also safer. The Bear Cub Way location requires navigating the very busy entrance to the main parking garage and crossing the SRJC campus.

Regardless of which alignment is chosen, the **“no build” option is unacceptable**. This overcrossing is long overdue.

Thank you for your consideration.

Sincerely,



Eris Weaver
Executive Director

Cc: Steven Grover, Steven Grover & Associates
Nancy Adams, Santa Rosa Transportation Planner
Santa Rosa City Council

Response to Sonoma County Bicycle Coalition

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 proximity to transit and businesses as well as safety considerations. Your concerns with the Bear Cub Way Build Alternative related to potential conflicts between users and vehicles within the SRJC campus are acknowledged. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

The Charles M. Schulz Museum & Research Center
Page 1 of 1



CHARLES M. SCHULZ
MUSEUM AND RESEARCH CENTER

July 24, 2020

Caltrans District 4

ATTN: Elizabeth Nagle,
Associate Environmental Planner
P.O. Box 23660
Oakland, CA 94623-0660

Dear Ms. Nagle:

The Charles M. Schulz Museum and Research Center would like to offer our comments in support of the Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing.

We have reviewed the Proposed Mitigated Negative Declaration and urge you to grant environmental approval and construct the project. It is important to work towards the City of Santa Rosa and the County of Sonoma's master plans.

There are other government entities working on developing high density developments in the area so there needs to be the infrastructure to support these developments with little parking.

1 Either overcrossing would work but we prefer the Elliott/Edwards location because it connects much more easily with mass transit in the area and with large attractions such as Coddington, The Charles M. Schulz Museum, Snoopy's Home Ice, and The Children's Museum of Sonoma County.

Thank you for your consideration.

Sincerely,


Gina Huntsinger
Museum Director
The Charles M. Schulz Museum & Research Center

Response to The Charles M. Schulz Museum & Research Center

Response to Comment 1: Edwards-Elliott Build Alternative preference

Thank you for providing your opinion that the Edwards-Elliott Build Alternative should be constructed due to its proximity to mass transit and other large attractions such as Coddington, The Charles M. Schulz Museum, Snoopy's Home Ice, and The Children's Museum of Sonoma County. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

RESPONSES TO COMMENTS: INDIVIDUALS

Almond, David

Page 1 of 1

From: David Almond [REDACTED]
Sent: Tuesday, July 21, 2020 7:42 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Bike/Ped Over-crossing Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi,

- 1 | I would like to voice my support for the construction of the proposed bike-pedestrian Hwy 101 overcrossing being proposed for Edward-Elliott street location in Santa Rosa.

As a bicyclist I frequently go from my house to downtown Santa Rosa. This requires crossing Hwy 1010 West to East, and I would be highly appreciative if CalTrans goes forward with this project.

Sincerely,
David Almond

[REDACTED]

Response to Almond, David

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. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Arkoff, Gary
Page 1 of 1

From: Gary Arkoff <[REDACTED]>
Sent: Tuesday, July 21, 2020 3:13 PM
To: Nagle, Elizabeth@DOT <[REDACTED]>
Subject: Bike bridge in Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle,

I have been commuting to work by bicycle for eight years now. I do so because it helps keep me in shape, saves money and saves the environment.

1

The route to my previous office would have been made safer and faster by either of the proposed 101 overcrossings. In the absence of a safe way to cross 101, I had to take a prolonged route for my ride home (going South from near Coddington to my home off Fourth Street).

To my mind, the decision to build a safe way for cyclists to cross the 101 a very easy one and I urge your support.

Warmly,

Gary Arkoff
Santa Rosa, CA

Response to Arkoff, Gary

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to provide a safer way for cyclists to cross U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Azimov, Erica
Page 1 of 2

From: Erica Azimov [REDACTED]
Sent: Tuesday, June 30, 2020 7:17:53 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Cc: Haeg Frank [REDACTED]
Subject: Santa Rosa U.S. Highway 101 Bicycle & Pedestrian Over-crossing

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern,

1 I have just attended the Zoom session for the Santa Rosa U.S. Highway 101 Bicycle & Pedestrian Overcrossing and I have some concerns about the possibility of the Edwards-Elliott Alternative. I own a home on Edwards Avenue that is across the street from where it looks like the crossing will begin and have concerns about how this will affect the residents that live on both the North and Southside of the street (there are apartments right next to Dicks that are not visible on the map they used in the presentation). I am concerned about the noise impact on the residence during construction, as well as the illumination of the bridge at night that will clearly be visible to those that live on the street. I am also concerned about the additional bicycle and pedestrian traffic with no traffic light at Edwards /Cleveland Ave or Range/Edwards. Furthermore, I have concerns 2 about the noise from those walking and riding over the bridge during all hours of the day and night. I feel that the Edwards-Elliott location would affect too many residences that live on Edwards Avenue and I feel that the 3 alternative location of Bear Cub Way, would be a lower impact as there are no private residences in that location.

Thank you,

Erica Azimov
[REDACTED]

Azimov, Erica
Page 2 of 2

From: Erica Azimov [REDACTED]
Sent: Monday, July 13, 2020 11:27 AM
To: District5@sonoma-county.org <District5@sonoma-county.org>; Nagle, Elizabeth@DOT [REDACTED]
Subject: Edwards Avenue Pedestrian Bridge Project Concerns

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Supervisor Lynda Hopkin and Elizabeth Nagle,

My name is Erica Azimov and I am a resident of Edwards Avenue in Santa Rosa. I am writing today to voice my concerns about the pedestrian/bicycle bridge over the 101-freeway that the city and Cal Trans are looking at possibly building on Edwards Avenue.

4 First, I am concerned about the environmental, long term impact on our neighborhood caused by the many bicyclists and pedestrians who will likely choose to park on and around Edwards Avenue and walk or cycle over the bridge to the Junior College or High School. The JC had a 2019 pre-COVID enrollment of more than 20,000 students. If just a few hundred, post-COVID JC students choose to park in our neighborhood and walk or bike over the pedestrian bridge, our neighborhood would be overrun with traffic, congestion, and parking issues.

5 Second, I am concerned about the short-term impact on our neighborhood caused by several years of construction, i.e., blocked streets, loud noise, large trucks, etc.

6 The alternative location for this pedestrian/bicycle bridge is on **Bear Cub Way**, which is farther south on Cleveland Avenue and is located in a non-residential area. I feel that this alternative location would be a better option as it is a non-residential area and would not directly affect those living in the neighborhood.

I would appreciate your support in urging the City of Santa Rosa and Cal Trans to choose the alternative route on Bear cub Way for the building of the pedestrian/bicycle bridge over the 101 freeway, as it would have a lower environmental impact on those who live in this neighborhood.

Thank you for your time.

Responses to Azimov, Erica

Response to Comment 1: Construction noise and bridge lighting

Thank you for providing your concerns regarding the effects of the Project on Edwards Avenue residents. For a discussion of noise during construction, refer to the Chapter 3, Noise(a). The Project includes a Construction Noise Control Plan (AMM NOI-1) which would limit construction hours, install “acoustic blankets”, locate noise-generating equipment away from residences, and require coordination with residents to schedule construction activities to minimize noise disturbance. Chapter 3, Aesthetics(d), identifies proposed AMMs including AMM AES-2 that requires lighting of the tower to use dark sky friendly lighting that is fully shielded, minimizes glare, reduces light trespass, and the amount of blue light in the nighttime environment.

Response to Comment 2: Traffic light at Edwards/Cleveland Avenue or Range/Edwards Avenue

Caltrans acknowledges your concern regarding the need for a traffic light in the vicinity of the Project. Please see Table G-1 for the response to **Common Comment “TRA-2, Traffic lights.”**

Response to Comment 3: Noise from pedestrians and bicyclists and Bear Cub Way Build Alternative preference

Caltrans acknowledges your concern about noise from both pedestrians and bicyclists. U.S. 101 is the predominant source of noise within the Project vicinity. Given the existing elevated ambient noise levels from vehicular traffic on U.S. 101, users of the overcrossing would not substantially change the ambient noise environment along Edwards Avenue. The overall noise environment would remain the same since the vehicles traveling along the U.S. 101 will continue to be the predominant source of noise within the Project vicinity (refer to Chapter 3, Noise, of the IS/MND).

Thank you for providing your opinion that the Bear Cub Way Build Alternative should be constructed due to concerns related to residences on Edwards Avenue. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Response to Comment 4: Parking Concern

Caltrans acknowledges the commenter’s concern regarding parking in the Project vicinity. Caltrans has considered the impacts on parking. Please see Table G-1 for the response to **Common Comment “TRA-1, Parking.”**

Response to Comment 5: Short term construction impacts

Caltrans acknowledges the commenter's concern regarding short term construction impacts on the community. Please see Table G-1 for the response to **Common Comment "CST-1, Construction duration."** Refer to Response to Comment 1 regarding construction noise.

Response to Comment 6: Support for the Bear Cub Way Build Alternative

Thank you for providing your opinion that the Bear Cub Way Build Alternative should be constructed. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Bahning, Tom and Duggan, Victoria
Page 1 of 1

From: Tom Bahning [REDACTED]
Sent: Thursday, July 23, 2020 9:43 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa Hwy 101 Bike/Pedestrian Bridge - Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle:

Thank You for the opportunity to comment on this project. We attended the public hearing (via zoom) on the Proposed Mitigated Negative Declaration.

We urge you to grant environmental approval and build this project. We favor the Elliott/Edwards alignment because:

- 1) The west end is closer to shopping areas, housing, and the SMART train station.
- 2) The east end avoids the busy entrance to the campus parking garage at the intersection of Mendocino Ave and Pacific Ave.

Regardless of which alignment is chosen, the “no build” option is not acceptable. This project is long overdue.

Regards,
Tom Bahning and Victoria Duggan

Sent from my iPhone

Response to Bahning, Tom and Duggan, Victoria

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 proximity to shopping, housing, and the SMART train station as well as its avoidance of the congested parking garage entrance on the SRJC campus at Mendocino Avenue and Pacific Avenue. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Bard, Jenny
Page 1 of 1

July 21, 2020

Caltrans District 4
ATTN: Elizabeth Nagle, Associate Environmental Planner
P.O. Box 23660
Oakland, CA 94623-0660

Dear Ms. Nagle:

As a former member of the City of Santa Rosa Bicycle and Pedestrian Advisory Committee and current board member of the Sonoma County Bicycle Coalition (SCBC), I wholeheartedly support the Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing. The bicycle and pedestrian overcrossing has long been a key component of the city's bicycle and pedestrian master plan and long-term vision for safe east-west bicycle routes and neighborhood and community connectivity. I urge you to grant environmental approval and construct the project.

As was noted in the SCBC letter, the organization has advocated for a 101 overcrossing since at least 2003, as part of our vision for a bicycle-friendly county. In fact, the organization took legal action against Santa Rosa Junior College in 2004 regarding insufficient environmental review of a proposed parking garage. The 2005 settlement required them to contribute \$1 million toward construction of an overcrossing as well as necessary easements. Since then, the Junior College has long recognized the importance of a bicycle and pedestrian overcrossing to provide a safe crossing for students over Highway 101.

The College and Steele Lane interchanges at Highway 101 are among the most dangerous for bicycles and pedestrians. In addition, crossing under 101 at those locations involves crossing traffic that is turning onto or off of the freeway; heavy commute traffic combined with distracted driving makes crossing those intersections extremely dangerous and stressful. Very few cyclists would ever consider riding on College or Steele under Highway 101, myself included.


The Highway 101 overcrossing is a key component of both Sonoma County's and Santa Rosa's Bicycle & Pedestrian Master Plans. It will connect Santa Rosa Junior College and Downtown Santa Rosa destinations with Coddington Mall and the Sonoma Marin Area Rail Transit (SMART) station. It will connect the neighborhoods surrounding Santa Rosa Junior College (Ridgway, North Junior College, and Junior College) with services to the west of Highway 101, and allow any cyclist traveling east west north of downtown, in particular, a safe alternative to travel across the city. There is currently no safe crossing east-west for cyclists north of 9th Street.

1 Of the two crossing locations, the Elliott/Edwards location has the most benefits to users. The west end is closer to the train station and shopping areas. It is shorter and also safer. The Bear Cub Way location requires navigating the very busy entrance at Pacific Avenue to the main parking garage and crossing the SRJC campus. When Dick's Sporting Goods was approved, the bicycle community was very concerned about the impact on a future landing for the bicycle and pedestrian overpass on Edwards. The city assured the community that approval of the project would not compromise the future building of the project in that location. Any challenges by Dick's Sporting Goods should be seen as a violation of the terms of the approval of their store.

Regardless of which alignment is chosen, the "no build" option is unacceptable. This overcrossing is long overdue, is critically needed and will save lives.

Please grant environmental approval to allow our community a safe crossing over Highway 101.

Thank you for your time.

Jenny Bard


Response to Bard, Jenny

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 proximity to the train station and shopping as well as safety considerations. Your concerns with the Bear Cub Way Build Alternative related to crossing the congested entrance to the main SRJC parking garage at Pacific Avenue and the need to cross the SRJC campus are acknowledged. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Barnett, Cherie
Page 1 of 1

From: Cherie Barnett [REDACTED]
Sent: Wednesday, July 22, 2020 10:25 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Support for the Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing.

EXTERNAL EMAIL. Links/attachments may not be safe.

Good morning Ms. Nagle,

As a lifelong resident of Santa Rosa and as someone who depends on biking as my main form of transportation I want to submit my full support for the Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing on Elliot Ave.

Presently, I have to either ride under the 101 freeway on Steele Lane (a white knuckling experience every time while I grit my teeth as cars breeze next to me in what I call the "your too close" zone).

Alternatively I can ride down College Ave and tempt fate there as well.

1 | The idea that a bicycle and pedestrian overcrossing on Elliot Ave could happen in my lifetime is kind of a dream come true. The difference in safety and ease of access is off the charts. I'd be switching from a high traffic/freeway on ramp location to a residential street and a car free over crossing. The landing from the Elliot Ave launch point is close to residential streets and major retail. Bear Cub way is not as optimal but I'll take either option over the project not going forward.

While I'm just one resident of the City of Santa Rosa this project will benefit thousands. It is my hope to see Caltrans grant environmental approval.

Thank you,

--
Cherie Barnett
[REDACTED]

Response to Barnett, Cherie

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 perceived safety, proximity to residential streets and major retail. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Birdlebough, Stephen C.
Page 1 of 3

COMMENTS ON INITIAL STUDY — SANTA ROSA U.S. HIGHWAY 101 BICYCLE & PEDESTRIAN OVERCROSSING — WITH PROPOSED MITIGATED NEGATIVE DECLARATION

By Stephen C Birdlebough

Pages iv & 1-1: The stated **Purpose and Need** for the project is: "to accommodate and provide safe access to bicyclists and pedestrians in areas east and west of U.S. 101 in the northern half of Santa Rosa."

Comment: The location selected for the proposed bridge is an important factor in meeting its purpose and need. A facility that is inconvenient will be avoided, perceived as a safety risk and little used. To be successful, overcrossings must be sited on logical walking and bicycling routes, and must be easily accessed from the surrounding network. The most significant pedestrian/bicycle travel patterns can be understood through discussions with the local walking and bicycling community.

References:

Anciaes, *Estimating preferences for different types of pedestrian crossing facilities*, <https://www.sciencedirect.com/science/article/pii/S1369847816303369>
Renfro, *Pedestrian/Bicycle Overcrossings: Lessons Learned*, p. 29 http://web.pdx.edu/~jdill/Files/Renfro_Bike-Ped_Overcrossings_Report.pdf
SRTS Guide: *Pedestrian & Bicycle Bridges & Tunnels*, <http://guide.saferoutesinfo.org/engineering/>

Page 2-1, Item 2.2 — The **PROJECT LOCATION** states in part: "The Project is north of College Avenue near the SRJC, Santa Rosa High School (SRHS), and Coddington Mall."

Comment: Since one of the alternative project sites is beyond an easy walking distance both from the Coddington Mall and from the SRJC, it would be more accurate to state: "The Project's alternative sites are between the Steel Ln./Guerneville Rd. and College Av. Interchanges." Note that the area to the west of the project is considered a "community of concern," and the areas on both sides of the project score in the lower 51-75 percentiles on Calenviroscreen.

References: Figures 3-7 & 3-8, at: https://srcity.org/DocumentCenter/View/24312/Bicycle-and-Pedestrian-Master-Plan-Update-2018-final-version_PRINT

Page 2-3, Figure 2.3-1 — **Pedestrian access points** are at each end of the ramps leading up to the bridge over the highway. A pedestrian on Cleveland Ave. or Armory Dr. would need to walk a considerable distance away from the "line of desire" to reach the nearest ramp, and then reverse course. People on foot do not favor such routes.

Birdlebough, Stephen C.

Page 2 of 3

2 **Comment:** It is likely that pedestrians will want to minimize walking distances by using stairways to climb or descend from the bridge at Cleveland Ave. and at Armory Drive. In order to maximize usage of the bridge by pedestrians, and increase perceptions of personal safety, such stairways should be considered for inclusion in the final design of the project.

References:

UNC, Pedestrian Bridges: Connecting People with Communities, <https://ced.sog.unc.edu/pedestrian-bridges-connecting-people-with-communities/>
Moreland, <http://www.mikeontraffic.com/pedestrian-bridge-safety-vs-convenience/>

3 **Comment:** It is also likely that pedestrians will want a safe pathway west of the bridge's landing on Edwards Ave. Currently, the sidewalk does not extend to Range Ave. The City might find it expeditious to adopt a 20 MPH speed limit in that area for the safety of cyclists as well as pedestrians. It may become feasible to enact low speed limits for urban streets soon.

Reference:

NACTO, *City Limits, Setting Safe Speed Limits on Urban Streets* https://nacto.org/wp-content/uploads/2020/07/NACTO_CityLimits_Spreads.pdf

Page 3-9, Item d, — Less Than Significant Impact — Lighting

4 **Comment:** Neighbors have expressed concern about lighting on the pathway along Edwards Avenue. It would be advisable to address this issue, possibly by a final design that locates downward-shining lights about 40 inches above the approach path, and using solid side-panels that reflect all artificial light onto the pathway.

Reference:

Asymmetric Lens, <https://www.dwwindsor.com/projects/garda-lights-the-way-on-safer-railway-crossing/>

Page 3-34, — City of Santa Rosa Bicycle & Pedestrian Master Plan

5 **Comment:** In order to further the goals of the Bicycle & Pedestrian Master Plan, the proposed bridge must be located so as to "be "accessible and comfortable for people of all ages and abilities to use," expand the bicycle-pedestrian network, and "support a culture of walking and biking." There is a strong consensus, including the Santa Rosa City Council, the Santa Rosa Junior College Board, and the Sonoma County Bicycle Coalition that the Elliott/Edwards location furthers these goals, and that the Bear Cub location does not.

Reference:

Santa Rosa City Council Meeting of July 21, 2020 (Video starting at 1:14 pm) — Study Session on US Highway 101 - Bicycle & Pedestrian Bridge Overcrossing, <http://santa->

Birdlebough, Stephen C.
Page 3 of 3

rosa.granicus.com/MediaPlayer.php?view_id=2&clip_id=2076

- 5 A bridge that attracts users—both pedestrians and cyclists—will be an implementation of the plan that will feel safe for users. The location of any public space, as well as its environment determines how people use it. If it is accessible, attractive, and well populated, the bridge can attract a range of users. In contrast, a largely vacant bridge, where a person walking alone needs to worry about approaching strangers is likely to be under-used.

Reference:

Pacheco, How “Eyes on the Street” Contribute to Public Safety, <https://thecityfix.com/blog/how-eyes-on-the-street-contribute-public-safety-nossa-cidade-priscila-pacheco-kichler/>

Responses to Birdlebough, Stephen C.

Response to Comment 1: Project Location and Environmental Justice Communities

Thank you for your opinion that one of the Build Alternatives is beyond a reasonable walking distance to Coddington Mall and SRJC. Your comment is noted for the record and will be considered as part of the decision-making process on the Project. In deciding on potential alternative locations for the overcrossing, Caltrans evaluated and determined that both Build Alternatives presented in the IS/MND are located within one half-mile of these locations. The local walking and bicycling community has provided input on the Project that will be considered as part of the decision-making process on the Project.

A Community Impact Assessment (June 2020) was prepared for the Project which identified Environmental Justice (EJ) communities on the west side of U.S. 101 adjacent to the Build Alternatives. The Community Impact Assessment identified that there will be temporary construction impacts associated with noise and vibration. Since the noise and vibration impacts would be temporary, and proper noise and vibration Project Features, AMMs, and MMs would be incorporated to reduce these impacts, there would be no greater impacts to EJ communities due to the Project in consideration of EO 12898. Based on the above discussion and analysis, the Project would not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of EO 12898 (refer to Chapter 3, Noise, of the IS/MND).

Response to Comment 2: Pedestrian access points

Thank you for your comment regarding additional access points to the overcrossing. The Project design team, together with SRJC staff and the SRJC design consultants, has preliminarily explored staircase options on the east side of US 101. Based on anticipated pedestrian demand and circulation on the SRJC campus, SRJC anticipates that a staircase near the intersection of Elliott Avenue and Armory Drive would not be frequently used. Pedestrian activity on Armory Drive is expected to remain low due to the design of future SRJC buildings, as well as the location of pathways and building entrances which intends to direct pedestrian activity towards the center of campus rather than towards Armory Drive.

The Project design team also studied staircase layout options on the west side of U.S. 101. However, due to the limited amount of right of way available at the Dick's and Patelco property, a staircase cannot be added without acquiring additional right of way.

Based on these considerations, shortcut stairways are not anticipated to be included in the final Project design.

Response to Comment 3: Safe pathways

Caltrans acknowledges the commenter's concern regarding safe pathways west of the bridge touchdown. There is an existing, 6-foot-wide sidewalk along the north side of Edwards Avenue from Cleveland Avenue to Range Avenue. There are no current plans to reduce the 25-mph speed limit on Edwards Avenue. The City will consider a speed limit lower than 25-mph for Edwards Avenue when the California Vehicle Code (Section 22352) allows a lower speed limit (15 mph) for areas other than alleys and near schools. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Response to Comment 4: Lighting

Chapter 3, Aesthetics(d), of the IS/MND, discusses proposed lighting for the Project that includes lights in the overcrossing railings, and at touchdown areas, and approaches that would be directed toward the bicycle/pedestrian path.

Response to Comment 5: Support for the Edwards-Elliott Build Alternative

Thank you for providing your opinion that the Edwards-Elliott Build Alternative should be constructed due to support from various stakeholders and its greater accessibility. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Barocco, Janet

Page 1 of 1

From: Janet Barocco [REDACTED]
Sent: Monday, June 29, 2020 2:11 PM
To: Nagle, Elizabeth@DOT
Subject: Bicycle/Pedestrian 101 Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle,
I received notice about Zoom meeting tomorrow and hope to tune in.

We in the Jennings Avenue area west of the tracks have worked hard to get an east/west Pedestrian/Bicycle rail crossing that would allow safe, easy access to the 101 Overcrossing. The crossing has been stalled for years making it more dangerous and time consuming for us on the west side to get east of the tracks, because we must cross busy Guerneville Road to do so. What is the status of the proposed Jennings Ave rail crossing? We would also like to know what the status is of proposed Bicycle Boulevard on Jennings Avenue?

thank you,
Janet Barocco

Response to Barocco, Janet

Response to Comment 1: Jennings Avenue Railway Crossing Project

The Jennings Avenue Railway Crossing Project is another integral piece of the City's Bicycle and Pedestrian Master Plan update 2018 for the north part of Santa Rosa. The railway crossing project aims to provide accessibility to the Sonoma-Marín Area Rail Transit (SMART) trail, local schools, commercial businesses, social services, and employment centers, additionally it would allow greater access to the Project. The City recognizes the strong community support for this railway crossing. The most recent update is that the California Public Utilities Commission (CPUC) granted the City a two-year extension to build the Jennings Avenue at grade crossing Project, which expires in September 2021. An extension of the Jennings Avenue bicycle boulevard west of the rail tracks is planned once the railway crossing is complete. There is currently no funding in the City's Capital Improvement Program to further study or implement the Jennings Avenue bicycle boulevard west of the rail tracks.

Bortolotto, Liz
Page 1 of 1

From: liz bortolotto [REDACTED]
Sent: Thursday, July 23, 2020 9:00 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Highway 101 Bike/Pedestrian Overcrossing comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

1

I am a Santa Rosa resident and I want to add my strong preference for the Elliott option for a Highway 101 Bike/Pedestrian overcrossing. An overcrossing is in both the city and the county's bicycle and pedestrian master plans. This is by far the preferable choice. The Bear Cub Way option is too near the SRJC parking garage and campus (and its traffic). The Elliott option is near downtown or the SMART train (I ride downtown to take the train). Its the better solution for a walkable option.

The current options (no overcrossing) are harrowing for cyclists. They are either narrow or have high traffic density. Some are almost impossible for pedestrians (Steele Lane).

Please consider these comments as you make your decisions. Thank you for your consideration.

Best Regards,

Liz Bortolotto
[REDACTED]

Response to Bortolotto, Liz

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 proximity to the SMART train and greater walkability. Your concerns regarding the Bear Cub Way Alternative being too close to the SRJC parking garage and campus traffic is acknowledged. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Bray, Jim
Page 1 of 1

From: Jim Bray [REDACTED]
Sent: Friday, June 26, 2020 9:42 AM
To: Nagle, Elizabeth@DOT
Subject: Bicycle/Pedestrian overpass

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I am writing to provide you with input about the proposed overpass over 101. I personally think it is a very expensive and unnecessary project. Especially during this time of pandemic and the ensuing fiscal disaster that is confronting our State/City, these types of projects of limited merit, should be mothballed until financial order can be restored. It will be years before State and local finances can provide the funds that this unnecessary project will require. In the interim, it would behoove the state and local officials to improve the existing bike and pedestrian crossings. This can be accomplished with a much lower price tag and provide immediate solutions to a problem that is not pressing.

Thanks

Jim Bray

[REDACTED]

[REDACTED]

Response to Bray, Jim

Response to Comment 1: Support for the No Build Alternative

Thank you for providing your opinion that the Project should not be constructed due to the cost. The Project is a key component of both the County's and City's Bicycle and Pedestrian Master Plans and provides a safer connection for bicyclists and pedestrians between regional transit services, businesses, residences, and the SRJC/SRHS campuses. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Brown, Jeffrey
Page 1 of 1

From: Jeff Brown [REDACTED]
Sent: Friday, July 24, 2020 7:13 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle,

As a resident of the Santa Rosa Junior College neighborhood I feel the Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing would help reduce the traffic congestion that the Junoir Collage creates.

The Sonoma County Bicycle Coalition (SCBC) is pleased to offer these comments in support of the Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing. We have reviewed the Proposed Mitigated Negative Declaration and urge you to grant environmental approval and construct the project.

SCBC has advocated for a 101 overcrossing since at least 2003, as part of our vision of a bicycle-friendly county. In fact, we took legal action against Santa Rosa Junior College in 2004 regarding insufficient environmental review of a proposed parking garage; our 2005 settlement required them to contribute \$1 million toward construction of an overcrossing as well as necessary easements.

Highway 101 bifurcates Santa Rosa and makes east-west bicycle and pedestrian travel difficult and unsafe. The two streets in the study area where crossing can be made, Steele Lane/Guerneville Road and College Avenue, are heavily trafficked and do not have bike lanes for their entire length. (Bike lanes that stop and start are often more problematic than no lanes at all.) In addition, crossing under 101 at those locations involves crossing traffic that is turning onto or off of the freeway; heavy commute traffic combined with distracted driving makes crossing those intersections a scary proposition. This is a high-collision corridor.

This overcrossing is a key component of both Sonoma County's and Santa Rosa's Bicycle & Pedestrian Master Plans. It will connect Santa Rosa Junior College and Downtown Santa Rosa destinations with Coddington Mall and the Sonoma Marin Area Rail Transit (SMART) station.

The study looks at two different crossing locations. From the user perspective, the Elliott/Edwards location has many benefits. The west end - 2 - is closer to the train station and shopping areas. It is also safer. The Bear Cub Way location requires navigating the very busy entrance to the main parking garage and crossing the SRJC campus.

Regardless of which alignment is chosen, the "no build" option is unacceptable. This overcrossing is long overdue. Thank you for your consideration.

Sincerely,
Jeffrey T. Brown

Response to Brown, Jeffrey

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 proximity to transit and businesses as well as safety considerations. Your concerns with the Bear Cub Way Build Alternative related to potential conflicts between users and vehicles within the SRJC campus are acknowledged. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Brown, June
Page 1 of 2

From: June Brown [REDACTED]
Sent: Monday, July 13, 2020 11:49 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Cc: District5@sonoma-county.org <district5@sonoma-county.org>
Subject: Edwards Avenue Pedestrian Bridge Project Concerns

EXTERNAL EMAIL. Links/attachments may not be safe.

I am very concerned and opposed to the proposed Bicycle and Pedestrian Bridge Project attaching the east side to the west side of Santa Rosa connecting at **Edwards Avenue**. The Edwards Avenue route would start approximately where the bus stop is by Dick's Sporting Goods Store and cross the freeway to Elliot next to Santa Rosa Junior College. The bus stop by Dick's Sporting Goods is already a problem and I cannot fathom the rationale for placing it there. The previous bus stop was further down Edwards Avenue and was serviced only by the City bus. Now the City bus is the ONLY one that DOES NOT stop at the Edwards Avenue bus stop - but every other bus does. We now have the Amtrak bus, unmarked buses that we have no idea what they are, casino buses, and the MTA bus. People will park their cars on Edwards Avenue, Dick's Sporting Goods, or Patelco Credit Union and leave them there all day while they go on the bus to the casinos. Additionally, people waiting for the buses eat and drink while they're waiting for their buses and all the garbage gets thrown on the ground because there's no garbage can!! There used to be but no-one seemed to know who was responsible for emptying it, so it was removed. We've even had homeless people set up camp in the bus stop. More traffic and congestion to this area would be a nightmare. There are a number of apartments in the neighborhood and insufficient parking for all the car owners. As a consequence, both sides of Edwards Avenue are always packed with cars and the overflow also parks in Dick's Sporting Goods and Patelco Credit Union parking lots. Please drive by any time of the day or night and you will see full parking lots even when the businesses are closed. Dick's Sporting Goods has a sign warning people that they will be towed for illegal parking. When they start enforcing that or barricading the parking lot at night, I dread to think what will happen to all the traffic.

It's sometimes almost impossible to get out of Edwards Avenue to turn on to Cleveland Avenue because of the heavy traffic. Most people cut through the parking lot at Dick's Sporting Goods, and across the Macy's parking lot in order to use the traffic light there to access Cleveland. WE NEED A TRAFFIC LIGHT AT EDWARDS AND CLEVELAND.

We residents of Edwards Avenue already have more than enough congestion and

Brown, June
Page 2 of 2

4 traffic to deal with. Undoubtedly, a number of JC students will likely choose to park in
our neighborhood and walk over the pedestrian bridge in a neighborhood ALREADY
5 overrun with traffic, congestion, and insurmountable parking issues. The long-term
impacts of this plan are extremely unfair and a real detriment to the residents who are
already dealing with too much inconvenience. I'm also concerned about the short-
term impact of this proposed project caused by years of heavy construction, blocked
streets, traffic delays, noise, heavy construction equipment, and vibrations to our
homes caused by the construction. The streets are already badly in need of repaving
so I hope that was taken into consideration when drafting this plan.

6 Please consider the alternative location of **Bear Cub Way** for this bicycle/pedestrian
crossing which is further south on Cleveland Avenue and located in a non-residential
area. It will have far less negative consequences to the neighborhood.

Sincerely,

June Brown



Responses to Brown, June

Response to Comment 1: Bus stop on Edwards Avenue

The Project will move the existing bus stop on Edwards Avenue closer to the Patelco Credit Union and intersection with Cleveland Avenue. The City has been working with Amtrak to move their service to downtown, which is expected to occur in the first half of 2021. The Mendocino Transit Authority (MTA) bus uses the existing bus stop on Edwards Avenue to connect with the Amtrak bus and would also reroute their service to connect downtown. The City, in partnership with Caltrans and SCTA, will continue to seek public input on the design of the relocated bus stop on Edwards Avenue including trash collection facilities. Please see Table G-1 for the response to **Common Comment “PUB-1, Homeless concerns.”** 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: Parking

Caltrans notes the commenter’s concern regarding parking on Edwards Avenue. Caltrans has considered the impacts on parking, please see Table G-1 for the response to **Common Comment “TRA-1, Parking.”**

Response to Comment 3: Edwards and Cleveland Avenue traffic light

Caltrans notes the commenter’s concerns regarding adding a traffic light at Edwards Avenue and Cleveland Avenue. Caltrans has considered the impacts on vehicular traffic at the Cleveland Avenue and Edwards Avenue intersection and, in consultation with the City, has determined that the Project would not substantially increase vehicular traffic at the intersection. Please see Table G-1 for the response to **Common Comment “TRA-2, Traffic lights.”**

Response to Comment 4: Neighborhood congestion

The Project is intended to allow non-vehicular access across U.S. 101 for pedestrians and bicyclists. As a multi-modal improvement, the Project is not anticipated to result in a significant number of vehicular trips. Please see Table G-1 for the responses to **Common Comments “TRA-1, Parking” and “TRA-2, Traffic lights.”**

Response to Comment 5: Short-term construction impacts

Caltrans notes the commenter’s concern regarding short-term construction impacts. Please see Table G-1 for the response to **Common Comment “CST-1, Construction duration.”** As described in Chapter 3, Noise(b), of the IS/MND, the Project will implement a construction vibration monitoring plan to reduce the impact of groundborne vibration during construction to a less than significant level.

Response to Comment 6: Bear Cub Way Build Alternative preference

Thank you for providing your opinion that the Bear Cub Way Build Alternative should be constructed for the reasons included in your comment letter. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Bush, Steve
Page 1 of 1

From: Steve Bush [REDACTED]
Sent: Tuesday, July 21, 2020 7:41 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Pedestrian bridge across 101

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Ms. Nagle,

1 | I am writing in support of the proposed pedestrian bridge across 101 in Santa Rosa. I am a cyclist and a SMART train commuter and having that bridge will provide a much safer means of getting to that side of town to shop and catch the train. I am 100% behind this project and look forward to its completion. Thank you for all your efforts and hard work.

Steve Bush

--

Steve Bush
Kindergarten Teacher
Sonoma Country Day School

“Actions express priorities,” Mahatma Gandhi

Response to Bush, Steve

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to provide a safer option to access the SMART station and shopping on the west side of U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Buss, Autumn
Page 1 of 1

From: Autumn Buss [REDACTED]
Sent: Thursday, July 16, 2020 1:13 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Hwy 101 Bike/Ped Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

1 | I would like to express my strong support for the construction of the Highway 101 Bike/Ped Bridge in Santa Rosa. I have a slight preference for the Elliot-Edwards Alternative, but in general it is most important to me that the bridge be built, as soon as possible. We residents are desperate for a safe crossing of Hwy 101 for bicyclists and pedestrians in north Santa Rosa. The "No-Build" option is NOT acceptable!

Thank you,
Autumn Buss

[REDACTED]
[REDACTED]

Response to Buss, Autumn

Response to Comment 1: Support for the Edwards-Elliott Build Alternative

Thank you for providing your opinion that the Project should be constructed and your preference for the Edwards-Elliott Build Alternative. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Caplan, Meredith
Page 1 of 1

From: Meredith Caplan [REDACTED]
Sent: Tuesday, July 21, 2020 7:25 PM
To: Nagle, Elizabeth@DOT [REDACTED] >
Subject: Re: 101 Bike/Ped Overcrossing--Thank you!

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Elizabeth Nagle,

I am writing to thank you for planning the building of the Bike/Pd Overcrossing on Elliot Avenue. I have been waiting for this for over twenty years. It will be a much safer way to get from the Jr. College area to the mall and the Smart Train station. We are a bicycle and mass transit family, so this is a godsend for us.

Thank you!! Meredith Caplan, Teacher in Santa Rosa

Response to Caplan, Meredith

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 to provide safer access from the Junior College neighborhood to Coddington Mall and the SMART train station. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Ceniceroz, Greg
Page 1 of 1

From: Greg Ceniceror [REDACTED]
Sent: Tuesday, July 21, 2020 11:50 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: 101 overcrossing to Santa Rosa JC

EXTERNAL EMAIL. Links/attachments may not be safe.

- 1 I support the Elliott/Edwards overcrossing and think this is necessary for bike and ped safely.
Greg Ceni

Response to Ceniceroz, Greg

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 to increase bicycle and pedestrian safety. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Chan Family
Page 1 of 1

From: [REDACTED]
Sent: Tuesday, July 14, 2020 5:07 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Pedestrian/bicycle bridge over 101 freeway

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Elizabeth Nagle,

1 | This is Chan's Family resides at [REDACTED] since 2003. My family concerns about the environmental, crimes and parking if the City of Santa Rosa and Cal Trans are planning to build a pedestrian/bicycle bridge over the 101 freeway attaching the west side of Santa Rosa to the East side. This will be long term impact direct to our neighborhood. The Chan's family will disagree this project and I do believe others residents will also agree.

Thank you,

The Chan's family.

Response to Chan Family

Response to Comment 1: Concerns on crime and parking and support for the No-Build Alternative

Thank you for providing your opinion that the Project should not be constructed for the reasons included in your comment letter. Caltrans acknowledges the commenter's concerns regarding crime and parking. Please refer to Table G-1 for responses to **Common Comments "PUB-2, Crime" and "TRA-1, Parking."** Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Chasen, Julie
Page 1 of 1

From: Julie C. [REDACTED]

Sent: Tuesday, July 21, 2020 1:46 PM

To: Nagle, Elizabeth@DOT [REDACTED]

Subject: bike/pedestrian bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Caltrans,

1 | I am just writing to express my strong support for a bike pedestrian bridge over highway 101. This is an extremely important project that will enable people to safely cross the highway. I look forward to seeing this project happen in the near future.

Thank you,

Julie Chasen
Santa Rosa, CA

Response to Chasen, Julie

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to increase safety for users crossing U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Clark, Benjamin L.
Page 1 of 1

From: Benjamin L. Clark [REDACTED]
Sent: Tuesday, July 21, 2020 4:27 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa bicycle/ped bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Elizabeth,

I'm writing in support of a bicycle/ pedestrian bridge over the 101 in Santa Rosa. As a bicycle commuter in Santa Rosa, from roughly Hwy 12 and Calistoga Rd, to the Schulz Museum, where I'm employed, the scariest stretch is on Steele Lane and crossing under the 101. Especially in the evenings when traffic is higher, and there are longer stretches where, because of no bike lanes, I'm forced to ride among drivers eager to get onto the southbound 101. Once under the overpass, where the bike lane begins, it's much safer.

Last August, I was hit by a car while cycling at 4th Ave. and Brookwood on my morning commute. I still get more nervous riding on Steele Lane than when I pass that spot where I broke my shoulder and hand, left bleeding by a hit-and-run driver.

So, please add this much-needed infrastructure, expanding safe routes for Sonoma County's cyclists doing their part to reduce emissions and be active. We love cycling and safer infrastructure encourages more people to get on a bike. Study after study have shown this to be the case. Increasing infrastructure for safe cycling is a great investment in our community.

<https://bicycle-research.ucdavis.edu/research/bicycle-infrastructure/>

Thank you,
Benjamin L Clark

Response to Clark, Benjamin L.

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to increase safety and reduce air pollutant emissions. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Coish, Debi
Page 1 of 1

From: Debi Coish [REDACTED]
Sent: Tuesday, July 21, 2020 11:44 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: BIKE & PEDESTRIAN CROSSING OVER HWY 101 in Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

REASONS FOR:

1

- Crossing under 101 at College Ave or Steele Lane is dangerous for cyclists.
- This is a high-traffic, high-collision corridor.
- The overcrossing is in both the city and the county's bicycle & pedestrian master plans.
- It provides vital links between downtown, SRJC, Coddington, and the SMART station.
- The Elliott option is closer to SMART and Coddington.
- The Bear Cub Way option requires navigating the busy entrance to the SRJC parking garage and crossing campus.

Debi Coish
[REDACTED]
[REDACTED]

Response to Coish, Debi

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to allow for safer crossing of U.S. 101, to implement local bicycle and pedestrian master plans, and to link SRJC to Coddington and the SMART train station. Your preference for the Edwards-Elliott Build Alternative due to its perceived proximity to the mall and train station and your concerns regarding the Bear Cub Way Build Alternative related to potential conflicts between users and vehicles within the SRJC campus are acknowledged. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Copestakes, Vesta
Page 1 of 2

From: Vesta Copestakes [REDACTED]
Sent: Tuesday, July 21, 2020 12:07 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: HIGHWAY 101 BIKE/PED OVERCROSSING

EXTERNAL EMAIL. Links/attachments may not be safe.

Please approve the Edwards-Elliot route for the over-crossing because it has greater access to pedestrian/bicycle access for the higher-density neighborhoods on the west side of 101 that lead to the SRJC campus and therefore the SR high school campus as well.

1 The intersection at Steele Lane at Hwy 101 is dangerous for bicyclists and pedestrians yet it is the most commonly taken route because it's so centrally located. People can find their way to their destinations (once they cross under Hwy 101) - mostly the two schools through neighborhoods on the east side - which is a problem for the neighbors. If they cross at Elliot they will be coming through Coddington to reach Edwards which is MUCH safer than Steele Lane.

2 If you don't live here you might think the Bear Cub access makes more sense because it enters the athletic fields, etc of the two adjoining campuses - BUT - when you DO LIVE HERE you know how people walk and ride to get from the west to the east side to go to school. Once they have crossed the highway they are basically on campus so can easily find their way to where they need to go THROUGH the two school campuses.
Making it easy to find and easy to use is essential to getting this over-crossing used. Please make it easy AND SAFE for our students and those who choose to commute by bicycle and foot

Thank you for your consideration.

Copestakes, Vesta
Page 2 of 2



Vesta Copestakes, publisher
Sonoma County Gazette
BUILDING COMMUNITY
<http://www.sonomacountygazette.com/>



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Responses to Copestakes, Vesta

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 since it provides greater bicycle and pedestrian access from high-density residential development on the west side of U.S. 101 to the SRJC and SRHS campuses on the east side of U.S. 101. Your opinion that this alternative would be safer than using the existing Steele Lane undercrossing is also acknowledged. 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: Access and ease of use

Thank you for providing your opinion that the Edwards-Elliott Build Alternative would provide easier access to both SRJC and SRHS and would have greater use. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Cortez, Heriberto
Page 1 of 1

From: eri cortez [REDACTED]
Sent: Thursday, July 23, 2020 4:54 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Pedestrian/bicycle bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Good afternoon,

- 1 | I live on Edwards Ave and been here for the past 5 years. I enjoy my neighborhood a lot. I'm very concerned of the new plan that city of Santa Rosa has for our street. My main concern is parking . We already have a lot of neighbors that park their vehicles on Edwards. If they put in this new bicycle route then these people will park their vehicles on our street and leave us to
- 2 | find parking on a different street which I will not be happy about . Plus I think it's will bring more Traffic and the possibility more crime to our neighborhood.
- 3 | I think the best option we have here is for the city to used Bear Club Way.

Very Concerned resident,
Heriberto Cortez

Sent from my iPhone

Responses to Cortez, Heriberto

Response to Comment 1: Parking

Caltrans acknowledges the commenter's concerns regarding parking. Please refer to Table G-1 for responses to **Common Comment "TRA-1, Parking."**

Response to Comment 2: Crime in the neighborhood

Caltrans acknowledges the commenter's concerns regarding the potential increase of crime within the Edwards neighborhood as a result of the Project. Please refer to Table G-1 for responses to **Common Comment "PUB-2, Crime."**

Response to Comment 3: Support for the Bear Cub Way Alternative

Thank you for providing your opinion that the Project should be constructed at the Bear Cub Way Alignment as the best option. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Culver, Christine
Page 1 of 1

-----Original Message-----

From: Christine Culver [REDACTED]
Sent: Tuesday, July 21, 2020 9:18 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: SR Bicycle Pedestrian over-crossing

EXTERNAL EMAIL. Links/attachments may not be safe.

1 | Of the two proposed crossings I prefer the Bear Cub crossing alternative. This is a better mid-way between College Ave and Steele Lane.

Christine Culver

(Sent from my device with a teeny tiny key pad- please excuse the typos and shortness of this message)

Response to Culver, Christine

Response to Comment 1: Support for the Bear Cub Way Build Alternative

Thank you for providing your opinion that the Bear Cub Way Alternative should be constructed as it represents a better midway point between College Avenue and Steele Lane. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

DaCosta, Jorge
Page 1 of 1

From: Jorge DaCosta [REDACTED]
Sent: Tuesday, July 21, 2020 1:06 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: community input Highway 101 Bicycle & Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle:

I am writing to express my strong support for the Highway 101 Bicycle & Pedestrian Bridge in Santa Rosa, California. As a resident of Santa Rosa living close to the proposed location and as an employee of the nearby campus of the Santa Rosa Junior College, I see daily the ways in which this project would make sense.

- The main routes crossing highway 101 (Steele Lane and College Avenue) are both very busy and dangerous routes. A bridge would be a much safer alternative for pedestrian and bicycle traffic.
- There are several schools and other institutions (businesses, shopping, public services, entertainment) in the immediate vicinity. A bridge would make a dedicated and more convenient access route to these destinations for local residents.
- At a time when environmental impact is a serious consideration of city development, this project would go far in encouraging residents to use more environmentally friendly transportation options.
- The bridge would provide more opportunities for improving the health of the community. Having a dedicated route for bike riding and walking would, as a means of exercise and alternative transportation, lead to better health outcomes (more exercise, recreation, and a decrease in vehicle emissions).

Thank you for your consideration.
Sincerely,

Jorge DaCosta
[REDACTED]

Response to DaCosta, Jorge

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to improve bicycle and pedestrian safety, provide greater access to schools and institutions, increase transportation options, and improve community health. Your comment is noted for the record and will be considered as part of the decision-making process on the Project

De La Chapelle, Trina
Page 1 of 1

-----Original Message-----

From: Trina De La Chapelle [REDACTED]

Sent: Thursday, July 16, 2020 3:05 PM

To: Nagle, Elizabeth@DOT [REDACTED]

Subject: Pedestrian Bridge over 101

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle,

1 | I live in the Ridgway neighborhood of Santa Rosa, which is actually adjacent to both the Santa Rosa Junior College and Santa Rosa High. I am VERY excited about getting this pedestrian bridge because of the massive population of people that drive from the west side of town east whenever school is in session.

I prefer the Bear Cub alternative because that is closer to both the JC and the high school.

2 | I wanted to listen to the whole audio of the meeting to learn more about the options for configuration but it is way too long for me to listen to it. Is there a way for me to learn about the possible configurations without having to listen to the entire audio of the meeting?

Thank you,
Trina de La Chapelle

Sent from my iPhone

Response to De La Chapelle, Trina

Response to Comment 1: Support for the Bear Cub Way Build Alternative

Thank you for providing your opinion that the Bear Cub Way Build Alternative should be constructed due to its proximity to both the SRJC and SRHS campuses. Your comment is noted for the record and will be considered by Caltrans as part of its decision-making process on the Project.

Response to Comment 2: Audio from the meeting and Build Alternatives

The City provided additional information regarding the Project and the two Build Alternatives which is available on the City's website at: <https://srcity.org/750/Highway-101-Bicycle-Pedestrian-Bridge>.

Dektor, Christine
Page 1 of 2

From: Christine Dektor <stegodek@yahoo.com>
Sent: Tuesday, July 21, 2020 3:36 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Cc: Tom Schwedhelm [REDACTED]; Nancy Adams [REDACTED] Shaun Ralston [REDACTED]
Subject: Comment on the US Highway 101 Bicycle and Pedestrian Overcrossing in Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

Caltrans District 4
ATTN: Elizabeth Nagle, Associate Environmental Planner
P.O. Box 23660 Oakland, CA 94623-0660

Dear Ms. Nagle,

Thank you for the opportunity to comment on the Initial Study and Proposed Negative Declaration. As a Santa Rosan, and member of the City's Bicycle and Pedestrian Advisory Board, I am excited to see this project inching closer to reality. As noted in the Initial Study, bicycle and pedestrian circulation across Highway 101 is difficult in northern Santa Rosa, and a connection in this area will be welcomed by the community.

The overcrossing has been a priority project in both the 2010 and 2018 Bicycle and Pedestrian Master Plans ([https://urldefense.com/v3/__https://srcity.org/2711/Bicycle-and-Pedestrian-Master-Plan_!!LWi6xHDyrA!uNHZjU_REy6VOZRd2-qyiDI9qr9EOBCrTq40agfLT3k_yhv1138hR4kPgm-z8CZLCuymE3GV\\$](https://urldefense.com/v3/__https://srcity.org/2711/Bicycle-and-Pedestrian-Master-Plan_!!LWi6xHDyrA!uNHZjU_REy6VOZRd2-qyiDI9qr9EOBCrTq40agfLT3k_yhv1138hR4kPgm-z8CZLCuymE3GV$)), and our first goal in the 2018 Plan is to increase access and comfort by designing bicycle and pedestrian facilities that are accessible and comfortable for people of all ages and abilities to use. We also noted in Design Policy #3, to build a Low Stress Bikeway Network suitable for the "Interested but Concerned," to include people of all ages and ability levels riding bicycles. I believe this includes not only the design of the facility, but also the location of the facility. It is important that the facility is in an area that invites access and interest from all parties, and I believe the Elliott/Edwards location is the better of the two options in meeting this goal. A key to making people feel safe and comfortable is to have a lot of "eyes" on the area, such as in a neighborhood. The northern location will not only include nearby neighborhoods, but also regularly frequented campuses on both ends (Coddington Mall and SRJC) providing "eyes" every day of the week. The Bear Cub Way alternative, would limit the "eyes" on the overcrossing to weekdays and normal working hours. This would not offer the same type of comfortable location and, I believe, would drive away many of the "Interested but Concerned" citizens.

- 1 Policy #5 in the 2018 BPMP is to design accessible, comfortable, and continuous off-street paths that contribute to the framework of Santa Rosa's active transportation network. Due to the Elliott/Edwards proposed path's proximity to the North Santa Rosa SMART Station and the Coddington Transit Facility, it is the much more direct way to connect the northeast side of Santa

Dektor, Christine
Page 2 of 2

Rosa to local and regional transit options. In addition, it is the closest opportunity to create an off-street path to Guerneville Road, a major vehicular East-West corridor.

Lastly, the Elliott/Edwards alternative also includes more direct access to areas of interest on both sides of the highway, such as Coddington Mall, post office facilities, the SRJC, and the Big Lots/CVS shopping center on Mendocino Ave.

Thank you for your consideration; I look forward to hearing about the final decision.

Respectfully,
Christine Dektor
Santa Rosa Bicycle and Pedestrian Advisory Board Member

Response to Dektor, Christine

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 location in an active area connecting Coddington Mall and SRJC, proximity to transit services, and other services such as the post office and commercial services on Mendocino Avenue. Your concern related to the reduced activity in the location of the Bear Cub Way Build Alternative and potential for a reduction in users due to safety concerns is acknowledged. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

deLong, Jim
Page 1 of 1

From: Jim de Long [REDACTED]
Sent: Tuesday, July 21, 2020 1:13 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Bicycle overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Elizabeth,

1

I just wanted to express my strong support for the Bicycle over crossing at the Junior College. College Ave and Steele Lane are both very dangerous and unfriendly for cyclists. This over crossing would be a much better and safer alternative. The OC would also provide a much needed bicycle safe link between the JC Coddington and SMART.

I have lived in Santa Rosa all my life and am also a cyclist. I believe that this is a much overdue safe addition to the city's bicycle and pedestrian plan.

Thank you for your consideration.

Jim deLong

Response to deLong, Jim

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to provide a safer alternative for cyclists to access SRJC, Coddington Mall, and the SMART train station than are currently provided the College Avenue and Steele Lane undercrossings. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Donaghy, Jimmy
Page 1 of 1

From: Jimmy Donaghy [REDACTED]
Sent: Tuesday, July 21, 2020 2:26 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: re: Santa Rosa bicycle crossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Elizabeth, my name is Jimmy Donaghy, a lifelong Santa Rosan, and avid cyclist. Every time I ride from the East side of town to the West side of town I have two main choices, College Avenue, or Steele lane. Both options are extremely dangerous for cyclist as lanes shift, drivers are merging onto the freeway, and this area is always congested. Each of these is a high-traffic, high-collision corridor. Every single time I ride through them I am acutely aware that my life could end because of one careless driver.

1 I'm writing you today to support a bicycle bridge at Elliott Avenue. The overcrossing is in both the city and county bicycle and pedestrian master plans and it would provide a safe alternative to College and Steele, and connect downtown, SRJC, Coddington and the SMART station.

Thank you for your consideration.

--
Jimmy Donaghy
[REDACTED]

Response to Donaghy, Jimmy

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 to implement local bicycle and pedestrian master plans, provide a safer alternative to College Avenue and Steele Lanes, and connect downtown, SRJC, Coddington Mall, and the SMART train station. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Dupre, Marsha
Page 1 of 1

From: Marsha Dupre <marshad@sonic.net>
Sent: Thursday, June 25, 2020 5:40:32 PM
To: Jason L. Nutt <[REDACTED]>; Chris Catbagan <[REDACTED]>; Nagle, Elizabeth@DOT

>
Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
>

Subject: RE: Virtual Public Meeting - Hwy. 101 Bicycle & Pedestrian Overcrossing 6.30.20

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Jason, Chris, and Elizabeth,

1 | WOW – looks like you’ve accumulated all the background info., but I haven’t had time to totally search. Have you emailed/contacted all those from SCBC, SMART, SRJC, and reps. from the American Lung Assoc. who attended the myriad meetings with this announcement? I clearly recall that the *Wayfinding* concept to The Schulz Museum and Charles M. Schulz’ art were approved by Jean Schulz and son Craig Schulz. I am hoping that a personal invitation has been extended to them also.

Pl. advise.

THANKS,
Marsha

From: The City of Santa Rosa [mailto:srcity.org@service.govdelivery.com]
Sent: Wednesday, June 24, 2020 12:12 PM
To: marshad@sonic.net
Subject: Virtual Public Meeting - Hwy 101 Bicycle & Pedestrian Overcrossing 6.30.20



Response to Dupre, Marsha

Response to Comment 1: Local Organizations

Caltrans and the City provided notice of the IS/MND in English and Spanish to properties within a 1,000-foot radius of the Project and also provided the notice to a mailing list of past interested parties (refer to Chapter 4, Comments and Coordination, of the IS/MND). Local organizations such as SCBC, SMART, The Schulz Museum and SRJC have provided comments on the IS/MND. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Eberly, John
Page 1 of 1 (July 21, 2020)

From: JOHN EBERLY [REDACTED]
Sent: Tuesday, July 21, 2020 12:18 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle:

I would like to offer these comments in support of the Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing. I urge you to grant environmental approval and construct the project.

I have ridden my bicycle for nearly 25 years in the Santa Rosa area and this project is long overdue. Highway 101 bifurcates Santa Rosa and makes east-west bicycle and pedestrian travel difficult and unsafe. The two streets in the study area where crossing can be made, Steele Lane/Guerneville Road and College Avenue, are heavily trafficked and do not have bike lanes for their entire length. (Bike lanes that stop and start are often more problematic than no lanes at all.) In addition, crossing under 101 at those locations involves crossing traffic that is turning onto or off of the freeway; heavy commute traffic combined with distracted driving makes crossing those intersections a scary proposition. This is a high-collision corridor.

This overcrossing is a key component of both Sonoma County's and Santa Rosa's Bicycle & Pedestrian Master Plans. It will connect Santa Rosa Junior College and Downtown Santa Rosa destinations with Coddington Mall and the Sonoma Marin Area Rail Transit (SMART) station. The study looks at two different crossing locations. From my perspective, the Elliott/Edwards location has many benefits. The west end is closer to the train station and shopping areas. It is also safer. The Bear Cub Way location requires navigating the very busy entrance to the main parking garage and crossing the SRJC campus.

Regardless of which alignment is chosen, the "no build" option is unacceptable. This overcrossing is critical to protect cyclists and pedestrians.

Thank you for your consideration.

[REDACTED]

Response to Eberly, John

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 proximity to transit and businesses as well as safety considerations. Your concerns with the Bear Cub Way Build Alternative related to potential conflicts between users and vehicles within the SRJC campus are acknowledged. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Fitzgerald, John
Page 1 of 1

From: John Fitzgerald [REDACTED]
Sent: Tuesday, July 21, 2020 9:31 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Bike/ped over crossing 101 Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Elizabeth,

1 | I'm writing in favor of the proposed project for the over pass to connect to our Junior College. Please consider my opinion in the decision and thank you for your involvement in making our community a better biking experience.

John Fitzgerald
Santa Rosa resident
Sent from my iPhone

Response to Fitzgerald, John

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Flanary, David

Page 1 of 1

-----Original Message-----

From: David Flanary [REDACTED]

Sent: Wednesday, July 15, 2020 4:48 PM

To: Nagle, Elizabeth@DOT [REDACTED]

Subject: Hwy 101 bicycle overpass

EXTERNAL EMAIL. Links/attachments may not be safe.

1 | Hi- I have lived in Santa Rosa for 35 years and ride my bicycle very regularly. Yes CYCLING/pedestrian access will make it so that we do not have to use steel Lane or College Avenue. Both of these are heavily traveled and scary on a bike (especially during commuting time). Please build this access - it will make streets safer and benefit our town for generations.

Sincerely,
David Flanary

Dave

Response to Flanary, David

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to increase safety for bicycles and pedestrians. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Flory, Eron
Page 1 of 1

From: eronflory@gmail.com [REDACTED]
Sent: Tuesday, July 21, 2020 7:37 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Please Support the HWY 101 Bicycle and Pedestrian Overcrossing in Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I am writing to support the Highway 101 bicycle and pedestrian overcrossing. I have been commuting by bicycles for years and have found the current closest options to be very dangerous, crossing freeway off and on ramp.

Sincerely,
Eron Flory

Response to Flory, Eron

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to increase safety for bicycles and pedestrians. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Forrester, Alexa
Page 1 of 1

From: Alexa Forrester [REDACTED]
Sent: Wednesday, July 22, 2020 2:32 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Bike/Ped Bridge crossing 101

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagel,

I am a resident of Santa Rosa, CA and a professor at Santa Rosa Junior College. I am writing to express my enthusiastic support for a bike and pedestrian crossing highway 101 in Santa Rosa, and in particular in support of the Elliott - Edwards option.

Allowing students and staff easy, safe, car-free access to the retail and dining amenities at the Coddington mall will help reduce car traffic and vehicle miles traveled enormously, especially when the JC completes its student housing units planned for the corner of Armory Dr. and Elliott.

I began my job at the JC nearly 10 years ago and have been wishing for a bike/ped bridge ever since. I am so glad this project is moving forward.

All best,
Alexa Forrester
[REDACTED]

Response to Forrester, Alexa

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 to allow SRJC students and staff safe bicycle and pedestrian access to Coddington Mall that will also serve to reduce VMT. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Gallegos, Paula
Page 1 of 1

From: Paula Christine [REDACTED]
Sent: Thursday, July 23, 2020 10:46 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Cc: district5@sonoma-county.org <district5@sonoma-county.org>
Subject: Yes-Bear Cub Way for the pedestrian/bicycle bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

July 23, 2020

Dear Ms. Nagle,

Edwards Avenue, Santa Rosa CA, is a proposed street for the construction of the pedestrian/bicycle bridge over 101 to Santa Rosa Junior College (SRJC/ JC). As a resident, I am writing to vote **against** our street being used as a conduit for the building of the bridge.

1 There are many reasons that Edwards Avenue is *not* a good choice for this project. Edwards
2 Avenue cannot sustain the already congested area it has become. The street is full of vehicles
3 from the residents with the overflow cars crossing over to Dick's parking lot. We have many
children not only from the families who live here but also from the two pre-school/nursery
businesses on our Street. Edwards Avenue has become quite the public thoroughfare with
driver's who speed through the neighborhood regardless of the speed limit. (an issue that has
also been taken up with the City of Santa Rosa with no lasting effect). Unfortunately this area
already has its share of homeless, truants and loiterers who have increased an unstable
environment for the residences. The many issues just on our street alone are the many issues
that the city is trying to deal with across our county.

4 It is clear to me that the other proposed location, Bear Cub Way, which by name, already has
the association to the JC. and the fact that it is a non-residential area is the most logical area
for the construction of the bridge.

I appreciate your time in taking to read this email and take to heart the impact this will have on all the residents and families on Edwards Ave.

Sincerely,

Paula Gallegos
Edwards Avenue Resident

Responses to Gallegos, Paula

Response to Comment 1: Parking

Thank you for your comment related to congestion of Edwards Avenue. Please refer to Table G-1 **Common Comment “TRA-1, Parking.”**

Response to Comment 2: Vehicle speeds

The Project is intended to increase bicycle and pedestrian activity and would not increase vehicle use in the area. Regarding vehicle speed, the City will consider a speed limit lower than 25-mph for Edwards Avenue when the California Vehicle Code [CVC (Section 22352)] allows a lower speed limit (15 mph) for areas other than alleys and near schools. The Project includes pedestrian improvements to Edwards Avenue including a crosswalk, to allow safe access from the south side of the roadway to the western touchdown of the overcrossing.

Response to Comment 3: Homeless concerns

For the commenter’s concerns regarding homelessness, please refer to Table G-1 **Common Comment “PUB-1, Homeless Concerns.”**

Response to Comment 4: Support for the Bear Cub Way Build Alternative

Thank you for providing your opinion that the Bear Cub Way Build Alternative should be constructed due to your concerns related to residences on Edwards Avenue. Your comments and concerns have been noted for the record and will be considered as part of the decision-making process on the Project.

Giovannini, Nancy
Page 1 of 1

From: Nancy Giovannini [REDACTED]
Sent: Tuesday, July 21, 2020 11:57 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Highway 101 Bicycle & Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Elizabeth,

1 I wanted to voice my support of this Santa Rosa project. An overcrossing for cyclists and pedestrians is a long time in coming. The crossing under Hwy 101 at College or Steel Lane by bike is dangerous to say the least. Neither road is conducive to safe cycling on either side of 101. An overcrossing would give us a much safer and vital link between SRJC/SRHS, Coddington and the Smart train.

The Elliot option would be the much preferred choice as it is closer to Smart and Coddington. Plus cyclists and pedestrians don't have to navigate the busy entrance to the SRJC parking garage. Keeping vulnerable road users away from vehicles as much as possible will encourage more alternative transportation.

Thank you for your consideration.

Respectfully,

Nancy Giovannini
Fulton, CA

Response to Giovannini, Nancy

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 to provide a safer link between the SRJC/SRHS, Coddington Mall, and SMART train station while avoiding the congested area of the SRJC parking garage. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Greenberg, Johanna
Page 1 of 1

-----Original message-----

From: Johanna Greenberg [REDACTED]
Sent: Thursday, July 16, 2020 9:17 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Comments on pedestrian and bicycle bridges over 101 fwy

EXTERNAL EMAIL. Links/attachments may not be safe.

Yes!
it's great idea!!

- 1 | 1) PLEAAASSEE be sure to leave enough room for bicycles and electronic bikes (frequently wider than regular ones) on the bike routes; and enough room for wheelchairs on the pedestrian sections!!
- 2 | 2) Frequently, motorized scooters that should be on streets, or even the smaller ones that should be in bikelanes, cruise the sidewalks and that is super dangerous for the walkers and wheelchair riders.
This should be illegal and is an important rule that needs to be worked out and stated clearly.
- 3 | 3) Please make a distinction about what kinds of wheelchairs and wheeled "carriers" are allowed on the pedestrian walkways vs the bikeways.
Some wheelchair users use hand bikes (especially if due to shoulder injuries they can't push chairs in a traditional manner) that aren't like bicycles because they only go as fast as a wheelchair or a jogger; yet they are different than a rolling wheelchair.
Both are hand-powered.
The hand powered handcycles could be allowed on the walkways because they are so slow and as wide or wider than a wheelchair and would hold up bike traffic; and because they have no gas or e-motor to move them along.

Then there are the 4 wheeled power chairs and handicapped electric scooters—where do they fit in?
Is it a speed consideration or a motor consideration? or a width consideration?

Anyway, to avoid discord and bad feeling in the future, these questions, rules, and adequate spacing for all — safely, should be worked out in advance and clearly stated /presented on a sign somewhere on the bridges.
- 4 | 4) Can you PLEAASSE widen the walkway over Hearn Ave bridge as well? It's not only too narrow for a wheelchair to use, but a wheelchair cannot get up onto it... :(

JGreenberg
SR, SoCo

Responses to Greenberg, Johanna

Response to Comment 1: Enough space for both bicycles and pedestrians

Thank you for sharing your concern on the width and mode separation for bicycles and wheelchairs. The proposed design for the Project exceeds Caltrans best design practices for width and mode separation to avoid conflicts between users as described below:

Path Width - Per Section 1003.1.3.A of the Caltrans Highway Design Manual, a bicycle and pedestrian overcrossing must have a minimum clear width of 10 feet. The proposed design provides for an overall minimum clear width of 14.5 feet (refer to Section 2.3, Proposed Project, of the IS/MND). This pathway width improves safety along the overcrossing and approaches by improving sightlines, increasing visibility through railings and fencing, and by providing increased space to avoid conflicts between users. The mode separation feature (refer to Figure G-2) proposed for the Project would make it more comfortable for slower-moving pedestrians to use the walking lane and remain out of the way of faster-moving wheeled users on the cycle track. However, should it be necessary, passing slower bicycle and pedestrian users is made safer by the ample pathway width and clear sightlines (refer to Figure G-2) of the Project.

Mode Separation Between Cyclists and Pedestrians – Neither National Association of City Transportation Officials (NACTO), Federal Highway Administration (FHWA), ADA, nor the Caltrans Highway Design Manual require mode separation for Class I shared-use pathways; however, the Project does provide for mode separation to improve safety. Specifically, the Project's pathway comprises a 5-foot-wide walking lane, an 8-foot-wide two-way cycle track, and a shoulder adjacent to the bikeway (refer to Section 2.3, Proposed Project, of the IS/MND). Pavement markings and different surface treatments identify the walking lane from the cycling track. The proposed mode separation device between the pedestrian and bicycle sides of the pathway consists of a 1.5-inch-tall, 6-inch-wide mountable curb, angled at approximately 18 degrees. The mountable curb would be painted to match standard lane striping. This mode separation feature reduces conflict between travel modes by allowing cyclists and pedestrians to better anticipate paths and directions of movement, pass slower users when it is safe to do so, and focus more on how they will transition to either the sidewalk, or to the bike routes at the landing areas. Additionally, the Project would use different pavement colors and textures to distinguish areas intended for pedestrians or mode mixing, from areas intended for faster-moving wheeled users. For cyclists descending toward the landing areas, the pavement changes will alert them of the need to slow down and watch out for other modes of transportation.



Figure G-2: View of Mode Separation on Overcrossing Ramp

Response to Comment 2: Motorized Scooters

Thank you for your concern regarding motorized scooter use of the Project. Unless prohibited by local ordinance, motorized scooters or e-scooters can be used on Class I pathways, up to maximum speed of 15 miles per hour (CVC 21235). CVC 21235 prohibits the riding of motorized scooters on sidewalks. The Project proposes mode separation such that faster-moving wheeled users (e.g., motorized scooters) will use the bikeway portion of the pathway and pedestrians will use the walking lane. These will be clearly designated using signage, striping, and markings. There is a City Code which prohibits skating activities (including scooters) on sidewalks and streets within the specified downtown area, the specified Railroad Square area, in shopping centers and within other specified public property. The City has not considered any regulation at this point on the proposed bicycle and pedestrian overcrossing.

Response to Comment 3: Accessibility to pedestrians

As a Class I path, the Project is accessible to all pedestrians, as defined by CVC 467, including those who use an electric personal assistive mobility device, self-propelled wheelchair, or motorized cycle by reason of physical disability. The CVC defines pedestrians as those on foot, using a means of conveyance propelled by human power other than a bicycle, or using an electric personal assistive mobility device. The proposed mode separation feature discussed above would make it more comfortable for slower-moving pedestrians to use the walking lane and remain out of the way of faster-moving wheeled users on the cycle track. However, should it be necessary, passing of slower bicycle and pedestrian users will be facilitated by ample pathway width and clear sightlines.

Response to Comment 4: Widen the Hearn Avenue bridge walkway

The Hearn Avenue Interchange has been approved for a reconstruction project. The planned overcrossing is designed with proposed widened ADA complaint sidewalks and proposed 6-foot Class II bicycle lanes in the east and west direction. The reconstructed overcrossing is anticipated to be complete in 2024 subject to available funding. Please refer to the link <https://srcity.org/746/Hearn-Avenue-Interchange-Phase-3>.

Guidry, Denise
Page 1 of 1

From: deniseguidry@comcast.net [REDACTED]

Sent: Tuesday, July 21, 2020 6:09 PM

To: Nagle, Elizabeth@DOT [REDACTED]

Subject: Bicycle Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

1 | I am definitely in favor of a bridge over 101 that is peds & bikes only!! My preference is the Bear Cub Way Alternative. I do not feel safe riding my bike anywhere that crosses over or under 101 and therefore drive to where I want to go. This is not an optimal solution.

Thank you,
Denise Guidry

Response to Guidry, Denise

Response to Comment 1: Support for the Bear Cub Way Build Alternative

Thank you for providing your opinion that the Bear Cub Way Build Alternative should be constructed. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Hackett, Steven

Page 1 of 1

From: Steven Hackett [REDACTED]
Sent: Thursday, July 2, 2020 6:32 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Comment, Env Doc, Santa Rosa US Hwy 101 Bicycle and Ped Overcrossing Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms Nagle,

I am writing to offer my comments on the environmental document for the Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing Project.

I support the proposed mitigated negative declaration (MND) for the project.

1 I prefer the Edwards-Elliott Build Alternative due to it being in a better overall location for the overcrossing. My primary interest is in cycling from the east side over to the west side. It appears that one could cross westward on Edwards and cycle on that route across Range to Herbert, taking a left and then getting on the SMART bike trail at the foot of Jennings. I am unclear as to whether the cost of moving SRJC buildings to accommodate the crossing is going to increase the chances of a delay in the project.

Sincerely,
Steve Hackett
Santa Rosa, CA

Response to Hackett, Steven

Response to Comment 1: Support for the Edwards-Elliott Build Alternative

Thank you for providing your opinion that the Project should be constructed with a preference for the Edwards-Elliott Build Alternative. The removal of SRJC buildings to accommodate the Project is not anticipated to result in construction-related delays. The Sonoma County Junior College District is planning the construction of student housing that would also require the removal of these buildings and has already stated its support for the Edwards-Elliott Build Alternative (refer to Chapter 3, Population and Housing(b), of the IS/MND). Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Harris, Benjamin
Page 1 of 1

From: Benjamin Harris [REDACTED]
Sent: Friday, July 24, 2020 5:44 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Support for a Highway 101 bicycle, pedestrian bridge.

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle

1 As a family that often does errands by bicycle, a bicycle pedestrian bridge would make trips to the Coddington mall area much safer for me and my wife. Steele Lane is precarious at best on a bicycle, especially on the east bound section which I no longer take, but go Range Ave to College Ave which is a lot less dangerous but is still a challenge. I would very much look forward to a safe bicycle pedestrian way across the 101 in the Junior College area.

Thank you
Ben Harris
Santa Rosa CA
--
Benjamin Harris
[REDACTED]

Response to Harris, Benjamin

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to provide a safer crossing for bicycles and pedestrians across U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Harris, David J.

Page 1 of 3

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

Harris, David J.

Page 2 of 3

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.

Page 3 of 3

- 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
Page 1 of 7

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:

Harris, Paul
Page 2 of 7

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

Harris, Paul
Page 3 of 7



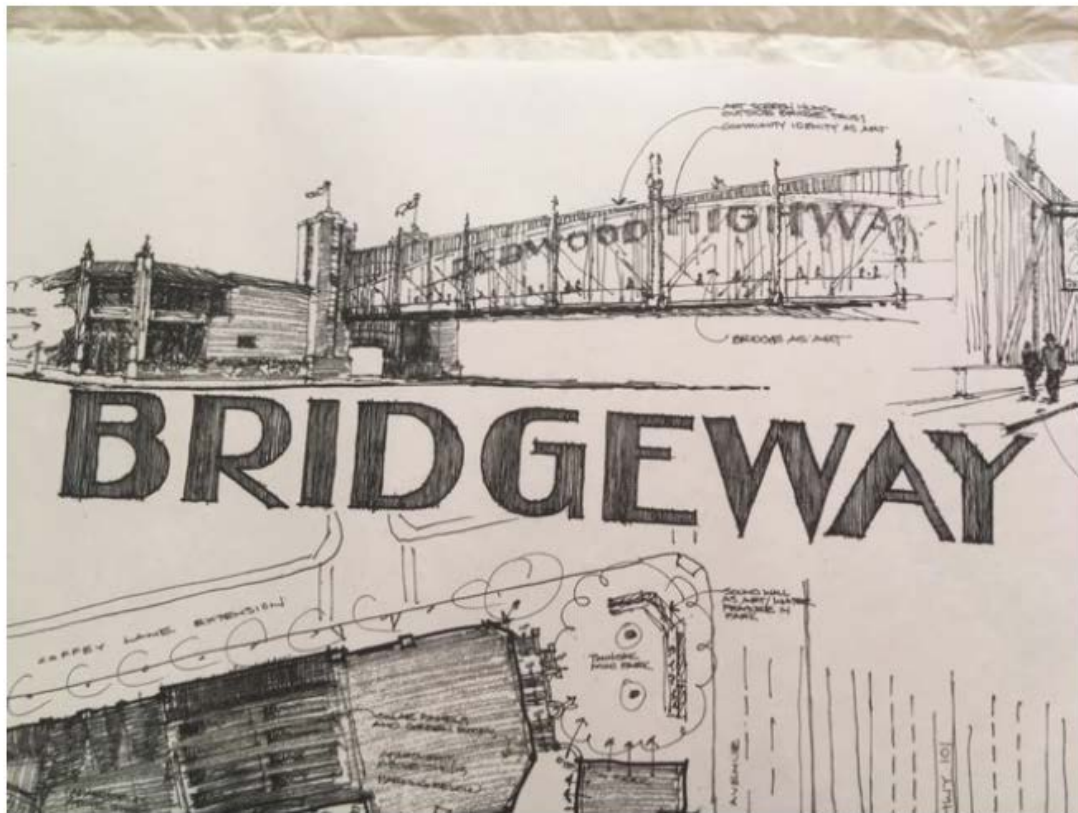
Submission to coipition

Harris, Paul
Page 4 of 7



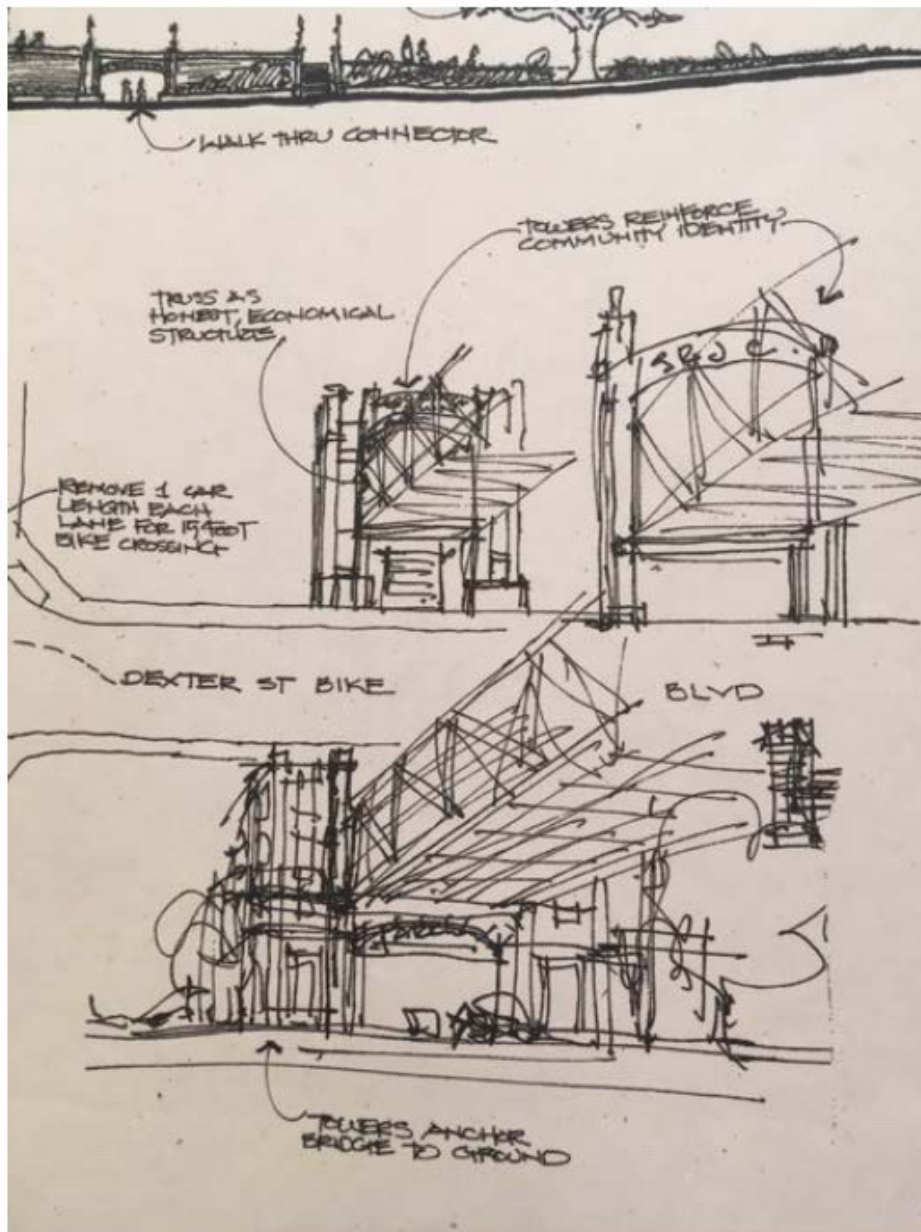
Bridge design

Harris, Paul
Page 5 of 7



Bridge construction

Harris, Paul
Page 6 of 7



award

Harris, Paul
Page 7 of 7



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.

- 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 (refer to AMM AES-4 in Chapter 3, Aesthetics, of the IS/MND).

Hastings, Woody
Page 1 of 1

From: Woody Hastings <[REDACTED]>
Sent: Friday, July 17, 2020 10:08 PM
To: Catbagan, Christopher <[REDACTED]>
Subject: [EXTERNAL] Bike/pedestrian overpass- SUPPORT

1 | I like the idea. Please build it if you can. They will come.
Thanks,
Woody
[REDACTED]

Response to Hastings, Woody

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed. Your comment is noted for the record and will be considered as part of its decision-making process on the Project.

Haug, Kate
Page 1 of 1

From: Kate Haug [REDACTED]
Sent: Wednesday, July 15, 2020 4:48 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Support for the Bicycle and Pedestrian 101 Overpass

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Elizabeth Nagle,

1 I am writing in support of a pedestrian and bicycle overpass over Highway 101 in Santa Rosa. I support of either the Elliot/Edwards or Bear Cub Way Alternative as they link the Santa Rosa Junior College and Santa Rosa High School with existing bike lanes on the west and east of the 101. This overcrossing is a key component of both Sonoma County's and Santa Rosa's Bicycle & Pedestrian Master Plans. It will connect Santa Rosa Junior College and Downtown Santa Rosa destinations and the Sonoma Marin Area Rail Transit (SMART) station. We need to create more bike and pedestrian connections in Sonoma County to encourage safe, non-carbon transportation.

Thank you for your work.

Best,
Kate Haug

Response to Haug, Kate

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to connect SRJC and SRHS with existing bike lanes. Caltrans acknowledges the Project is consistent with local bicycle and pedestrian master plans, would connect downtown, SRJC, and the SMART train station, and encourage non-vehicular modes of transportation. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Heaviland, Minona

Page 1 of 2

From: Minona Heaviland [REDACTED]
Sent: Thursday, July 23, 2020 10:13 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Cc: Sawyer, John [REDACTED]; Adams, Nancy [REDACTED] Shaun Ralston
 [REDACTED]; Eris Weaver [REDACTED]
Subject: Hwy 101 Bike/Ped Overcrossing for Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle,

I'm writing to express my support for the Hwy 101 Pedestrian and Bicycle Bridge Overcrossing for Santa Rosa. The City of Santa Rosa has long been divided by Hwy 101 cutting through the center of the city, dividing the west side from the east side. Most of the crossings, particularly the Steele Lane and College Avenue underpasses are dangerous for cyclists and pedestrians, and make it difficult for citizens engaging in active transportation to conduct business on both sides of the freeway. Due to the frightening condition of these underpasses, the overcrossing has been in both the city and the county's bicycle & pedestrian master plans for many years.

1

I would like to express support for the northern, Elliot/Edwards crossing location because it would provide a more efficient connection between the Junior College campus and the Coddington shopping center, and the SMART train station. It is likely to be used by more pedestrians, making it safer and more attractive to all users. The Bear Cub Way option requires navigating the busy entrance to the SRJC parking garage and crossing campus, and does not directly connect to a busy retail area on the west side. However, the Bear Cub Way alternative, should it be selected, is preferable to the no build option. This overcrossing would create more environmental benefits than are shown in the environmental report, because making it more convenient and safe for bicyclists and pedestrians to cross Santa Rosa will reduce automobile trips, thus reducing vehicle miles traveled and associated emissions.

2

There is room for improvement to make Edwards Avenue more bicycle friendly, and as part of planning for this project, I would request that CalTrans and the City of Santa Rosa consider creating a bike route on Edwards Avenue, connecting it with Herbert Street to the Jennings Ave trailhead for the SMART trail. Since there is so much parking in the Coddington shopping complex, perhaps parking could be removed from the northern side of Edwards Avenue, allowing space for bike lanes in both directions.

The City of Santa Rosa Bicycle and Pedestrian Master Plan recommended the crossing location to be at Jennings Avenue because of the existing bicycle boulevard on Jennings Avenue creating a pleasant and safe connection to the SMART trail, connecting

Heaviland, Minona

Page 2 of 2

2

cyclist to SMART and to other bike routes that branch off of the trail. However, since this alternative has been eliminated, please consider including bike route improvements to Edwards Avenue to make it a safe route for cyclists to use to connect to the SMART trail and other points west.

Thank you for your work on bringing this project through environmental review, and collecting public comments. This project has been long supported by the Santa Rosa community and I hope that you will select the best alternative, and be able to move into project implementation without delay.

Best regards,
Minona Heaviland
City of Santa Rosa Bicycle and Pedestrian Advisory Board Member

Responses to Heaviland, Minona

Response to Comment 1: Support for the Edwards-Elliott Build Alternative and impact on vehicle miles traveled

Thank you for your opinion that the Edwards-Elliott Build Alternative should be constructed as it provides an efficient connection between SRJC, Coddington Mall, and the SMART train station. Chapter 3, Transportation and Traffic, of the IS/MND states the Project would have no impact on VMT due to a lack of increased capacity for vehicular traffic. The Project is also acknowledged to have the potential to reduce VMT since it will increase safety and convenience for bicycles and pedestrians.

Response to Comment 2: Ancillary bicycle improvements

Caltrans acknowledges the commenter's opinion on the need for bicycle improvements within the vicinity of the Project. The Project only proposes "sharrows" within the Project area on Edwards Avenue to indicate the roadway can be shared with motor vehicles. No parking removal is planned for the northern side of Edwards Avenue. The City may make additional improvements outside the Project area consistent with the Bicycle and Pedestrian Master Plan (2018); however, such improvements are not proposed as part of this Project. The Bicycle and Pedestrian Master Plan (2018) identifies the U.S. 101 Overcrossing at Edwards and Elliott Avenues consistent with the Edwards-Elliott Build Alternative.

Helm, Tom
Page 1 of 1

From: Tom Helm [REDACTED]
Sent: Thursday, July 23, 2020 5:44 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa Hwy 101 bike/ped overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Greetings,

I have ridden my bicycle around Santa Rosa and Sonoma County for 40 years. I have also been a League Cycling Instructor with the League of American Bicyclists. I have seen that most cyclists find using the College Ave and the Steele Lane undercrossings very intimidating, to the point of not having the confidence necessary to use these. Having a bike/ped overcrossing would greatly help promote cycling and make travel across Hwy 101 problem-free. There are several obvious destinations on both sides of Hwy 101. An overcrossing would benefit cyclists in being able to reach them, and benefit the destinations, which include the Junior College and Santa Rosa High School on the east side, and Coddington shopping center, library and SMART commuter rail station on the west side.

Thank you,

Tom Helm
[REDACTED]

Response to Helm, Tom

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to improve connections for cyclists between the SRJC, SRHS, Coddington Mall, library, and SMART train station. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Hochman, Frank

Page 1 of 1

From: Frank Hochman <dochochman@gmail.com>

Sent: Thursday, July 16, 2020 2:37 PM

To: Catbagan, Christopher [REDACTED]

Subject: [EXTERNAL] 101

1 Just have them finish the damn road already. I worked as a Chemist/Engineer for NYC Depat of Public Works, and have lots of experience with road work. This job on 101 is an absolute farce. It is taking so long to build a road in an area with a climate that permits almost year round work. There is NO excuse.

Response to Hochman, Frank

Response to Comment 1: Support for the Project

This comment states the opinion that roadwork on U.S. 101 should be completed immediately. Caltrans, SCTA, and the Transportation Authority of Marin have approved four projects to add carpool lanes to U.S. 101 from Windsor to Novato. Construction on three of the four projects has been completed with portions of the improvements to the Marin-Sonoma Narrows under construction. Additional information regarding the Marin-Sonoma Narrows project is available on Caltrans' website at: <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-marin-sonoma-narrows>. The Project is not part of the larger carpool lane improvements approved for U.S. 101. The Project is anticipated to be completed by February 2024. Additional information regarding the Project is available on the City's website at: <https://srcity.org/750/Highway-101-Bicycle-Pedestrian-Bridge>. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Isol, Ana
Page 1 of 1

From: [REDACTED]

Sent: Thursday, July 23, 2020 4:52 PM

To: Nagle, Elizabeth@DOT [REDACTED]

Subject: Pedestrian/bicycle bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Good afternoon,

1 I live on Edwards Ave , Santa Rosa and I'm very concerned about the new plans the city of Santa Rosa has for our neighborhood. We already have a lot of neighbors that park their vehicles on our street so if they used our neighborhood as parking we're would my neighbors park. Why are we getting push out of our neighborhood to park else where when we live here. I think the best place this will work is on The Bear Club Way . I really hope the city of Santa Rosa will understand my concern.

Thank you
Ana Isol

Sent from my iPhone

Response to Isol, Ana

Response to Comment 1: Parking concerns along Edwards Avenue and support for the Bear Cub Way Build Alternative

Caltrans acknowledges the commenter's concern regarding parking on Edwards Avenue. Please refer to Table G-1 for the response to **Common Comment "TRA-1, Parking."** Thank you for providing your opinion that the Bear Cub Way Alternative should be constructed. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Jones, Geoff
Page 1 of 1

From: Geoff Jones [REDACTED]
Sent: Thursday, July 16, 2020 8:16 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Bike/pedestrian overcrossing on 101

EXTERNAL EMAIL. Links/attachments may not be safe.

As a bicyclist I have no idea why I'd use this bridge to get to a very dense area of Santa Rosa where pedestrians and bicyclists are few and far between for very good reason.

Certainly I would not use it for recreation or to access a recreation area.

1 The only possible use for the bridge would be to walk or bike to SRJC if you lived near Coddington but bicycling would be too dangerous in that area, no matter the bridge, and I'm not sure there are enough non driving SRJC students in the Coddington area to justify the stunning cost of a glorified sidewalk.

I've lived on Terrace Way just East of the SRJC since 1984 and can't think of any reason to use such a bridge though I often use the Rodota and Santa Rosa Creek Trails to get to Sebastopol and West Santa Rosa via bicycle.

When they are not closed due to the homeless, that is.

My wife is an avid walker and while there are many walkers in Santa Rosa, none would be interested in walking to Coddington Mall area that I'm aware of. It's simply not that pleasant an area.

I also have three rentals in Santa Rosa, one West of Coddington and the chances of that tenant, or my other tenants in the Memorial Hospital area and the other in Roseland using that bridge are essentially zero.

Is this a solution looking for a problem?

Sincerely,

Geoff Jones

[REDACTED]

Responses to Jones, Geoff

Response to Comment 1: Support for the No Build Alternative

Thank you for providing your opinion that the Project should not be constructed for the reasons included in your comment letter. Caltrans acknowledges the opposition to the Project and support for the No Build Alternative. However, the Project is a key component of both the County's and City's Bicycle and Pedestrian Master Plans (refer to Chapter 3, Land Use, of the IS/MND). It will connect SRJC and Downtown Santa Rosa destinations with Coddington Mall and the SMART train station. The Project would make it safer for many pedestrians and bicyclists to access destinations on either side of U.S. 101 using non-vehicular modes of travel. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Jones, Sara
Page 1 of 2

From: Jones, Sara [REDACTED]
Sent: Wednesday, July 1, 2020 12:22 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: 101 Bike bridge in Santa Rosa

Hi Elizabeth,

I am a faculty member at Santa Rosa Junior college and an advocate for sustainability, equity and bicycle access to campus.

1 I attended the first half of the Zoom meeting last night. I am hoping you can let me know if there are any environmental issues that may derail this project. I should have worded my question better. Will the trees be a problem as we go forward with this project? Are there any other issues that stand in the way of this project happening?

Thanks,

Sara Jones

Jones, Sara
Page 2 of 2

On Thu, Jul 2, 2020 at 6:18 PM SARA JONES <[REDACTED]> wrote:

Hi Steven,

Is there any part of the Environmental Review that would jeopardize the likelihood that this project will be built?

- 2 I am a strong proponent of this project. It is so important to the sustainability of our community as well as access to SRJC for marginalized communities west of 101. Please let me know how best to support it.

Thanks,

Sara Jones

Co-Chair Sustainability Committee at Santa Rosa Junior College

Responses to Jones, Sara

Response to Comment 1: Trees

Caltrans notes the commenter's concern regarding trees within the Project area. Table 2-1: Project Feature Summary and Chapter 3, Aesthetics and Biological Resources, of the IS/MND, describe how the Project has been designed to limit tree removal and provide replacement plantings consistent with the City's Tree Ordinance. This would ensure impacts to the aesthetic and biological resources (including trees) within the Project area are less than significant. Project Features and AMMs for the trees are included as a part of the Project to ensure impacts to trees are less than significant.

Response to Comment 2: Effect of Environmental Review on the Project and Support for the Project

The Project has been reviewed consistent with CEQA requirements. The Project includes Project Features, AMMs and MMs to ensure the impacts of the Project are less than significant. Significant short-term construction vibration impacts are described in Chapter 3, Noise(b), however, with the implementation of the MMs identified in the IS/MND, those impacts would be reduced to a less than significant level consistent with CEQA requirements.

Thank you for providing your opinion that the Project should be constructed for community sustainability and providing access to SRJC from EJ communities. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Katrina
Page 1 of 1

From: Katrina [REDACTED]
Sent: Sunday, July 19, 2020 2:13 PM
To: Catbagan, Christopher [REDACTED]
Subject: [EXTERNAL] Overcrossing

Hello Chris,

1 | I don't have a strong preference for Elliott over Bear Cub Way in terms of location. I am writing mainly to express strong support for either one of those options to be built, to support robust and safe transport pathways for pedestrians and cyclists.

Thank you,
Katrina
JC resident

Response to Katrina

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to support safer transportation options for pedestrians and cyclists. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Knapp, Jeff
Page 1 of 1

-----Original Message-----

From: JEFF KNAPP [REDACTED]

Sent: Thursday, July 16, 2020 9:27 AM

To: Nagle, Elizabeth@DOT [REDACTED] >

Subject: 101 pedestrian and bicycle bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Good morning Elizabeth

I'd just like to comment on how import I think this bridge will be. As an avid cyclist and someone who tries to leave a smaller footprint I know I speak for my fiancé as well as myself when I say we owe it to our future as well as those to follow, to rely less on carbon producing methods of transportation to get around, especially when just commuting around our local area. If all of us could do even a small amount peddle/foot powered transportation, we would have a much healthier community and environment.

- 1 On a more practical and economical front, with everything we have going on today I think buses, taxis, Uber, and the like are going to become far less practical and possibly even just a bad idea in general. At least where we stand right now with COVID-19 I don't see those means of transportation as viable and we have no idea if and when this crisis will end or for that matter if we'll have more or different ones. I also feel children need safe passage and encouraging them to get outside and ride/run/walk is simply an investment in our collective future. I could go on with all the positive reasons for this overpass but I'll just leave it here and pledge my support and hope that our leaders do what is responsible and (in my opinion) necessary.

Thanks so much for taking the time to read my email and have a great day!

Sincerely Jeff Knapp

Sent from my iPhone

Response to Knapp, Jeff

Respond to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to encourage non-vehicular modes of travel, provide safer passage, and encourage walking and biking. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Krupnick, Wendy
Page 1 of 1

From: wendy Krupnick [REDACTED]
Sent: Wednesday, July 22, 2020 9:23 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa Hwy. 101 pedestrian overpass

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern:

As a Sonoma County resident and Adjunct Faculty at Santa Rosa Jr. College, I support the proposed pedestrian and bicycle Hwy. 101 overpass for the following reasons:

Access to the overpass from Jennings and Herbert to Edwards can easily connect with the SMART trail going north to Guerneville Rd or south to downtown Santa Rosa.

- Elliott Avenue leads through the core of the SRJC campus and has become a practical bicycle route
- Access to the southern areas of the campus can use the internal Planetary Way and Scholars Drive from Elliott.
- Elliott Avenue
- It is closer to the SMART train station and shopping areas and will service more residents
- It offers a safer route to downtown and points east.

I hope you will respect the decision by the Santa Rosa City Council and move forward with this beneficial access route.

Sincerely,

Wendy Krupnick
[REDACTED]

Response to Krupnick, Wendy

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 connectivity with the SMART trail and points north and south, location in the SRJC campus and connectivity to bike routes, and perceived proximity to the SMART station, shopping areas, and residents. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Kuhn, Tom
Page 1 of 1

From: Tom Kuhn [REDACTED]
Sent: Wednesday, July 15, 2020 7:18 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: In Support of 101 Bicycle and Pedestrian bridge near SRJC

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

1 I am writing in support of a bicycle/pedestrian overcrossing of Highway 101 near the SRJC. Such an overcrossing is LONG overdue. Navigating across 101 in Santa Rosa is currently very difficult and dangerous for cyclists and pedestrians. All of the current crossings in Northern Santa Rosa are higher speed, higher traffic, and also bring the added danger of freeway access ramps. Were there a low speed, low traffic, non access crossing available, things may be different. But currently the city is missing a great opportunity to allow students easier access to housing on the west side of 101. And with safer cycling and pedestrian transportation alternatives, the overpass would lead to reduced vehicle travel and emissions.

Thanks!

Tom Kuhn
Sebastopol, CA

Response to Kuhn, Tom

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to allow a safer crossing for bicycles and pedestrians as well as increase access for students to SRJC and reduce air pollutant emissions from vehicular travel. Your comment is noted for the record and will be considered by Caltrans as part of its decision-making process on the Project.

Lagomarsino, James
Page 1 of 2

JULY 18, 2020 SANTA ROSA, CALIFORNIA

ELIZABETH NAGLE
ASSOCIAT ENVIRD. PLANNER
CALTRANS DISTRICT 4

1 I AM VERY OPPOSED TO THE
BICYCLE AND PEDESTRIAN OVERCROSSING
THIS WOULD BRING MORE ROUTES
FOR LITTER, HOMELESS AND GRAF-
FITI INTO THE NIEBORHOOD.

2 COMBINING BICYCLES AND PEDESTRIANS
IS NOT SAFE AND WILL GET WORSE
3 OVER TIME. THEY ARE HARD TO
POLICE.

4 IT WILL NEED TO BE WELL LIGHTED.
MEANING MORE LIGHT POLLUTION.
I HAVE MUCH MORE TO SAY.

THANK YOU

JAMES LAGOMARSINO
2006 NORDYKE AVE.
SANTA ROSA, CALIFORNIA
95401

Lagomarsino, James
Page 2 of 2

5

THE S.R.J.C. IS NOT A GOOD
NIEBOR ANY MORE.

I YOU MUST PUT AND SPEND THE
EXTRA TAX MONEY COLLECTED
PLEASE PUT THE OVERPASS AT
RIDGWAY WITH ROOM FOR EMERGEN-
CY VEHICLES.

Responses to Lagomarsino, James

Response to Comment 1: Homelessness, graffiti, and litter

Caltrans acknowledges the commenter's concerns regarding effects on the neighborhood from the Project. Please refer to Table G-1 for the response to **Common Comments "PUB-1, Homeless concerns" and "AES-1, Graffiti."** Although the Project may increase litter in the vicinity, given the urban nature of the area and existing litter sources, litter is not anticipated to substantially increase.

Response to Comment 2: Bicycle and Pedestrian Safety

Neither NACTO, FHWA, ADA, nor the Caltrans Highway Design Manual require mode separation for Class I shared-use pathways; however, the Project does provide for mode separation to improve safety. Specifically, the Project's pathway comprises a 5-foot-wide walking lane, an 8-foot-wide two-way cycle track, and a shoulder adjacent to the bikeway (refer to Section 2.3, Proposed Project, of the IS/MND). Pavement markings and different surface treatments identify the walking lane from the cycling track. The proposed mode separation device between the pedestrian and bicycle sides of the pathway consists of a 1.5-inch-tall, 6-inch-wide mountable curb, angled at approximately 18 degrees. The mountable curb would be painted to match standard lane striping. This mode separation feature reduces conflict between travel modes by allowing cyclists and pedestrians to better anticipate paths and directions of movement, pass slower users when it is safe to do so, and focus more on how they will transition to either the sidewalk, or to the bike routes at the landing areas. Additionally, the Project would use different pavement colors and textures to distinguish areas intended for pedestrians or mode mixing, from areas intended for faster-moving wheeled users. For cyclists descending toward the landing areas, the pavement changes will alert them of the need to slow down and watch out for other modes of transportation.

Response to Comment 3: Crime

Please refer to Table G-1 for the response to **Common Comments "PUB-2, Crime."**

Response to Comment 4: Light pollution

Caltrans acknowledges the commenter's concern regarding light pollution. The proposed lighting for the Project includes lights in the overcrossing railings, touchdown areas and approaches that would be directed toward the bicycle/pedestrian path. The Project proposes AMMs including AMM AES-2 that requires lighting of the tower to use dark sky friendly lighting that is fully shielded, minimizes glare, reduces light trespass, and limits the amount of blue light in the nighttime environment. Please refer to Chapter 3, Aesthetics(d), of the IS/MND for more lighting information.

Response to Comment 5: Support for the No Build Alternative

Thank you for providing your opinion that the Project should not be constructed for the reasons included in your comment letter. The comment also suggests an alignment for the Project at Ridgway Avenue that is not currently being considered. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Lara, Emily
Page 1 of 1

From: Emily Lara [REDACTED]
Sent: Tuesday, July 21, 2020 11:04 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa pedestrian/bicycle Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I am a resident of Edwards Avenue neighborhood, and I am concerned about the proposed location for the pedestrian bicycle bridge over the 101.

1 I am concerned about the environmental impact that the bridge would bring to our neighborhood that homes many families

The Alternative location for this pedestrian/bicycle bridge on Bear Cub Way would make me feel better due to the lack of residents in that area.

All Best,
Emily Lara

Response to Lara, Emily

Response to Comment 1: Support for the Bear Cub Way Build Alternative

The Project has been reviewed consistent with CEQA requirements. The Project includes Project Features, AMMs and MMs to ensure the impacts of the Project are less than significant. Significant short-term construction vibration impacts are described in Chapter 3, Noise(b), however, with the implementation of the MMs identified in the IS/MND, those impacts would be reduced to a less than significant level consistent with CEQA requirements.

Thank you for providing your opinion that the Bear Cub Way Build Alternative should be constructed due to the lack of residents in that area. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Lateer, Joan
Page 1 of 1

From: Joni Lateer [REDACTED]
Sent: Friday, July 17, 2020 3:56 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Please install bike/pedestrian bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I would like to voice support for the bike/pedestrian bridge at the Edwards-Elliott location.

1 This location is closest to the SMART station and would help with students commute as well as helping the community with easier access to public transit. Regardless of one location or the other, a bridge across 101 is needed and long overdue.

Thank you,
Joan Lateer

Lateer, Joan

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 perceived proximity to the SMART train station and the transit access it would provide to students and the community. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

LeDonne, Betty
Page 1 of 2

6/30/20

Dear Ms. Elizabeth
Nagle,

I am writing to say that although I am partially disabled myself, I think any money that would go towards building a bicycle and pedestrian bridge over U.S. 101 near the Jr.

College, would be better spent on shelters and housing for the homeless, and free counseling for at risk families so as to help prevent homelessness.

I understand that some-

LeDonne, Betty
Page 2 of 2

2/

2

times money for a particular
project cannot be used for
any other purpose. In that
case only, then a bridge over
101 for bicyclists and
pedestrians would be nice.
(But very noisy to build)

Thank you,

Betty J. LeDonne



Responses to LeDonne, Betty

Response to Comment 1: Funding for homelessness

Caltrans acknowledges the commenter's concern pertaining to providing funding to prevent homelessness and provide housing to the homeless. The City has a number of programs and initiatives to provide housing to the homeless and those at risk of becoming homeless including funding for emergency shelters, homeless service centers, and rental assistance. Refer to response to **Common Comment "PUB-1, Homeless concerns."**

Response to Comment 2: Noise

Caltrans acknowledges the commenter's concern pertaining to construction noise. For a discussion of noise during construction please refer to Chapter 3, Noise(a), of the IS/MND. The Project includes a Construction Noise Control Plan (AMM NOI-1) which would limit construction hours, install "acoustic blankets", locate noise-generating equipment away from residences, and require coordination with residents to schedule construction activities to minimize noise disturbance. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Lipelt, Michael
Page 1 of 1

From: Michael Lipelt [REDACTED]
Sent: Wednesday, July 22, 2020 7:00 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: 101 Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

1 | As a long time cyclist (recreational/utility) each year it becomes more unsafe to cycle on our roads. I've had several close calls. It's disheartening since my major mode of transportation is cycling. I strongly support the 101 crossing in Santa Rosa, Sonoma County to not only allow safe crossing from west to east Santa Rosa but to make an easy connection to the Smart bicycle/ped path. Let's make this happen!!
Thank you,
Dr. Michael Lipelt

Response to Lipelt, Michael

Response to Comment 1: Support for the Project

Thank you for your opinion that the Project should be constructed to allow safer crossing of U.S 101 and an easier connection to the SMART trail. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Lyle, Michael
Page 1 of 1

From: Michael Lyle [REDACTED]
Sent: Tuesday, July 21, 2020 1:47 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Highway 101 Pedestrian and Bicycle overcrossing in Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

1 I am writing to support building this overcrossing, with a preference for the Elliot Avenue option. As a faculty member at SRJC and an occasional student of adult classes there, I am keenly aware of the hazards of the nearest undercrossings: cars and trucks are not watching for bikes and walkers, and there are many near misses.

Placing the overcrossing nearer the SMART train station makes it much more convenient for train connections, and places the west side closer to the heart of the campus.

Please consider this in your decision.

Thank you,

--

Michael Lyle
[REDACTED]

Response to Lyle, Michael

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 to improve safety and provide a convenient connection between the SMART train station and SRJC campus. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Lyons, Mildred
Page 1 of 1

-----Original Message-----

From: mildred Lyons [REDACTED]
Sent: Thursday, July 16, 2020 5:36 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: 101 Overcrossings for bicycle and pedestrians

EXTERNAL EMAIL. Links/attachments may not be safe.

1 | I am against the proposed overcrossing bridges. The money would be better spent on repairing the existing roads which are used daily by taxpayers. The overcrossing would be used by few and occasionally at best. How have pedestrians and bicyclists been getting along for years? This is not in the best interests of taxpayers, but to appease the bicycle coalition.

Response to Lyons, Mildred

Response to Comment 1: Support for the No Build Alternative

Thank you for providing your opinion that the Project should not be constructed due to the cost and lack of users. The commenter's concern that funding for roadway maintenance would be a better use of taxpayer money is noted for the record and will be considered as part of the decision-making process on the Project. The Project is a key component of both the County's and City's Bicycle and Pedestrian Master Plans and provides a safer connection for bicyclists and pedestrians between regional transit services, businesses, residences, and the SRJC/SRHS campuses.

M., Mike
Page 1 of 2

From: The Outspired [REDACTED]
Sent: Tuesday, July 14, 2020 4:30 PM
To: Nagle, Elizabeth@DOT [REDACTED]
[REDACTED]
Subject: Highway 101 Bicycle & Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Elizabeth Nagle, Christopher Caputo, Chris Catbagan and anyone else it may concern,

I am a resident of the [REDACTED] who will be directly affected by this project, and I do not support it and urge the reviewing agencies, including Caltrans, and the City of Santa Rosa, to not go forward with these plans and "abandon the project". Despite the findings stating it is necessary for bicycle and pedestrian access East and West, in the Caltrans IS and MND to accommodate bicycle and pedestrian access, only a block away is Steele Lane, a perfectly accessible route. Also, the MND states the project would have no impact on land use or the population and housing or aesthetics and I disagree:

- 1) Parking is already significantly impacted on Edwards Ave when they eliminated half of the on street parking when Dicks Sporting Goods was built. Adding free unregulated access for JC students to park on our side (a residential area already impacted by the local businesses and mall, that is not enforced by parking time limits and SR parking enforcement officers) is unjust. I understand the impacts may seem low to you, but when the residents in this area are primarily apartments without enough parking as is, they rely on the city streets, and even the mall parking lot. Adding students to the mix is not acceptable for a residential neighborhood.
- 2) Also, connecting these two distinct areas will increase crime in both. The Edwards neighborhood already has significant issues with noise, vandalism, transients, prostitution, low lighting, gangs, etc and inviting unnecessary direct access to both neighborhoods for students, and direct access to potential criminals is a recipe for increased trouble and disturbances. As someone who has had my vehicle and guests vehicles broken into multiple times, property theft etc I have had to call law enforcement for a multitude of reasons - adding quick pedestrian "getaway routes" not accessible by law enforcement vehicles is not appropriate.
- 3) Aesthetically a bridge would be distracting and less than visibly attractive. Our other bridges have issues with graffiti, litter and misuse - adding this to an already commercialized neighborhood is not beneficial.

M., Mike
Page 2 of 2

The MND also states in 2.3.1 the SMART station is located near the build. This is not an accurate depiction of the distance from the station to the point. I think an accurate measurement of distance as a pedestrian or cyclist would walk should be added and evaluated. It also states the Edwards - Elliot Build alternative would touch down next to a truck loading area and driveway entrance for a large store. This is accurate, however, it does not at all depict the many neighborhood residents it would also touch down at, directly across the street from said sporting goods store (as seen in figure 2.3-1) I also think the removal of JC buildings to accommodate this build is a misallocation of their funds, but I'm primarily concerned with the public residential area this bridge would directly negatively affect. Though I don't think either of these alternative builds is appropriate due to my concerns above, the Bear Cub Way alternative is more appropriate as it doesn't appear Santa Rosa residents in the area would be as affected as it is primarily commercial in that alternative.

Regardless, if either bridge project does pass, we respectfully request that the SRJC police department be permitted, and in fact does, patrol our neighborhoods and surrounding area and respond to the upcoming issues. We already contact the SRPD department constantly for issues to no affect, and as stated, I fear there will be a direct correlation in increased crime in the neighborhood should this project be allowed. I'd also like the Santa Rosa Parking Division to enforce parking - at zero fee to the residents. Also, in the plan it states there would be tree removal. If you remove trees in either area - please add a condition of the approval to adding more / replacing them in the area. Also, it states there will be night construction. Please don't allow this in a residential area, It's not appropriate for families who rely on a quiet neighborhood to sleep. I would suggest the construction hours to be 8 am to 5 pm, even if it takes longer to build. Two years of 7am to 7pm with some night work is inappropriate. Additionally if this project is permitted - please ensure Cleveland Ave has better northbound bicycle lanes that are maintained - as currently it is unsafe to ride and even cuts off at portions closer to College. I do agree the bus stop should be moved regardless - it's a private chartered bus with unreasonable hours that is already a disruption to the neighborhood. Additionally, more lighting should be added if this is approved to assist in the mitigation of crime along Edwards Ave. Please note, as a previous student of the JC, I believe I would have enjoyed this access - but still would have voted against it as convenience is no substitute for neighborhood safety and security in an already impoverished and neglected neighborhood.

Mike M

Sent from my iPhone

Responses to M., Mike

Response to Comment 1: Parking and Bicycle/Pedestrian Safety

Caltrans acknowledges the commenter's opinion that the Project should not be constructed and their concerns pertaining to parking. Please see Table G-1 for the response to **Common Comment "TRA-1, Parking."**

Response to Comment 2: Crime

Caltrans acknowledges the commenter's concerns regarding crime. Please refer to Table G-1 for the response to **Common Comment "PUB-2, Crime."**

Response to Comment 3: Bridge aesthetics and design

Caltrans notes the commenter's concern regarding the impact the bridge will have on aesthetics (refer to Chapter 3, Aesthetics, of the IS/MND). The Project includes lighting and landscaping to soften views of the overcrossing from surrounding areas, as well as an anti-graffiti coating on the retaining walls (see AMM AES-2). 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 affected businesses and residents, conduct 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).

Please refer to Table G-1 for the response to **Common Comment "AES-1, Graffiti."** Although the Project may increase litter in the vicinity, given the urban nature of the area and existing litter sources, litter is not anticipated to substantially increase.

Response to Comment 4: Proximity to the SMART Station

Caltrans notes the commenter's opinion on the proximity of the Edwards-Elliott Build Alternative to the SMART station. The western landing of the Edwards-Elliott Build Alternative is located within approximately one mile of the SMART station following the most likely path of travel via Edwards Avenue to Herbert Street to Jennings Avenue. Pedestrians and cyclists would likely access the SMART trail at Jennings Avenue to reach the station. As stated in Chapter 3, Aesthetics, of the IS/MND, within the vicinity of the Edwards Avenue touchdown there is a mix of different land uses including commercial and residential areas on Edwards Avenue. The potential for impacts to the adjacent residential and commercial uses is described in Chapter 3, Aesthetics, Land Use, Noise and Vibration, and Transportation and Traffic, of the IS/MND, as well as the Community Impact Assessment (June 2020).

Response to Comment 5: Junior College Building removal

Caltrans notes the commenter's concern regarding the removal of the Sonoma Junior College buildings. However, the Sonoma County Junior College District has expressed support for the Edwards-Elliott Build Alternative and is planning to construct a student housing complex directly adjacent to the Project at the corner of Elliott Avenue and Armory Drive that also would require removal of these buildings. The overcrossing would provide increased connectivity between residential, commercial, and institutional uses on the east and west sides of U.S. 101. The commenter has stated a preference for the Bear Cub Way Build Alternative, if the Project proceeds to construction.

Response to Comment 6: Parking and Crime

Caltrans acknowledges the commenter's concerns. Please see Response to Comment 1 and 2 for more information on both parking and police response to crime within the Project area.

Response to Comment 7: Tree removal

Caltrans notes the commenter's concern regarding tree removal associated with the Project. As stated in Chapter 3, Aesthetics and Biological Resources, the Project would adhere to the City's Tree Ordinance and provide replacement trees in the Project area as identified in AMM AES-1 and AMM BIO-1 and Project Feature AES-1 and AES-2. These AMMs and Project Features would protect the trees within the Project area and provide replacement for the trees that would be removed.

Response to Comment 8: Construction work hours

Caltrans has taken note of the commenter's concern on the construction work hours. For information on the construction work hours please see Table G-1, responses to **Common Comment "CST-1, Construction duration"** and AMM NOI-1 in Chapter 3, Noise(a), that identifies the Construction Noise Control Plan. Also, proposed night work would be limited to the placement of the overcrossing structure.

Response to Comment 9: Bicycle lanes on Cleveland Avenue

Caltrans notes the commenter's desire for improved bicycle lanes specifically on northbound Cleveland Avenue. The City's Bicycle and Pedestrian Master Plan includes planned bike lane segments on Cleveland Avenue in the northbound direction from their current terminus approximately 380 feet north of Edwards Avenue to Steele Lane and between College Avenue to approximately 175 feet north of Ridgway Avenue where no bike lane currently exists.

The Project would not make modifications to the existing bicycle network outside the Project area. However, there are bicycle lanes on Cleveland Avenue (southbound) from approximately 370 feet south of Steele Lane to approximately 130 feet north of Ridgway Avenue. There are also bicycle lanes present on Range Avenue and the SMART trail that are accessible at Jennings Avenue and extend to College Avenue.

Response to Comment 10: Bus stop on Edwards Avenue and lighting

The City has been working with Amtrak to move their service to downtown, which is expected to occur in the first half of 2021. The MTA bus uses the existing bus stop on Edwards Avenue to connect with the Amtrak bus and would also reroute their service to connect downtown. The Project will not have a substantial long-term effect on the use of the Edwards Avenue bus stop. Lighting of the Project will also be provided as described in Chapter 3, Aesthetics.

Response to Comment 11: Support for the No Build Alternative

Thank you for providing your opinion that the Project should not be constructed for the reasons included in your comment letter. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Maloy, Eileen

Page 1 of 1

From: Eileen Maloy [REDACTED]
Sent: Friday, July 24, 2020 9:02 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: U.S. Highway 101 (Santa Rosa) - Proposed Bike-Pedestrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle:

I am writing in support of the above-referenced project and additionally of the Elliott/Edward's alternative as the route for the crossing.

1 Having lived on the west side of Santa Rosa for more than thirty years and knowing well the two potential crossing alternatives, I believe Elliott/Edwards provides the most useful and usable route. It links a core area of Santa Rosa Junior College and nearby businesses on the East with Coddington, a major commercial hub, and the nearby SMART station on the West side of 101.

This project, which needs to be designed for safe use by both bicyclists and pedestrians, would enhance mobility and connectivity and also support businesses in both neighborhoods.

Thank you in advance for your attention.

Eileen Maloy

Response to Maloy, Eileen

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 to enhance mobility and connectivity between SRJC and nearby business on the east with Coddington Mall and the SMART train station on the west of U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Mandeno, Esther
Page 1 of 1

From: Petronila Esther Mandeno [REDACTED]
Sent: Wednesday, July 15, 2020 4:32 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Bicycle crossing over 101 in Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I'm writing to support a bicycle crossing over highway 101 in Santa Rosa, California.

East-west bicycle and pedestrian travel through Santa Rosa is difficult and unsafe. The two streets in the study area where crossing can be made, Steele Lane/Guerneville Road and College Avenue, are heavily trafficked and do not have bike lanes for their entire length. (Bike lanes that stop and start are often more problematic than no lanes at all.) In addition, crossing under 101 at those locations involves crossing traffic that is turning onto or off of the freeway; heavy commute traffic combined with distracted driving makes crossing those intersections a scary proposition. This is a high-collision corridor.

I'm for more overcrossings, especially if they are dedicated to pedestrian and cycling traffic. From the user perspective, the Elliott/Edwards location has many benefits. The west end is closer to the train station and shopping areas. It is also safer. The Bear Cub Way location requires navigating the very busy entrance to the main parking garage and crossing the SRJC campus.

Thank you for your work on this project!

Esther Mandeno
Sonoma County resident and cyclist

Get [BlueMail for Android](#)

Response to Mandaneo, Esther

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed due to its proximity to transit and businesses as well as safety considerations. Your comment is noted for the record and will be considered as part of the decision-making process on the Project. Your concerns with the Bear Cub Way Build Alternative related to potential conflicts between users and vehicles within the SRJC campus are acknowledged.

Mario

Page 1 of 1

From: Mario [REDACTED]

Sent: Tuesday, July 21, 2020 2:51 PM

To: Nagle, Elizabeth@DOT [REDACTED]

Subject: 101 over crossing

EXTERNAL EMAIL. Links/attachments may not be safe.

I agree 100% with the Sonoma County Bicycle Coalition about this. I am an avid bicycle rider and often do my local errands by bicycle. More bikes, less cars are the future.

<https://www.bikesonoma.org/wp-content/uploads/2020/07/Santa-Rosa-Hwy-101-Overcrossing-CEQA-comments-SCBC.pdf>

Live and let live...

Response to Mario

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Martin, Tony and Nada
Page 1 of 1

From: Tony and Nada Martin [REDACTED]
Sent: Friday, July 24, 2020 3:44 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: YES on bike/people overpass

EXTERNAL EMAIL. Links/attachments may not be safe.

We use too many cars for too many things.
When we favor fuel use over legs, we have a problem!

things must be made as easy as possible for pedestrians to get over and around
obstacles like freeways!

We MUST end the day of "ONLY AUTO"!

So yes, get this moving.

Tony Nada and Dante Martin.

Make it safe to be on foot or on a bike, help us get around!

Nada and Tony Martin

[REDACTED]

Response to Martin, Tony and Nada

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to provide safer access over U.S. 101 for bicycles and pedestrians. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Marvell, Shelby
Page 1 of 1

From: Shelby Kira -marv3lls- Marvell [REDACTED]
Sent: Saturday, July 18, 2020 9:36 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: RE: SRJC/SRHS bike & pedestrian over crossing

EXTERNAL EMAIL. Links/attachments may not be safe.

1 I've lived in this area for years, gone to both schools & this would be INCREDIBLE! Please approve the needed CalTrans District 4 stuff to get this HAPPENING! Steele Lane was one of the MOST unsafe places to cycle or go in a scooter... Bear Cub would also REALLY HELP the high school students who can't drive yet to get around. I also worked at Staples on Cleveland. Please, please, PLEASE!



Response to Marvell, Shelby

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to increase safety and improve access to SRHS. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Matteoni, O'Laughlin, and Hechtman
Page 1 of 5



Norman E. Matteoni
Peggy M. O'Laughlin
Bradley M. Matteoni
Barton G. Hechtman
Gerry Houlihan

July 23, 2020

Advanced copy via email: Elizabeth.Nagle@dot.ca.gov

Elizabeth Nagle
Associate Environmental Planner
Caltrans District 4
P.O. Box 23660
Oakland CA 94623-0660

**Re: Santa Rosa US Highway 101 Bicycle and Pedestrian
Overcrossing; Initial Study with Proposed Negative
Declaration**

Dear Ms. Nagle:

This office represents the Michael and Ellen Hornstein 1998 Revocable Trust (the "**Trust**"), the owner of 1975 and 1965 Cleveland Avenue, where its tenants Dick's Sporting Goods and Patelco Credit Union operate significant businesses. I write today to make formal comment on the Initial Study with Proposed Negative Declaration ("**IS/MND**") for the Edwards Avenue – Elliott Avenue Build Alternative location for the proposed Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing (the "**Edwards/Elliott Overcrossing**"). This letter provides substantial evidence supporting a *fair argument* that the Edwards/Elliott Overcrossing may cause significant environmental impacts, including such impacts in the categories of Land Use and Planning, Recreation and/or Transportation and Traffic. CEQA therefore requires the preparation of a full Environmental Impact Report if Caltrans intends to further pursue consideration of the Edwards/Elliott Overcrossing.

The Trust has strenuously objected to the Edwards/Elliott Overcrossing since it was first proposed as a potential project by the City of Santa Rosa (the "**City**") in 2017. Attached hereto and

Matteoni, O'Laughlin, and Hechtman**Page 2 of 5**

1 incorporated by reference are an objection letter dated October 20, 2017 to David Guhin of the City of Santa Rosa and an objection letter dated August 17, 2018 to Leigh Sata of the Santa Rosa Junior College. I note that the takings analysis provided in the letter to Mr. Guhin applies equally to the Edwards/Elliott Overcrossing now being proposed by Caltrans. In 2017 the Trust reviewed illustrations depicting the proposed overcrossing, and it appears from Figures 2.3.1 and 2.4.1 of the IS/MND that no material design changes have been made from the design depicted in those prior illustrations which would reduce the safety impacts of the design.

Factual Analysis

At a minimum, the Edwards/Elliott Overcrossing would create the following potentially significant environmental impacts related to safety, none of which are examined in the IS/MND:

- 2 • First, the service/loading area of Dick's is designed for access for trucks up to 68 feet long. The Edwards/Elliott Overcrossing design would dump all of the pedestrian and bicycle traffic coming down the slope of the overcrossing onto the Trust property directly into the path of those trucks, creating clear safety hazards for pedestrians and bicyclists.
- 3 • Second, the location where the Edwards/Elliott Overcrossing ends on the Trust property ensures that pedestrians and bicyclists will cut across the Trust parking lot in conflict with the vehicles in that parking lot in order to reach the Coddington Mall rather than take the long public property route of going up Edwards and along Cleveland to reach the Mall. Neither of these safety issues is analyzed or even referenced in the IS/MND.
- Additionally, the Edwards/Elliott Overcrossing will cause a material access impairment to the property, particularly to the truck - service dock area at the rear of the Dick's building. The improvements constructed at the end of the overcrossing, combined with the intrusion of those improvements onto the site along the side of the building (which makes the drive isle more narrow), would significantly restrict truck movement and maneuverability, causing truck drivers to focus on avoiding these obstacles and thereby increasing the possibility that they will not see the pedestrian or bicyclist crossing their path until it is too late to avoid a potentially fatal collision.
- Finally, Figure 2.4.1 depicts a temporary construction easement completely blocking access to the service/loading area of Dick's, which would result in the delivery trucks trying to maneuver into different areas of the Trust parcel

Matteoni, O’Laughlin, and Hechtman
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Elizabeth Nagle, Caltrans District 4

July 23, 2020
Page 3

4 which were not designed for large truck traffic, creating additional safety hazards for the tenants’ customers on the property as well as for all of the pedestrians and bicyclists cutting through the parking lot as described above.¹ Neither of these safety issues is analyzed or even referenced in the IS/MND.

Collectively, the four safety issues described above are hereafter referred to as the “**Unsafe Conditions**”). Taken together, the Edwards/Elliott Overcrossing as designed by Caltrans creates potentially deadly interfaces ignored by the IS/MND.

Application to CEQA

5 The “fair-argument” standard creates a low threshold for the preparation of an EIR: an EIR is required whenever substantial evidence in the record supports a “fair argument” that significant impacts may occur. (*No Oil, Inc. v. Los Angeles* (1974) 13 Cal.3d 68, 75; *Friends of “B” Street v. City of Hayward* (1980) 106 Cal.App.3d 988, 1000-1003.) “Substantial evidence is evidence of ponderable legal significance, reasonable in nature, credible, and of solid value, evidence that a reasonable mind might accept as adequate to support a conclusion.” (*American Canyon Community. United for Responsible Growth v. City of American Canyon* (2006) 145 Cal.App.4th 1062, 1070 [citations omitted]. Substantial evidence includes “facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.” (Public Resources Code § 21082.2, subd. (c); accord *id.*, § 21080, subd. (e)(1); CEQA Guidelines, § 15384, subd. (b).) The above-described Unsafe Conditions which would be created by the Edwards/Elliott Overcrossing have ramifications throughout the IS/MND.

Project Goal

6 The IS/MND states the project goal this way: “to providing safe access to bicyclists and pedestrians in areas east and west of U.S. 101 in the northern half of Santa Rosa.” (IS/MND page iv and repeated at IS/MND page 1 – 1). The Edwards/Elliott Overcrossing does not meet the fundamental project goal due to the Unsafe Conditions.

Land Use and Planning

7 The Unsafe Conditions associated with the Edwards/Elliott Overcrossing may create a significant environmental impact under subpart (b) of the Land Use and

¹ According to the City in 2017, construction of the overcrossing could take up to three years.

Matteoni, O’Laughlin, and Hechtman
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Elizabeth Nagle, Caltrans District 4

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 Page 4

7 Planning CEQA checklist by causing the Edwards/Elliott Overcrossing to be in conflict with the following State, regional and local plans, all of which are concerned with safety: Sonoma County General Plan Goal CT-3 and Objective CT-3.8, Policy 3c of the Sonoma County Transportation Authority 2009 Comprehensive Transportation Plan, the Principal Goal of the 2014 Countywide Bicycle and Pedestrian Master Plan, and City of Santa Rosa General Plan Goal T-J, Policy T-J-2, Policy T-J-5, Goal T-K, Policy T-K-2 and Policy T-K-5.²

Recreation

8 The Unsafe Conditions associated with the Edwards/Elliott Overcrossing may create a significant environmental impact under subpart (b) of the Recreation CEQA checklist by providing an unsafe pedestrian/bicycle link between the residential/commercial areas west of U.S. 101 and the academic, residential, commercial and recreational areas east of U.S. 101.

Transportation and Traffic

9 The Unsafe Conditions associated with the Edwards/Elliott Overcrossing may create a significant environmental impact under subpart (c) of the Transportation and Traffic CEQA checklist by creating an unsafe route across U.S. 101 for pedestrians and bicyclists.

Mandatory Findings of Significance

10 The Unsafe Conditions associated with the Edwards/Elliott Overcrossing may create a significant impact under subpart (c) of the mandatory findings of significance CEQA checklist by causing a substantial adverse effect on human beings, directly or indirectly.

11 For all of the above reasons, we urge Caltrans in the strongest possible terms to abandon its pursuit of the Edwards/Elliott Overcrossing and turn its attention entirely to a different location for a pedestrian/bicycle overcrossing that neither

7 ² The Edwards/Elliott Overcrossing also creates a conflict with the City’s Zoning Ordinance unrelated to safety: The portion of the Trust parcel which would be acquired is currently in use primarily for landscaping. Were Caltrans to acquire that strip and remove the landscaping, the remainder property would be out of compliance with its development approvals and with City code. While it may be possible to replace the landscaping on-site, to do so would require elimination of parking, which would likely cause the use to be non-compliant with City parking requirements. This potentially significant Land Use and Planning impact is not addressed in the IS/MND.


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involves nor impacts the Trust's parcel. Otherwise, CEQA mandates that Caltrans must prepare an EIR to study the potential significant environmental impacts associated with the Edwards/Elliott Overcrossing.

Very truly yours,


BARTON G. HECHTMAN

BGH:cab

Attachments

cc: Tom Schwedhelm, City of Santa Rosa Mayor
Sue Gallagher, City Attorney
Michael Hornstein, Trustee
Scott H. Miller, Esq.

F:\Clients\HORNSTEIN Mike\correspondence\Ltr to Caltrans 7.23.20 v2.docx

Responses to Matteoni, O’Laughlin, and Hechtman**Response to Comment 1: Safety hazard for pedestrians and bicyclists**

Caltrans acknowledges the commenter’s concern regarding the landing of the Project on Edwards Avenue as a potential safety hazard for pedestrians and bicyclist. As shown in Figures G-3 to G-6 below, the conceptual design for the landing of the Project on Edwards Avenue would not create a safety hazard for pedestrians and bicyclists. This conclusion is based on the following reasons, as illustrated in the figures:

- 1) The Project would not place pedestrians or bicyclists onto the Trust property. Instead pedestrians and bicyclists would be channelized onto the sidewalk in the public right of way where they could choose to use the sidewalk on the north side of Edwards Avenue, ride west on Edwards Avenue, use the crosswalk to access the sidewalk on the south side of Edwards Avenue, or use of the crosswalk to ride east on Edwards Avenue. While these modes would cross the driveway accessing the Trust property, that would be no different than any other city street in any city where there are driveway curb cuts. Pedestrians and bicyclists crossing a driveway is extremely commonplace in street design. Based on a review by the Project Traffic Engineer, the preliminary conceptual design and renderings demonstrate that there is adequate sight distance between vehicles, pedestrians, and bicyclists in observing each other’s presence, similar to well-functioning driveways (refer to Figures G-3 to G-6, below).
- 2) The conceptual design has an increased advantage in that there will be a concentration of pedestrians and bicyclists. The increased activity in this location will cause motorists using the driveway to take notice of these users due to the concentrated volume of pedestrians and bicyclists. Based on these considerations, the design does not create a safety hazard for pedestrians and bicyclists.



Source: Steven Grover & Associates.

VIEW OF PROJECT LANDING

FIGURE G-3



Source: Steven Grover & Associates.

EVENING VIEW OF PROJECT LANDING

FIGURE G-4



Source: Steven Grover & Associates.

AERIAL VIEW OF PROJECT LANDING

FIGURE G-5



Source: Steven Grover & Associates.

EVENING AERIAL VIEW OF PROJECT LANDING

FIGURE G-6

Response to Comment 2: Pedestrian and bicyclist conflicts with vehicles

Caltrans acknowledges the commenter's concern that bicyclists and/or pedestrians destined for Coddington Mall would cut through the Trust property and result in a conflict with vehicles in the parking lot. If cyclists or pedestrians are destined to Coddington Mall after arriving at the landing, the most likely route would be to travel approximately 360 feet west of the Dick's western driveway on Edwards Avenue to a public access drive intended for access to the Mall. This route would be a distance of approximately 920 feet between the landing and the CVS Pharmacy at the Mall without the need for backtracking into the parking lot and around the Dick's building. In contrast, the route suggested in the comment is approximately 1,400 feet between the landing and the CVS Pharmacy at the Mall and, therefore, would not be as convenient. However, there may be cyclists or pedestrians who make the hairpin turn to the right if they have business at the Dick's Sporting Goods store. This activity would be like any other suburban store access for pedestrians and cyclists.

Based on these considerations, it is unlikely that Project users would backtrack onto the Trust property to travel a longer distance to the Mall instead of using the public access driveway. Nonetheless, in order to encourage most bicyclists and pedestrians to utilize the public access driveway directional signage will be provided at the landing on Edwards Avenue and in the reverse direction as part of the Project (refer to AMM TRA-1 in Chapter 3, Transportation and Traffic(c), of the IS/MND).

Response to Comment 3: Impairment to truck services

Caltrans acknowledges the commenter's concern that the Project would impair truck service to the dock area of the Dick's building. A truck turn analysis was completed for this Project by W-Trans, a traffic engineering firm, and is shown below. The Edwards Avenue exhibit, Figure G-7 (blue), shows a WB-62 delivery truck (i.e., a standard 18-wheel tractor-trailer) backing into the Dick's loading dock from Edwards Avenue and turning out of the Edwards Avenue driveway. This display indicates that these turn movements can occur without interference from the Project landing area or from the existing parking lot perimeter curbing (refer to Chapter 3, Transportation and Traffic(c), of the IS/MND). Please take note that these vehicle and turn movements are consistent with the original truck turn analysis performed in 2013 for the design of the Dick's Sporting Goods parking lot.

The Cleveland Avenue exhibit, Figure G-8 (red), shows the same delivery truck entering from the Cleveland Avenue driveway and maneuvering through the parking lot. The exhibit shows that the backing movement under the Project condition is constricted by the existing perimeter curbing of the parking lot and not the proposed landing. In other words, Caltrans has determined that the existing constriction would not be worsened by the Project.

It is Caltrans' understanding, based on discussion with the manager at Dick's Sporting Goods, that deliveries are made approximately two times a week with no regular day-of-the-week delivery schedule. The deliveries are made by large semi-trucks that are

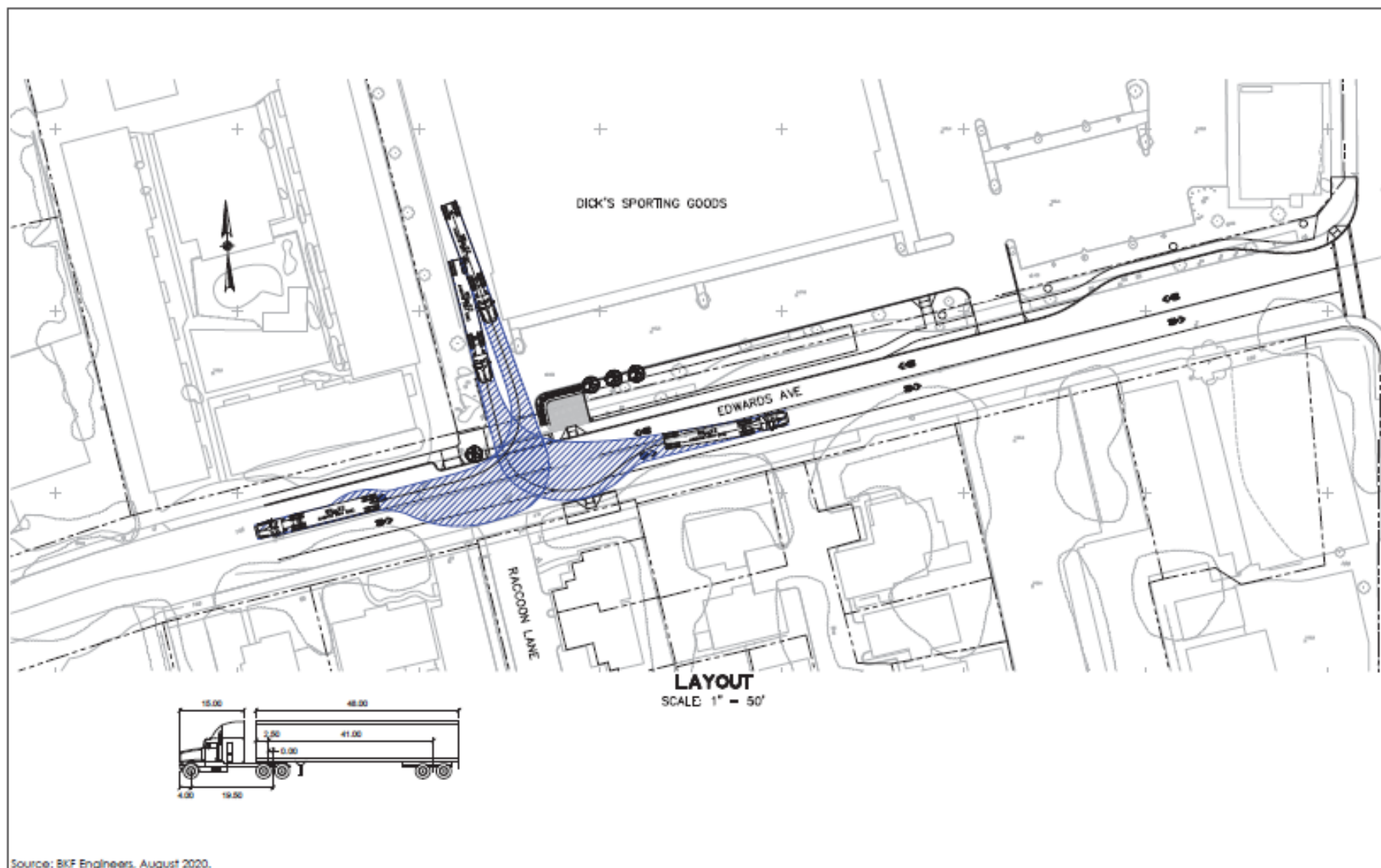
approximately 65 feet to 68 feet in length. Dependent on the driver, the trucks arrive from either Cleveland or Edwards Avenues. Drivers do not back in from Edwards Avenue and go down the ramp but make several tight turns within the parking lot to position themselves into the loading docks. The area is tight, and ease of access is very much dependent on driver skill.

Based on these findings, the following responses are presented:

- 1) The existing curb that currently borders the parking lot will remain in place or be replaced in the same location. Therefore, the landing design will result in the same area for truck maneuverability as under existing conditions. Therefore, the Project would not restrict truck movement and maneuverability any more than the current design.
- 2) Based on these design considerations, the Edwards-Elliott Build Alternative will not cause an impairment to the property, particularly to the truck-service dock area at the rear of the Dick's Sporting Goods building.
- 3) The truck drivers serving Dick's Sporting Goods should be advised to back in from Edwards Avenue as demonstrated in Figure G-7.
- 4) Trucks backing into a loading dock will have their aural beepers in effect, alerting those users around them similar to any loading dock located near an area of activity. Pedestrians and cyclists will have clear view of the backing truck and advance according to rules of the road.

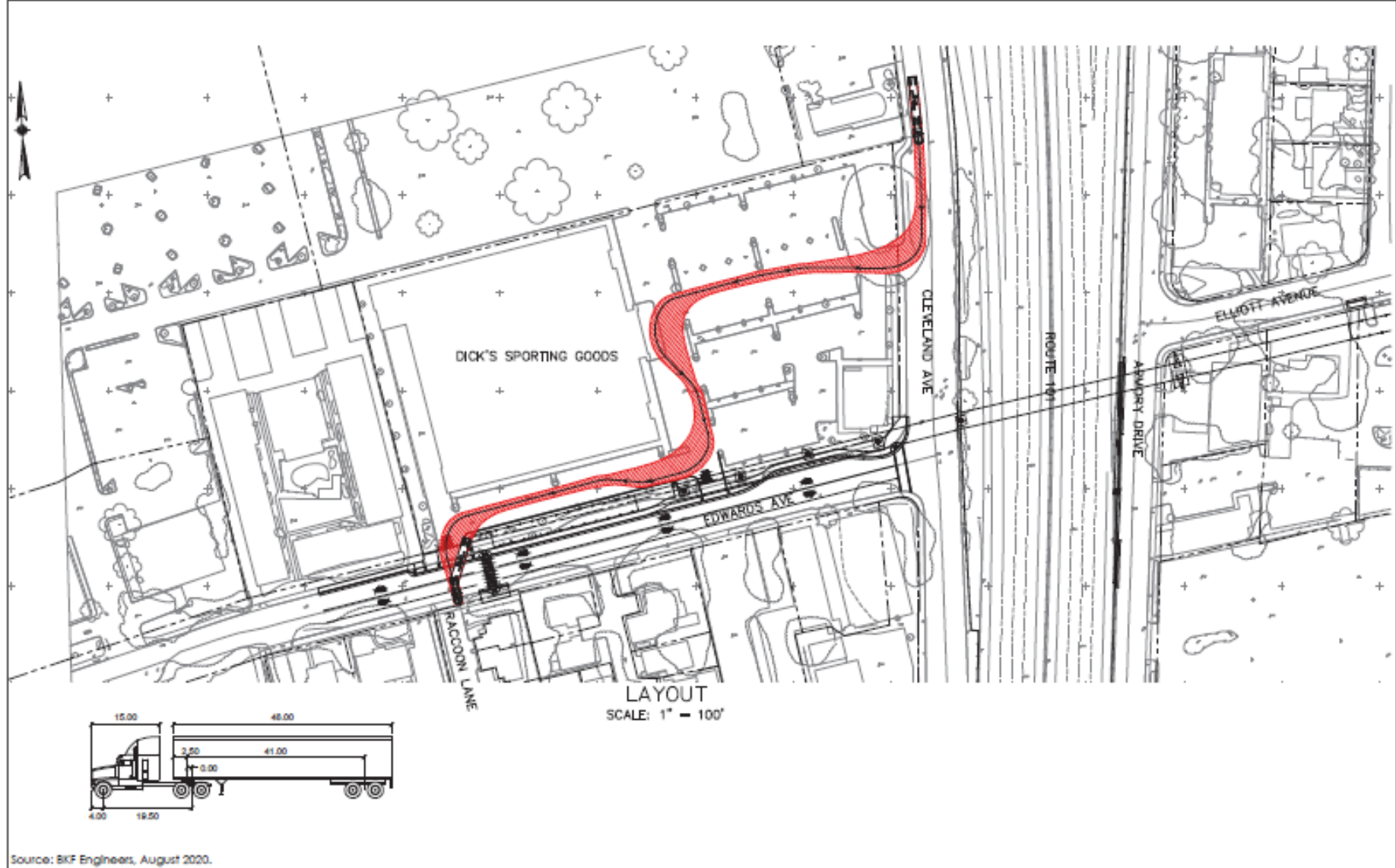
Response to Comment 4: Temporary construction easement

Caltrans acknowledges the commenter's concern that the temporary construction easement would block access to the service/loading area of Dick's Sporting Goods. Refer to response to **Common Comments "CST-1, Construction duration."** Construction of the Project would be phased over approximately two years and would not result in closure of the Edwards Avenue access to the parking lot for the entire construction period. The temporary construction easement shown blocking access to the service/loading area is required for construction of the sidewalk and driveway near the west touchdown of the bridge. It is anticipated that the area of the temporary construction easement blocking the driveway would be required for no more than approximately two weeks in duration. During the reconstruction of the driveway and sidewalk, any disruption in access will be coordinated with the property owner in order to provide access for service/loading throughout the duration of the temporary construction easement. Delivery trucks would continue to have access to the property via Cleveland Avenue. Project construction would not result in any additional safety hazards at the Trust parcel and pedestrian and bicyclists would continue to have access to the primary Coddington Mall entrance on Edwards Avenue as described above in Response to Comment 2.



EDWARDS TRUCK TURNING MOVEMENT ANALYSIS

FIGURE G-7



CLEVELAND TRUCK TURNING MOVEMENT ANALYSIS

FIGURE G-8

Response to Comment 5: Project represents unsafe conditions

Caltrans notes the commenter's concern that the Project represents unsafe conditions under CEQA. The statements contained in Comments 1 through 4 represent solely the opinion of the commenter. The statements made by the commenter do not constitute an expert opinion nor are they supported by facts. In contrast, the above responses were prepared by a registered traffic engineering firm with extensive experience in highway design. The responses utilized standard and accepted methodologies of analysis (e.g., truck turning analysis) as well as the professional judgment of the traffic engineer (refer to Chapter 3, Transportation and Traffic(c), of the IS/MND). Each response presented facts that refute the assertion(s) made in the comments.

Based on the above facts, there is no substantial evidence to support a conclusion that the Project might or will result in unsafe conditions. Therefore, the fair-argument threshold for the preparation of an EIR has not been met.

Response to Comment 6: Project Goal

Caltrans notes the commenter's concern that the Project results in an unsafe condition. As described in Responses to Comments 1 through 4, the Project would not result in an unsafe condition or unusual circumstance in an urban environment. In contrast, by providing a dedicated bicycle and pedestrian crossing of U.S. 101, the Project would improve safety as opposed to the existing access across U.S. 101, which is provided at heavily congested freeway ramp intersections at Steele Lane and College Avenue.

Response to Comment 7: Land Use and Planning

The commenter's concern related to potential Project conflicts with local plans, policies, and regulations has been noted. The Project would provide a safe overcrossing of U.S. 101 and is designed to avoid any potential conflicts with adjacent land uses as described in Responses to Comments 1 through 4. The Project, therefore, would be consistent with the policies identified in this comment.

The potential for the Project to be located adjacent to the Trust parcel was considered at the time of the development approval for the Trust parcel. As shown in Appendix G of the IS/MND and quoted below, the applicant for the development of the Trust parcel sought approval of the development with full knowledge of the potential location of the Project.

"Coddling Enterprises acknowledges that, although the Cleveland Retail Project ("Project") is exempted from provisions of the North Station Area Plan ("NSAP"), the Project site is located within the NSAP boundaries. We further acknowledge that the NSAP identifies an area near the Project site where a Community Connector Bridge may be developed, as depicted on Figure 4.1 of the North Station Area Specific Plan document (attached)."

The Project would not result in the removal of parking spaces from the Trust parcel, would provide replacement plantings adjacent to the structure, and would replace stormwater treatment facilities that are currently located in the acquired property. The Project, therefore, would not conflict with the previous development approvals for the Trust parcel that were considered with the understanding that an overcrossing could potentially be developed along Edwards Avenue.

Response to Comment 8: Recreation

Caltrans notes the commenter's concern related to the recreation impacts of the Project. As discussed in Responses to Comments 1 through 4, the Project would not create an unsafe condition. As discussed in Chapter 3, Recreation, the Project is a recreational facility and the impacts of that facility are described throughout the IS/MND.

Response to Comment 9: Transportation and Traffic

Caltrans notes the commenter's concerns pertaining to transportation and traffic. Based on the facts presented in Responses to Comments 1 through 4, the Project would not increase hazards due to the location of incompatible uses and would not be designed to increase hazards. The Project, therefore, would have no impact under subpart (c) of Transportation and Traffic, as identified in Chapter 3 of the IS/MND. As noted previously, when compared to existing conditions, the Project would improve safety for bicyclists and pedestrians crossing U.S. 101 by providing a continuous, ADA compliant, Class I shared-use overcrossing that improves east-west connectivity to existing and proposed bicycle and pedestrian networks in the northern half of Santa Rosa.

Response to Comment 10: Mandatory Findings of Significance

Caltrans notes the commenter's opinion regarding potential adverse effects on human beings. Please refer to Responses to Comments 1 through 4. The Project would be designed to ensure the safety of all users and would not result in a direct or indirect adverse effect on human beings.

Response to Comment 11: Opposition to Edwards/Elliott Overcrossing

Caltrans notes the commenter's opinion that the project should not be constructed for the reasons included in your comment letter. As discussed in Response to Comment 5, the individual's comments above do not provide substantial evidence based on facts and/or expert opinion that a fair argument could be made that a safety impact would result from the construction of the Edwards-Elliott Build Alternative. The conceptual design of the Project landing at Edwards Avenue, as documented in the responses above, shows that users of the Project could safely cross the existing driveway adjacent to the Project without adversely affecting the existing use or creating a hazard to users of the overcrossing or adjacent parcel. Pedestrians and bicyclists crossing a driveway is not an unusual

circumstance in an urban area. No further environmental review, therefore, is necessary prior to Project approval.

Mears, Carl
Page 1 of 1

From: Carl Mears [REDACTED]
Sent: Tuesday, July 21, 2020 10:50 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Bike Pedestrian Crossing in Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle

I am writing to support the construction of a bicycle pedestrian crossing in northern Santa Rosa. The crossing is important to improve safety, as it is pretty dangerous to use the street level crossing at College Ave, and Steele Lane because of the complexity of these areas due to the freeway on ramps and off ramps. Drivers are simply not looking out for bikes and pedestrians because they have other things on their mind.

Of the two options, I favor the Edwards Elliot Alternative, because it provides better access to the SMART station, and to Coddington mall, all well as easier access from the east side.

Thank you for considering my input.

Carl Mears
Bike commuter.

Response to Mears, Carl

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 as it provides better access to the SMART train station and Coddington Mall from the east side of U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Melstrom, Dave

Page 1 of 1

From: Dave Melstrom [REDACTED]
Sent: Wednesday, July 15, 2020 12:18 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle:

I would like to offer these comments in support of the Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing:

1 I am a recreational biker who has lived in Santa Rosa for 16 years. I urge you to grant environmental approval and construct the highway 101 bicycle crossing. Having seen many people killed in car/bike accidents in Santa Rosa, this crossing is desperately needed. It is very unsafe to cross 101 right now, and this bridge would make a huge difference in being able to bike around the city. The Elliott/Edwards location is the best choice for the bridge and I hope you will proceed.

Thank you,
-Dave Melstrom

Response to Melstrom, Dave

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 to provide a safer crossing of U.S. 101 for bicyclists. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Moore, Kathleen
Page 1 of 1

From: Kathleen Moore [REDACTED]
Sent: Friday, July 17, 2020 8:40:53 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Highway 101 Bicycle and Pedestrian Overcrossing Project

EXTERNAL EMAIL. Links/attachments may not be safe.

1 | This is a quick note to voice support for the Bicycle and Pedestrian Overcrossing Project. The proposed overcrossing is a key component of both Sonoma County's and Santa Rosa's Bicycle & Pedestrian Master Plans. It will connect Santa Rosa Junior College and Downtown Santa Rosa destinations with Coddington Mall and the Sonoma Marin Area Rail Transit (SMART) station. Currently there are few safe and enjoyable routes for cyclists and pedestrians to cross Highway 101 in Santa Rosa, Sonoma County. In fact, the crossings that currently exist, Steele Lane/Guerneville Road and College Avenue, are dangerous for pedestrians and bicyclists.

Thank you for your consideration,

Kathleen Moore
[REDACTED]

Response to Moore, Kathleen

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed. As you note the Project is a key component of both the County's and City's Bicycle and Pedestrian Master Plans and provides a safer connection for bicyclists and pedestrians between SRJC, downtown, Coddington Mall, and the SMART train station. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Morrison, Brad
Page 1 of 1

From: bradmorrison@sonic.net [REDACTED]
Sent: Wednesday, July 15, 2020 5:29 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa 101 overcrossing by the SRJC

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Ms. Nagle,

1 | I support the proposed 101 overcrossing by the SRJC and prefer the Elliot/Edwards route. It will make East West travel much easier in Santa Rosa.

Thank you,

Brad Morrison

Morrison, Brad

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 to make east to west travel in Santa Rosa easier. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Munsch, Pat
Page 1 of 1

From: Apes Munsch [REDACTED]
Sent: Saturday, July 18, 2020 10:49 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Highway 101 Bicycle & Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

1 Please approve the bridge and make it safer to get from the SMART train station to the JC area. The northernmost alternative is the best, in my opinion. Having been forced to use the only street near there, the Steele Lane under-crossing, it obviously is insanely dangerous for bikes and pedestrians due to the freeway on-ramps, which are extremely unsafe to cross as a pedestrian.

(Or cycle commuter)

Have you ever tried to walk (or ride a bike) through there? Try it during rush hour... you will instantly become a bridge advocate! Help reunite Santa Rosa and please approve the much anticipated bridge!

Thanks,

Pat Munsch

Response to Munsch, Pat

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 to provide safer access from the SMART train station to the SRJC area. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Murphy, Tim
Page 1 of 1

From: Tim Murphy [REDACTED]
Sent: Friday, July 24, 2020 8:56 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Support for Highway 101 Bike/Pedestrian Crossing

EXTERNAL EMAIL. Links/attachments may not be safe.

To Whom it may Concern,

I write in support of the Highway 101 bike-pedestrian crossing at Elliot Ave or Bear Cub Way. I teach at Santa Rosa High School and live in west Santa Rosa close to the Santa Rosa North SMART Station on Guerneville Rd. I frequently ride my bike to work, but do not feel comfortable using the Steele Lane underpass to get to the east side of town. Instead, my preferred route is to take Coffey Ln south, connect with the SMART bike path at the Santa Rosa North Station, continue south to the 9th Ave underpass and then backtrack north to the SRHS campus. While it is a much safer route, it approximately doubles my bike commute and requires me to cross College Ave twice.

- 1 A pedestrian overpass at either of the proposed locations would be a welcome addition to our network of bike paths; however, a crossing at Elliot Ave. would be the most convenient location for access to the SMART bike path, train station, and Coddington Mall.

I'm personally excited about the possibility of such a crossing, as it would shorten my bike commute and further encourage me to ride more and drive less.

Thank you for your time and consideration,
Tim Murphy

Response to Murphy, Tim

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 to provide a convenient location to access Coddington Mall and the SMART train station and trail. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Murray, Patrick
Page 1 of 1

From: Patrick Murray [REDACTED]
Sent: Friday, July 24, 2020 12:52 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Hwy. 101 Bicycle and Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle,

1 As a resident of Santa Rosa for many years, I am acutely aware of how traffic density has greatly increased over the years; more positively, bicycling has blossomed over time, as has pedestrian mobility as our population ages. I am in support of this project, as I see it to be of benefit to our community, and a good use of taxpayer funds. Thank you.

Patrick Murray

Sent from my iPad

Response to Murray, Patrick

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed due to the community benefits it provides. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Narath, Tanya
Page 1 of 1

From: Tanya Narath [REDACTED]
Sent: Friday, July 24, 2020 8:38 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Cc: Tanya Narath <tanyanarath@gmail.com>
Subject: Support for Hwy 101 Overcrossing and Edwards/Elliott alignment

EXTERNAL EMAIL. Links/attachments may not be safe.

To: Caltrans, District 4
ATTN: Elizabeth Nagle, Associate Environmental Planner
Via email to Elizabeth.Nagle@dot.ca.gov

I am writing to express my support for the U.S. Highway 101 Bicycle and Pedestrian Overcrossing Project in Santa Rosa. I am a resident of west Santa Rosa and have experienced the dangers of riding my bike on Steele Lane under Highway 101. I look forward to the day when I will be able to safely cross the highway on foot or by bike using the new overcrossing.

1 I would also like to express my strong preference for the Edwards/Elliott alignment for the overcrossing. I believe this location provides a more direct and accessible connection between important destinations on the east side of the highway such as the Santa Rosa Junior College and County of Sonoma complex, and shopping, housing, and the SMART station on the west side of the highway.

Thank you for your consideration.

Best,

Tanya Narath

[REDACTED]

Santa Rosa

Response to Narath, Tanya

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 to connect SRJC and the Sonoma County Complex on the east of U.S. 101, to shopping, housing, and the SMART train station west of U.S. 101. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Newell, Virginia
Page 1 of 1

From: Virginia Newell [REDACTED]
Sent: Friday, July 24, 2020 4:21 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Safe crossing over Highway 101

EXTERNAL EMAIL. Links/attachments may not be safe.

1 | Thank you for considering a safe crossing over Highway 101, Steele Lane for pedestrians and bicyclists.

I have chosen to walk, bicycle as my transportation means in lieu of owning an automobile.
I am a healthy senior living in the S.R.J.C area and frequently commute or travel under highway 101. I
am cautious, alert and yet it is a heavily trafficked area which could be safer for those on foot or bicycle.

Virginia Newell

Response to Newell, Virginia

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to provide a safer alternative for pedestrians and bicyclists to access areas east and west of U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Nordlie, Claire

Page 1 of 1

From: Claire Nordlie [REDACTED]

Sent: Thursday, July 16, 2020 5:05 PM

To: Nagle, Elizabeth@DOT [REDACTED]

Subject: Hwy 101 pedestrian and bicycle bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Ms. Nagle,

1 | I am a citizen of Santa Rosa and I'm writing in support of the proposed Hwy 101 pedestrian and bicycle bridge south of Steel Ln and north of College Ave. That intersection is dangerous to cross with the amount of traffic and would provide an excellent path for SRJC students to get to classes without driving.

Thank you,
Claire Nordlie
[REDACTED]

Response to Nordlie, Claire

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to provide increased non-vehicular access to SRJC for students. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Pasek, Ken
Page 1 of 1

2020-10-16 10:00 Comment

-----Original Message-----

From: Ken Pasek [REDACTED]

Sent: Thursday, July 16, 2020 2:54 PM

To: Nagle, Elizabeth@DOT [REDACTED]

Subject: Hwy 101 Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

1 | YES, I support a bicycle and pedestrian bridge across 101. Either location works for me, but please spend some extra money to make it aesthetically pleasing as this will be a permanent structure for decades.
Thank You.
Ken Pasek
[REDACTED]

Response to Pasek, Ken

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed and designed to be aesthetically pleasing. To ensure the structure is a unique landmark for Santa Rosa, the design of the cable arrangement, fencing, and tower elements will be refined during the design phase. AMM AES-4 has been incorporated in the Project to ensure community input is provided on the Project design and aesthetics (refer to Chapter 3, Aesthetics, of the IS/MND). 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. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Peacock, Evon

Page 1 of 1

From: Peacock, Evon [REDACTED]
Sent: Friday, July 17, 2020 4:40 PM
To: Catbagan, Christopher [REDACTED]
Subject: Proposed Bike Lane

Good Afternoon Christopher,

Could you please forward my comments to Caltrans.

1 | It would be great to have the Hearn Ave overpass between Corby Ave and Santa Rosa Ave. made safe for walkers and bicyclists. Parts of the road has a sidewalk and parts do not. This section of Santa Rosa on the Corby side connects the low income areas to shopping. I drive this daily and i see kids trying to negotiate with traffic, very dangerous. Please consider making this safe.

Thank you,
Evon Peacock
Yard Attendant

Response to Peacock, Evon

Response to Comment 1: Hearn Avenue Interchange

Thank you for providing your opinion regarding the need for bicycle and pedestrian facilities on the Hearn Avenue Interchange. The Hearn Avenue Interchange has been approved for a reconstruction Project. The planned overcrossing is designed with proposed widened ADA compliant sidewalks and proposed 6-foot Class II bicycle lanes in the east and west direction. The reconstructed overcrossing is anticipated to be complete in 2024 subject to available funding. Please refer to the link <https://srcity.org/746/Hearn-Avenue-Interchange-Phase-3>.

Pennington, Robert
Page 1 of 1

From: Robert Pennington [REDACTED]
Sent: Friday, July 17, 2020 10:50 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Support for Highway 101 Bicycle & Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I'm writing to give my strong support for the proposed bicycle and pedestrian crossing over Highway 101. I often bike to work from my home in Sebastopol to my office at the county complex east of the 101. The ride is mostly along bike paths and feels safe until Santa Rosa where I must cross 101. Both College and Guerneville crossings feel incredibly unsafe and I go out of my way to avoid these intersections. A dedicated overpass for pedestrians and bicycles would be a huge improvement to my commute. I strongly support either of the proposed crossings.

Regards,

Robert Pennington
[REDACTED]
[REDACTED]
[REDACTED]

Response to Pennington, Robert

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to improve safety for bicyclists and pedestrians crossing U.S. 101. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Peoples, David
Page 1 of 1

From: David Peoples [REDACTED]
Sent: Tuesday, July 21, 2020 11:54 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa bicycle/pedestrian overpass

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle,

An overpass for bicycles and pedestrians, across Highway 101 at Elliott Road in Santa Rosa, has been needed for a very long time. The value of this overpass is incalculable and obvious.

¹ Santa Rosa considers itself "The City Designed for Living" and this long overdo project is exactly the type of feature that our motto refers to.

There are increasingly fewer safe opportunities to navigate our city for active people who choose not to crowd our streets with cars and pollute the same air that we all must breath. Those people all deserve an active role in our community.

Thanks very much for understanding the value and wisdom behind this new overpass. It will become a symbol of success for smart urban planning.

Sincerely,
David Peoples

--

David Peoples
Coldwell Banker



Response to Peoples, David

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 to provide a safer crossing of U.S. 101 for bicyclists and pedestrians. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Perry, John
Page 1 of 2

From: John Perry [REDACTED]
Sent: Friday, July 24, 2020 2:42 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa Highway 101 Bicycle and Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Elizabeth,

I was encouraged to give a comment on the proposed overhead bike/pedestrian bridge, so here they are,

Best,
 John Perry

[REDACTED]
 [REDACTED]

Daily downtown bicycle commuter

Comments,

- 1 Both: Much needed!!! Both effective in reducing incidents on Steel and College, Great for the students too. Bicentennial seems safer than College if you have to cross, but it is way out of the way. Steel is downright unsafe. No one should be on that road.

Elliot/Edwards Pros:

- 2 May be more effective in encouraging people already using Steel because it is closer
 Nice connections to Big lots/CVS and the mall

Elliot/Edwards Cons

Patelco, Dicks (both of which I use) and the surrounding area look really nice right now. A bridge would reduce sight lines and diminish an area that's already nice Residents on these streets would be impacted negatively. Not really fair to them (I wouldn't want it here if I were them)
 Note quite as intuitive to get on the smart trail and the station, points east

Bear Cub Pros

- 3 This area is neglected. No visual harm in building a bridge here. The whole area could use a lift
 Very intuitive to get on the smart trail and the station, points east
 Nice connection to Pacific Ave

The incline could be more graduated due to the undeveloped area to the south west

Bear Cub Cons

Perry, John
Page 2 of 2

Not quite as good access to the mall

My vote,
Bear Cub!

Less impactful on residents, better connections to Smart Trail, fewer negative aesthetic impacts

Responses to Perry, John

Response to Comment 1: Support for the Project

Thank you for providing your letter of support for the Project to provide a safer crossing for bicyclists and pedestrians in this area.

Response to Comment 2: Edwards-Elliott Build Alternative

Your opinion on the pros and cons of the Edwards-Elliott Build Alternatives is noted. The Project would increase bicycle and pedestrian connections between Coddington Mall and businesses on Mendocino Avenue. The Project has been designed to avoid blocking views of Cleveland Avenue businesses and their signage from U.S. 101, refer to Chapter 3, Aesthetics, and Figure 3.0-1 to 3.0-3 of the IS/MND. This comment indicates that the Edwards-Elliott alignment does not provide as intuitive a connection to the SMART trail and train station; however, both Build Alternatives would access the SMART trail from the same location on Jennings Avenue.

Response to Comment 3: Support for the Bear Cub Way Build Alternative

Thank you for providing your opinion that the Bear Cub Way Build Alternative should be constructed due to reduced visual impacts, connection to Pacific Avenue, access to the SMART train station and trail, reduced impacts to residents and design benefits due to less constraints from existing development. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Peterson, Robert
Page 1 of 1

From: Robert Peterson [REDACTED]
Sent: Tuesday, June 30, 2020 8:09 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Fwd: Comments on Bicycle Pedestrian over crossing highway 101

EXTERNAL EMAIL. Links/attachments may not be safe.

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

From: Robert Peterson [REDACTED]
Date: Tue, Jun 30, 2020 at 7:57 PM
Subject: Comments on Bicycle Pedestrian over crossing highway 101
To: [REDACTED]

Dear Elizabeth and Chris,

Thank you so much for all your work on this project. I am an employee of the SRJC and was using biking as an alternative to driving. I live over on the west side of town by Pinner High school. I started riding my bike to work in 2003 and rode it through last July 2019. I have enjoyed riding my bike and it was pretty safe till I got to the Coddington 101 area. I always had to be extra alert and ride very defensively.

I was hit by a truck on the Coddington underpass in July of 2019. Both the Coddington and College Ave under passes are very dangerous and not bike friendly or pedestrian friendly and I am sure I am not the first person or last person to get hit and hurt in this area. There is the college, the High School and the grammar school with students using the underpass and this is so dangerous. This over crossing is going to save lives and I think encourage more people to bike and walk since it will be safer to do so. I will not ride a bike to work again until this is built.

Thank you,

Robert Peterson

Response to Peterson, Robert

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to improve the safety of bicyclists and pedestrians accessing areas east and west of U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Phillips, Barbara
Page 1 of 1

From: Barbara Phillips [REDACTED]
Sent: Wednesday, July 22, 2020 9:35 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Highway 101 Bike/Pedestrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle,

I wish to express my support for one of the two proposed overcrossings. Safety is my main concern, both for myself as a pedestrian and cyclist, but mainly for the students who will be the heaviest users. College Ave and Steele Lane are both high traffic areas with incomplete bike lanes and long street crossings for pedestrians who have to be hyper-vigilant to cars entering & exiting the freeway.

1 | Because the Bear Cub Way east side access point is central to 3 schools, and deposits users on the west side in an area not heavily trafficked, I feel it's the best option. Regardless of which option is chosen, I'm happy to support the construction of an overcrossing.

Sincerely,
Barbara Phillips

Response to Phillips, Barbara

Response to Comment 1: Support for the Bear Cub Way Build Alternative

Thank you for providing your opinion that the Bear Cub Way Build Alternative should be constructed due to its proximity to several schools on the east and a landing area that is less trafficked on the west. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Picard, Lisa
Page 1 of 1

From: Lisa Picard [REDACTED]
Sent: Tuesday, July 21, 2020 12:45 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: 101 Bike Crossing - Elliot Avenue

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms Nagle,

As an avid cyclist that commonly travels from Santa Rosa to West County, I wanted to SUPPORT the bicycle overdressing as critical to our safety.

Highway 101 cuts Santa Rosa off and makes east-west bicycle and pedestrian travel unsafe especially when pushed to use Guerneville Road or College. Crossing under 101 at these locations conflicts with car travel making turns from the freeway. This is a high-collision corridor. This overcrossing is a key component of both Sonoma County's and Santa Rosa's Bicycle & Pedestrian Master Plans as noted by Sonoma Bike Coalition.

1

From the user perspective, the Elliott/Edwards location has so many benefits being closer to SMART train station and shopping areas. It is also safer. Please know that a NO BUILD OPTION IS UNACCEPTABLE and This overcrossing is long overdue.

So appreciate your consideration.

[REDACTED]

Response to Picard, Lisa

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 proximity to the SMART train station, shopping areas, and increased safety. As you note the Project is a key component of both the County's and City's Bicycle and Pedestrian Master Plans. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Plascencia, Rosita C.

Page 1 of 2

From: Rosita Plascencia [REDACTED]
Sent: Friday, July 17, 2020 2:30 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Cc: [REDACTED] June Brown [REDACTED]; [REDACTED]
Subject: 101 bicycle-pedestrian-Bridge * Edwards Avenue

EXTERNAL EMAIL. Links/attachments may not be safe.

Caltrans, District 4
Elizabeth Nagle, Associate Environmental Planner
P.O. Box 23660
Oakland, CA 94623-0660

I am contacting you regarding the proposed idea of a bridge coming from coddington to santa rosa junior college.

- 1 | As a resident and on site manager at [REDACTED] for 16 years strongly opposes this project for the following reasons
- 2 | 1. Since the new bus stop on the south side of Dicks sporting goods we have much more traffic using the parking lots of coddington patelco dicks and the street. Not leaving much space for our residents. The homeless have become even a bigger issue not only do they sit at the bus stop but they also come into our private property hang out, do drugs, drink, smoke and of course leave their needles and trash behind.
- 3 | Numerous times I have had to request for them to leave. In this apartment complex we have assigned parking which people using the bus violate on a daily basis. I would only become a bigger issue if this is not prevented. Sadly would not give me much of a choice but to have to call the police on a daily basis for assistance.
- 4 | 2. The attempt to drive on to Cleveland Avenue has been tough also not for just me but for many of us that try. We most certainly could use a traffic light at Edwards and Cleveland Avenues. Added traffic would lead to it almost being impossible to get on to Cleveland. I understand there is an issue with parking at the srjc i dont see why you could not build a multi level parking garage on the one leveled parking areas as is. Also I see there is an alternative area you can take this project to that is not a residential area. I think in all fairness that would be the best idea.
- 5 | I join my neighbors and agree that having that view would be awful not to mention all the trash that would ultimately not be picked up by anyone creating possible rodent, bed bug, roach and other pest problems that we do not currently have. The violence would absolutely increase. Our families and children do not deserve this,

Plascencia, Rosita C.

Page 2 of 2

we deserve the peace we have all worked really hard to maintain in our area. In this complex we unfortunately do not have an area for the kids to play, I feel this would create a temptation for the kids to want to run over and play on this structure and causing harm to them in many ways.

6 | Please move your project to Bear Club Way and kindly leave our neighborhood in peace.

Thank you for your time
Rosita C. Plascencia



Responses to Plascencia, Rosita C.

Response to Comment 1: Opposes Edwards-Elliott Build Alternative

Caltrans acknowledges your opposition to construction of the Edwards-Elliott Build Alternative. 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: Parking

The commenter's concerns on parking have been noted by Caltrans. Please see Table G-1, responses to **Common Comment "TRA-1, Parking."**

Response to Comment 3: Homelessness

Caltrans has noted the commenter's concern on homelessness. Please see Table G-1, responses to **Common Comment "PUB-1, Homeless concerns"**.

Response to Comment 4: Traffic light and additional parking

Caltrans acknowledges the commenter's concerns regarding the need for a traffic signal at Edwards Avenue and Cleveland Avenue and additional parking. For information on the traffic signal please refer to Table G-1, responses to **Common Comments "TRA-1, Parking"** and **"TRA-2, Traffic signal."**

Response to Comment 5: Views, safety and litter

Caltrans has taken note of the commenter's concerns regarding views, safety and litter. The lower portions of the inclined approaches will be supported on retaining walls. Provisions have been made adjacent to these walls to provide for planting to reduce the visibility of the structure. See conceptual rendering in Figure G-1 of this Appendix and AMM AES-2 in Chapter 3, Aesthetics, of the IS/MND. Please see Table G-1, response to **Common Comment "PUB-2, Crime."** Although the Project may increase litter in the vicinity, given the urban nature of the area and existing litter sources, litter is not anticipated to substantially increase. The Project would construct a crosswalk from the landing area to the south side of Edwards Avenue to allow for safe crossing by children, pedestrians, and bicyclists accessing the overcrossing.

Response to Comment 6: Support for the Bear Cub Way Build Alternative

Thank you for providing your opinion that the Bear Cub Way Build Alternative should be constructed. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Plaugher, Joe
Page 1 of 1

From: Joe Plaugher [REDACTED]
Sent: Friday, July 17, 2020 1:56 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Comment - Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Good afternoon,

I am a Santa Rosa resident and cyclist, and I am writing in full support of the Santa Rosa Highway 101 Overcrossing project. If given a choice between the two options, I prefer the Edwards-Elliott alignment because it avoids the increased pedestrian traffic on existing sidewalks. Additionally, the JC has closed down sidewalk/traveling through access to bicyclists during this pandemic, so I have concerns that access to the overcrossing may be limited in future campus closures.

Thanks,
Joe

--

Joe Plaugher
[REDACTED]

Response to Plaucher, Joe

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 as it avoids existing pedestrian traffic at SRJC and the potential for future SRJC campus closures to limit accessibility to the Project. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Pool, Denise
Page 1 of 1

From: d [REDACTED]
Sent: Thursday, July 16, 2020 9:04 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: pedestrian/bike over crossing 101

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Elizabeth,

1 | Yes, I am all for this project. It is good to encourage people to get out of the car & move more.

Thanks, Denise Pool

Response to Pool, Denise

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to encourage non-vehicular modes of travel. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Power, Beth
Page 1 of 1

From: Beth Power [REDACTED]

Sent: Tuesday, July 21, 2020 10:05 PM

To: Nagle, Elizabeth@DOT [REDACTED]

Subject: 101 bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

1 | Please expedite construction of this bridge between Coddington & Elliott Way. I live in the JC neighborhood and it is dangerous walking & biking under 101.

Response to Power, Beth

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 to provide a safer crossing for bicyclists and pedestrians between Coddington Mall and the SRJC area. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

R., Gilberto
Page 1 of 1

From: Gilberto R. [REDACTED]
Sent: Friday, July 24, 2020 9:21 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa, CA Highway 101 Bicycle and Pedestrian Overcrossing Project comments

EXTERNAL EMAIL. Links/attachments may not be safe.

1 I really hope the pedestrian overcross can begin to be constructed as soon as possible. I think it will be a win no matter if the Edwards Elliott or the Bear Cub Way overcross is built. I think I prefer the Edwards Elliott overcross. I still think there is an argument to be made for the bear cub way overcross. It would be closer to The Living Room Center. Closer to The Coffee House Teen Shelter. It would be closer to Santa Rosa High School. Ridgeway Swim Center. I think it's also close to those living near central / downtown Santa Rosa. I think where the argument for the bear cub way falls apart is that it would be farther away from an entrance to get onto the SMART Multi-Use Pathway. Being farther away from the trail also means the overcross would be further from the north SMART Train Station. Farther away from the Northside Transit Hub. Farther away from Coddington and all the stores, shops and services there. Farther away from the stores near Mendocino Ave and Steele Lane.

2 So I think the Edwards Elliott Build Alternative would be better overall for the majority of people if not for everyone. One reason I think is that the lighting would be better at night. It would be close to the SRJC police department. In this sense to me it would be safer. I know some of the nearby residents won't like being so close to the overcross but to me personally, their nearby presence will make it a safer place as opposed to the lonier, quieter and darker overcross if the Bear Cub Way build alternative was built. Edwards Elliott is also estimated to cost less as well.

3 As far as how I would personally use the Edwards Elliott Pedestrian Overcross if it was built. I live near 9th st and Dutton. So west of the 101 and just west of the SMART Multi-Use Pathway. I mostly get around walking and riding public transit. So I would make my way up to Coddington taking the transit bus or the getting on from the Downtown Santa Rosa SMART train station and getting off at the Santa Rosa North SMART Train Station. Like any average person I am always looking for a bargain so discount stores interest me very much. Stores that I would go to are Big Lots, Prime Time Nutrition, Target, Nordstrom Rack, and TJ Maxx. Sporting good stores and other stores as well; too many to list. Other than retail I would go to Patelco Credit Union and the Post Office. Grocery Stores like Safeway, Ortega Market, Chavez Market.

Thank you and hope the Pedestrian Bridge can be built and done in the next several years.

Responses to R., Gilberto

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 proximity to a variety of transit uses, Coddington Mall, and stores on Steele Lane and Mendocino Avenue. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Response to Comment 2: Lighting and Safety

Caltrans notes your opinion that the lighting and SRJC Police Department presence in the vicinity of the Edwards-Elliott Build Alternative would provide greater safety for users.

Response to Comment 3: Proximity to Retail and Services

Caltrans notes your support for the Edwards-Elliott Build Alternative due to the greater density of retail establishments, grocery stores, and services in that area. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Ralston, Shaun

Page 1 of 2

From: Shaun Ralston [REDACTED]
Sent: Saturday, July 25, 2020 6:56 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Cc: Nancy Adams [REDACTED]; Olivares, Ernesto [REDACTED]; Schwedhelm, Tom [REDACTED]; Sprinkle, Rob [REDACTED]; Shaun Ralston [REDACTED]
Subject: Comment on the US Highway 101 Bicycle and Pedestrian Over-crossing in Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle,

Thank you for the opportunity to comment on the Initial Study and Proposed Negative Declaration. I am excited to see this project inching closer to reality. As noted in the Initial Study, bicycle and pedestrian circulation across Highway 101 is difficult in northern Santa Rosa, and a connection in this area will be welcomed by the community.

1 The overcrossing has been a priority project in both the 2010 and 2018 Bicycle and Pedestrian Master Plans (<https://srcity.org/2711/Bicycle-and-Pedestrian-Master-Plan>), and our first goal in the 2018 Plan is to increase access and comfort by designing bicycle and pedestrian facilities that are accessible and comfortable for people of all ages and abilities to use. We also noted in Design Policy #3, to build a Low Stress Bikeway Network suitable for the "Interested but Concerned," to include people of all ages and ability levels riding bicycles. I believe this includes not only the design of the facility, but also the location of the facility. It is important that the facility is in an area that invites access and interest from all parties, and I believe the Elliott/Edwards location is the better of the two options in meeting this goal. A key to making people feel safe and comfortable is to have a lot of "eyes" on the area, such as in a neighborhood. The northern location will not only include nearby neighborhoods, but also regularly frequented campuses on both ends (Coddington Mall and SRJC) providing "eyes" every day of the week. The Bear Cub Way alternative, would limit the "eyes" on the overcrossing to weekdays and normal working hours. This would not offer the same type of comfortable location and, I believe, would drive away many of the "Interested but Concerned" citizens.

Policy #5 in the 2018 BPMP is to design accessible, comfortable, and continuous

Ralston, Shaun

Page 2 of 2

2 off-street paths that contribute to the framework of Santa Rosa's active transportation network. Due to the Elliott/Edwards proposed path's proximity to the North Santa Rosa SMART Station and the Coddington Transit Facility, it is the much more direct way to connect the northeast side of Santa Rosa to local and regional transit options. In addition, it is the closest opportunity to create an off-street path to Guerneville Road, a major vehicular East-West corridor.

3 Lastly, the Elliott/Edwards alternative also includes more direct access to areas of interest on both sides of the highway, such as Coddington Mall, post office facilities, the SRJC, and the Big Lots/CVS shopping center on Mendocino Ave.

Thank you for your consideration; I look forward to hearing about the final decision.

Respectfully,
Shaun Ralston

Responses to Ralston, Shaun

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 because it will provide better access and safety for users due to the adjacent residential neighborhood, Coddington Mall, SRJC campus, and associated activity in this area that would discourage crime. 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: Connections to transit

Caltrans notes your support for the Edwards-Elliott Build Alternative given its proximity to both the SMART train station and Coddington Transit Facility, as well as the associated local and regional connections provided by those transit services.

Response to Comment 3: Connections to transit

Caltrans notes your opinion that the Edwards-Elliott Build Alternative provides direct access to areas of interest on both sides of U.S. 101 including the Coddington Mall, SRJC, post office, and shopping on Mendocino Avenue. Your comments are noted for the record and will be considered as part of the decision-making process on the Project.

Rathbone, Olivia

Page 1 of 1

-----Original Message-----

From: Olivia Rathbone [REDACTED]

Sent: Wednesday, July 15, 2020 4:56 PM

To: Nagle, Elizabeth@DOT [REDACTED]

Subject: Pedestrian bridge in Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Elizabeth,

1 I am writing to urge you to support the construction of a bicycle/pedestrian bridge in Santa Rosa, either at the proposed Coddington Mall location or at Bear Way crossing, whichever is more feasible. Many students at the SR Junior College and 2 surrounding high schools bike or walk to school and this critical infrastructure would allow for more ease and safety to do so. Aside from the obvious climate benefits, safe bike and pedestrian routes vastly improve quality of life, health, access, and a sense of community. As a city that is cut in half by the 101, I implore you to help make Santa Rosa a more enjoyable, liveable city by supporting the bridge construction and deprioritizing "car supremacy" in your decision making.

Thank you,
Olivia Rathbone

Response to Rathbone, Olivia

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed. Caltrans acknowledges your opinion that the Project is critical infrastructure and provides safe access for students to SRJC and local high schools while providing additional quality of life, health, access, and community benefits. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Richards, Willard

Page 1 of 2

From: Willard [REDACTED]
Sent: Wednesday, July 22, 2020 2:55 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Support for Hwy 101 Overcrossing and Edwards/Elliott alignment

EXTERNAL EMAIL. Links/attachments may not be safe.

To:
Caltrans, District 4
ATTN: Elizabeth Nagle, Associate Environmental Planner
Via email to Elizabeth.Nagle@dot.ca.gov

I have strongly supported the U.S. Highway 101 Bicycle and Pedestrian Overcrossing Project in the City of Santa Rosa, Sonoma County since it was first proposed. I have attended **all** the public meetings on this project. The first was held more than a decade ago.

1 I always strongly supported the Edwards/Elliott alignment, and it is easy to explain why. Imagine you are on the SRJC campus near the Library or classroom buildings and want to walk to Coddington or to the SMART station. Which alignment would you prefer to walk on?

When the North Station Area Specific Plan was being prepared, the parcel where Dick's Sporting Goods is now was owned by Coddington Enterprises and used as a parking lot. Coddington Enterprises resisted the Edwards/Elliott alignment. I was among those who negotiated with Kirstie Moore, Development Manager, Coddington Enterprises to be more cooperative and appealed to the Santa Rosa Planning Commission to make accepting the Edwards/Elliott alignment part of the approval of the Dick's Sporting Goods application. The first attachment is a letter we prepared.

2 Other activists initiated a formal appeal, but that was settled as described in the second and third attachments. The third attachment by Kirstie Moore is sufficiently important to be reproduced here.

October 11, 2013

To Whom It May Concern:

A citizens group, the Community Connector Advocacy Group, appealed the Design Review Board's Cleveland Retail Project approval to the City Council. The Group and Coddington Enterprises negotiated to amicably resolve the appeal and in fact reached an agreement. The Group agreed to withdraw its appeal, and Coddington Enterprises agreed to add the following language to its final submittal to be recorded with the Project:

Richards, Willard

Page 2 of 2

Codding Enterprises acknowledges that, although the Cleveland Retail Project ("Project") is exempted from provisions of the North Station Area Plan ("NSAP"), the Project site is located within the NSAP boundaries. We further acknowledge that the NSAP identifies an area near the Project site where a Community Connector Bridge may be developed, as depicted on Figure 4.1 of the North Station Area Specific Plan document (attached).

Sincerely,

Kirstie Moore

Development Manager

Attached: North Station Area Plan Figure 4.1

Yesterday, during a Study Session on this project, the Santa Rosa City Council unanimously again supported this project and recommended the Edwards/Elliott alignment.

Willard Richards

Chair, Sonoma County Transportation and Land-Use Coalition

Community Connector Bridge Advocacy Group

Sonoma County Transportation and Land Use Coalition
Neighborhood Alliance of Santa Rosa
Greenbelt Alliance
Sonoma County Conservation Action
Sonoma County Climate Protection Campaign

Friends of SMART
Concerned Citizens for Santa Rosa
Sonoma County Bicycle Coalition
North Bay Organizing Project

Planning Commissioners
City of Santa Rosa
100 Santa Rosa Ave, Room 10
Santa Rosa, CA 95404

Ladies and Gentlemen:

We—the advocacy group for the “Community Connector” Bridge over Highway 101 near the Junior College—call to your attention a problem that can be avoided with proper planning. The problem, simply stated, is that Coddling Enterprises is going ahead with plans for Dick’s Sporting Goods and other buildings, without provision for the Bridge. We want to eliminate the possibility of spending extra time and money trying to negotiate when construction of the bridge eventually begins. We think Dick’s would be thrilled to learn that the bridge will bring thousands of bicyclists and pedestrians right by their door daily.

The justification for proceeding is stated on page 4 of the staff report for the July 18 Design Review Board hearing on Dick’s Sporting Goods: “... a bicycle and pedestrian bridge project has not been brought forward to the City and a project description has not been developed. Given this fact, this project is not required to provide accommodations for a bicycle and pedestrian bridge.” Thus when the bridge construction begins in the future, Dick’s could object to the design, negotiate for changes, and hold up the project.

The Bridge is on the agenda for this week’s meeting of the Design Review Board. The staff report for the meeting states that the design of the bridge is not developed enough to be considered in a CEQA analysis. The traffic analysis by W-Trans comes to the same conclusion (pdf pages 188 and 206). The report also finds the project to be consistent with the North Santa Rosa Station Area Specific Plan and states that project impacts do not require further analysis. However, North Santa Rosa Station Area Specific Plan EIR finds no significant impacts to transportation based in part on an assumption the Bridge will be constructed. While the North Station Area Specific Plan EIR only shows a generalized location for the Bridge, CEQA analysis for the proposed project fails to consider the feasibility of constructing the Bridge in another location. Absent this information, environmental analysis is inadequate as it is impossible to determine if implementation of the proposed project would prevent construction of this critical component of the North Station Area Specific Plan.

The City has had this Bridge in its plans and actions for a long time—certainly sufficient time for the various City departments to share plans and status reports. Here is some history:

- The Bridge is in the General Plan, is a key item North Station Area Specific Plan, and is included in the city’s Bicycle and Pedestrian Master Plan. It is included in the Transportation and Public Works proposed Work Plan for Fy14-15.
- Stephen Grover has prepared a preliminary plan for the Bridge. The plan is on the City website at <http://ci.santa-rosa.ca.us/departments/publicworks/BicycleProjects/BikePedBridge/Pages/default.aspx>. Pages 4-26 of that plan show a conceptual design of the bridge connecting Elliot and Edwards Avenues. Now that the SMART station is at Guerneville Rd., this is the preferred alignment.

Community Connector Bridge Advocacy Group

Sonoma County Transportation and Land Use Coalition
Neighborhood Alliance of Santa Rosa
Greenbelt Alliance
Sonoma County Conservation Action
Sonoma County Climate Protection Campaign

Friends of SMART
Concerned Citizens for Santa Rosa
Sonoma County Bicycle Coalition
North Bay Organizing Project

- Currently, Highway 101 divides us by race and class. The Connector Bridge will serve low income people on the west side and Santa Rosa Junior College students. This community has showed up in droves to support the Bridge.
- The City Council has approved the preparation of a \$400,000 Project Initiation Document. This is Project ID 769 in the recently approved Capital Improvements Projects. Public Works Associate Engineer Otto Bertolero is managing the Project Initiation Document for the City. The main purpose of the PID is to obtain permission from Caltrans to build a structure over their right of way. Caltrans has indicated to us that they are fine with the Bridge, and it is in the City's hands.
- Members of the Advocacy Group spoke in support of the CC Bridge at the July 18 DRB meeting. We met with Kirstie Moore of Coddling Enterprises on July 22. She indicated that Dick's selected this site because of its visibility from the freeway. At the July 18 DRB meeting, Dick's presented a plan for a one-story building with a tower that the DRB characterized as a billboard. It is important to Dick's that the bridge not obstruct the view of the store from the freeway.
- Public Works displays no sense of urgency or ownership in this matter. On August 13 their response to our concerns was ", the only suggestion (we) can offer is to address it to the property owner." Since we have already done so, we are clearly going in circles.

We ask that approval of the application be conditioned to include the Community Connector Bridge. We believe that Grover's conceptual design provides sufficient information that the bridge envelope can be included in the project plan. Please don't ignore the needs of ALL members of our community and allow private companies to dictate the livability of our City.

Respectfully submitted on behalf of the Community Connector Bridge Advocacy Group,

Jack C. Swearengen
Chair, Friends of SMART

Copies to:
City Manager
Planning Commission
Design Review Board
Bicycle and Pedestrian Advisory Board
Transportation and Public Works
Director of Community Development
Coddling Enterprises
CCBAG members

Close to Home: Building bridges in Santa

By GARY HELFRICH and JANIS WATKINS [Santa Rosa Press Democrat](#) November 3, 2013, 3:00 AM



Related Links

- [Bridge backers drop objection to Coddington sporting goods store](#)



- [New Coddington store called possible obstacle to bike-pedestrian bridge](#)



- [Santa Rosa council funds study of bicycle and pedestrian bridge](#)

Quietly, without fanfare or fireworks, a land-use issue was resolved this past month in Santa Rosa.

You probably didn't hear about it because it didn't involve protests or lawsuits or contentious hearings before the City Council. It was settled with reasonable discussions among sensible adults looking to find a solution that would work for both sides and, more importantly, for all residents of Santa Rosa.

We want to share that good news.

At issue is the community connector bridge across Highway 101, a project that has been planned for several years to provide a safe way for people to cross the freeway without using their cars. The bridge would create a new connection between Santa Rosa's east and west sides, between Santa Rosa Junior College and Coddington, between northeast Santa Rosa and the SMART train station in the northwest on Guerneville Road.

For those reasons and more, the bridge is an important connection.

But plans for the bridge were bumping up against plans for retail development on the west side of the freeway. Dick's Sporting Goods, a national chain, plans to build a new store adjacent to Coddington on Cleveland Avenue. And the location of the store is right next to the preferred spot for the landing of the west side of the bridge.

There is not necessarily any conflict between these projects. However, during the city's review of the Dick's design, the location of the bridge was not considered even though the City Council already had unanimously supported a Caltrans study of the project. Because of a technicality, the Dick's store was approved as if the bridge would never exist at all.

This was worrisome because Dick's representatives have said the company chose this location largely based upon its visibility from Highway 101, and it is possible that the bridge may someday reduce that visibility. We worried that without a formal acknowledgement of the bridge today, the existence of the Dick's store might make it harder to build the bridge in the future.

We're part of a coalition of groups interested in preserving the city's options for a bridge that would provide a vital link between commerce, education, government, health care, neighborhoods and transportation.

We do not oppose Dick's. But because of our commitment to protecting the plan for the bridge, we asked representatives of Coddington — the owner of the Dick's site — to work with us to ensure those plans are acknowledged by Dick's ahead of the construction of their store.

Unfortunately, those initial meetings were not fruitful, and our group decided we had no choice but to file an appeal and ask the City Council to intervene. But as that potentially contentious City Council meeting approached, we and Coddington's representatives decided to try once more to find agreement on this issue.

We sat down and talked about crafting a win-win solution, and we found common ground.

The result: Coddington and Dick's will acknowledge the location of the bridge, and it will be reflected in plans for the store. As a result, we withdrew our appeal.

How does this benefit the entire community? First, it is always a good thing when individuals, organizations and businesses work out their differences without relying on government to intervene. But this agreement goes further by ensuring a vital piece of public infrastructure will not face unnecessary hurdles in its development.

The community connector bridge would do exactly what its name implies and much more. It would reduce car trips and greenhouse gas emissions at one of Santa Rosa's most congested intersections — Steele Lane and Highway 101. It would provide pedestrian and bicycle access between the new SMART train on the west and the junior college and the Sonoma County Administration Center on the east. It would funnel hundreds of potential customers past Dick's doors every day.

This is a “win-win-win-win” for us, for Coddington, for Dick's and for all of Santa Rosa. We think that's something to celebrate.

Gary Helfrich is executive director of the Sonoma County Bicycle Coalition. Janis Watkins is a board member of Sonoma County Conservation Action.

1400 VALLEY HOUSE DRIVE
P.O. BOX 3550
ROHNERT PARK, CA 94928

P 707.795.3550
F 707.665.2882

WWW.CODDING.COM

October 11, 2013

CODDING

To Whom It May Concern:

A citizens group, the Community Connector Advocacy Group, appealed the Design Review Board's Cleveland Retail Project approval to the City Council. The Group and Coddling Enterprises negotiated to amicably resolve the appeal and in fact reached an agreement. The Group agreed to withdraw its appeal, and Coddling Enterprises agreed to add the following language to its final submittal to be recorded with the Project:

Coddling Enterprises acknowledges that, although the Cleveland Retail Project ("Project") is exempted from provisions of the North Station Area Plan ("NSAP"), the Project site is located within the NSAP boundaries. We further acknowledge that the NSAP identifies an area near the Project site where a Community Connector Bridge may be developed, as depicted on Figure 4.1 of the North Station Area Specific Plan document (attached).

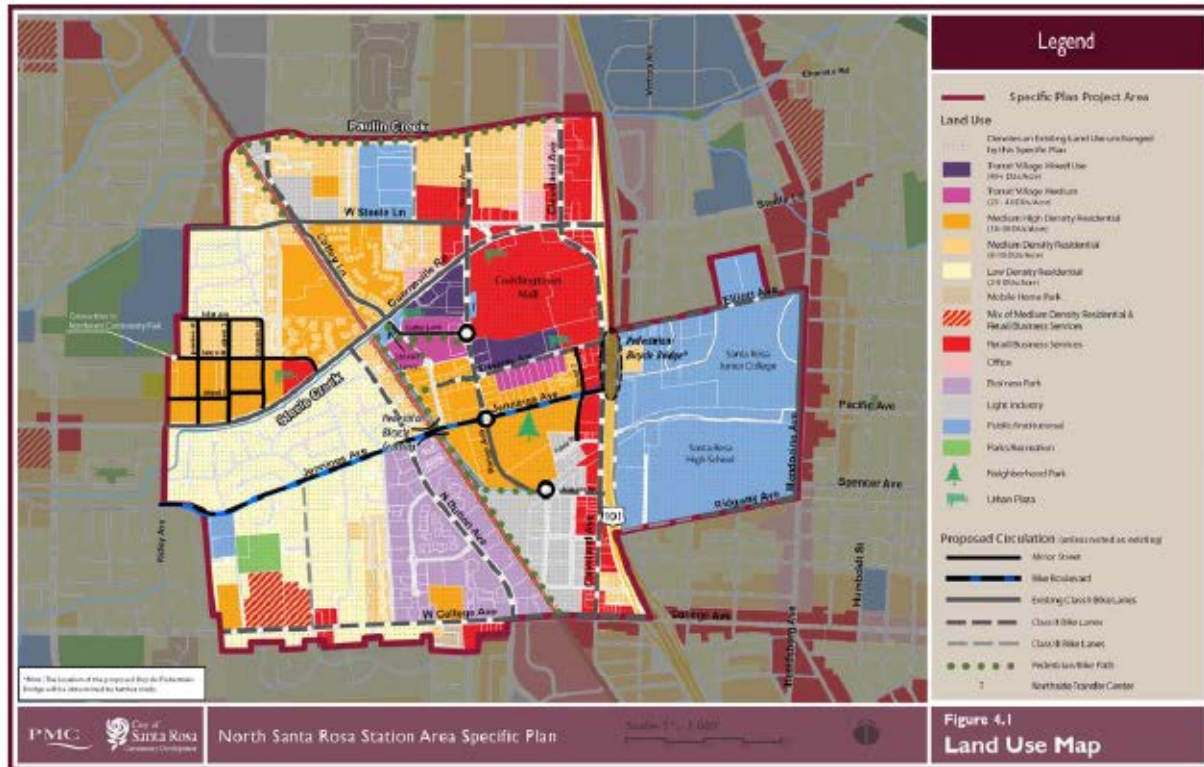
Sincerely,



Kirstie Moore
Development Manager

Attached: North Station Area Plan Figure 4.1

CC: File



Responses to Richards, Willard

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 as it is a more preferable alignment for those wishing to cross U.S. 101 between SRJC, Coddington Mall, and the SMART train station. Your comment is noted for the record and will be considered by as part of the decision-making process on the Project.

Response to Comment 2: Coddington Enterprises negotiation

Caltrans acknowledges the commenter's concern and documentation regarding agreements with Coddington Enterprises related to the development of Dick's Sporting Goods property and the location of the Project on the Edwards-Elliott alignment. The support of the Santa Rosa City Council for the Edwards-Elliott alignment is also acknowledged. Your comments and documentation are noted for the record and will be considered as part of the decision-making process on the project.

Ridlington, Elizabeth
Page 1 of 1

From: Elizabeth Ridlington [REDACTED]
Sent: Thursday, July 23, 2020 9:17 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: comments on 101 bike/ped crossing in Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

To Whom It May Concern:

I am writing in support of the Edwards-Elliott alignment option for the Highway 101 bicycle and pedestrian bridge in Santa Rosa.

The Santa Rosa Bike and Pedestrian Master Plan updated in 2018 identified a safe route across 101 as a high priority and a key element for improving the city's cycling and walking network. I believe that the Edwards-Elliott option will better serve the community's need.

- There are more students at the north end of the Santa Rosa Junior College than at the south end, near the Bear Cub Way alignment.
- Neighbors in the Junior College neighborhood have spoken in favor of a bridge at Elliott at public meetings in the past.
- Stores, the SMART station, a public library branch, a post office and other destinations on the west side of the bridge are closer to the landing on Edwards Avenue than to the landing of the Bear Cub way alignment, meaning the Edwards-Elliott alignment allows for a more direct trip for those who are walking or biking.

As a member of Santa Rosa's Bike and Pedestrian Advisory Board, I am delighted at the prospect that this bridge will provide a safer and more attractive route than the existing freeway undercrossings for people who are traveling by bike or foot.

Elizabeth Ridlington

Responses to Ridlington, Elizabeth

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 the larger number of SRJC students at the north end of campus, Junior College neighborhood support for this alignment, and proximity of public facilities, stores, and SMART train that allow for a safer direct route for bicyclists and pedestrians. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Romero, Pablo

Page 1 of 1

From: Pablo Romero [REDACTED]
Sent: Tuesday, July 21, 2020 12:09 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Highway 101 overcrossing in Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle,

1 I'm writing in support of the overcrossing (currently in environmental review) that will help bridge the economically and racially segregated E/W parts of my city. This overcrossing will allow the ever expanding pedestrian and cycling community access to areas of the city without having to get in a car. For example; the Junior College students who live in the less privileged west side of Santa Rosa, will be able to reach their JC classes just on the other side of the 101 Highway.

Thanks you!

Pablo Romero
[REDACTED]
[REDACTED]
[REDACTED]

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Response to Romero, Pablo

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to provide bicycle and pedestrian connections for lower income students from the west side of U.S. 101 to the SRJC campus on the east side. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Rose, Beverly
Page 1 of 1

From: beverlyr [REDACTED]
Sent: Thursday, July 16, 2020 3:01 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Comments on Highway 101 Bicycle & Pedestrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

I strongly prefer the “**Edwards-Elliott Build Alternative**” for the **Highway 101 Bicycle & Pedestrian Overcrossing**, because of its closer proximity to the Guerneville Road SMART station.

- 1 With the other alternative, I feel sure that many pedestrians and bicyclists coming from the SMART station will find it difficult or impossible to locate the access point for the crossing, rendering it useless to them.

Thank you for the opportunity to comment.

Sincerely,
Beverly Rose

[REDACTED]
[REDACTED]

Response to Rose, Beverly

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 given its proximity to the SMART train station and ease of access. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Roth, Jeff
Page 1 of 1

From: Jeff Roth [REDACTED]
Sent: Thursday, July 16, 2020 3:15 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Highway 101 Bicycle & Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

1 | I am in **SUPPORT** of this project

<https://srcity.org/750/Highway-101-Bicycle-Pedestrian-Bridge>

Jeff Roth
[REDACTED]

[REDACTED]

Response to Roth, Jeff

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed. The comment is noted for the record and will be considered as part of the decision-making process on the Project.

Russell, John
Page 1 of 1

From: JOHN RUSSELL [REDACTED]
Sent: Thursday, July 23, 2020 12:34 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Why 101 Santa Rosa Bicycle/Pedestrian Overpass

EXTERNAL EMAIL. Links/attachments may not be safe.

Cal Trans:

- 1 The Hwy 101 Santa Rosa bicycle/pedestrian overpass project is an important project to improve and encourage safety. The current options for crossing 101 in Santa Rosa are risky at best for us. Please consider approving and moving forward on this long needed improvement.

Very truly yours,

John Russell MD

Response to Russell, John

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to improve safety for bicyclists and pedestrians crossing U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Schnur, Erika

Page 1 of 1

-----Original Message-----

From: Erika Schnur [REDACTED]
Sent: Monday, July 20, 2020 7:51 AM

To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Bike pathway

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I'm emailing my support for this project!

On April 22, my husband and I were riding our bikes on Steele lane towards Franklin Park from Coddington Mall. We were obeying traffic rules when a flat bed tow truck from Yarborough towing intentionally went around us, only to come within 2 ft of hitting my husband when they cut us off to get into 101 South Bound. (He yelled at my husband and I and we were wearing bring colors and it was obvious he saw us.)

1 I emailed the company thinking they would care how their drivers are being reckless on the road, there's been no response.

It's because of drivers like this we need a safer alternative to getting on the other side of the freeway.

Please know I support this project as do many of my friends.

Thank you.

Erika
Sent from my iPhone

Response to Schnur, Erika

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to provide a safer alternative for bicyclists crossing U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Seden, Wayne
Page 1 of 1

[REDACTED]
July 16, 2020

Elizabeth Nagle
Associate Environmental Planner
Caltrans, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Dear Ms Nagle:

I attended the June 30th Zoom connected public meeting to hear presented the the Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Over-crossing Feasibility Study. I wish to express my support for the proposed bike and pedestrian bridge. As a biker I would feel safe enough to venture over to Coddington Mall and the SMART train station if the bridge were constructed and located at the Elliot/Edwards alignment. This route in my view offer the greatest advantage to those of us living on the east side who wish to get to those two destinations in the shortest time possible. I see this bridge as a long awaited means for walkers and biker to conveniently and safely make that journey. People such as myself have waited a long time for this needed connection. I look forward to hearing progress on the project.

Sincerely,

[REDACTED]
Wayne Seden

Response to Seden, Wayne

Response to Comment 1: Support for the Edwards-Elliott Build Alternative

Thank you for attending the public meeting held for this Project. Your opinion that the Edwards-Elliott Build Alternative should be constructed due to it being the most convenient location for bicyclists and pedestrians east of U.S. 101 to safely reach Coddington Mall and the SMART train station is acknowledged. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Sheehan-Meyer, Dani
Page 1 of 2

From: Dani Sheehan-Meyer [REDACTED]
Sent: Monday, July 20, 2020 1:38 PM
To: Nagle, Elizabeth@DOT [REDACTED]
[REDACTED]
Cc: Chris Catbagan [REDACTED]
Subject: Highway 101 Bike-Ped Overcrossing in Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

Caltrans District 4
ATTN: Elizabeth Nagle, Associate Environmental Planner
P.O. Box 23660
Oakland, CA 94623-0660

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

Dear Ms. Nagle:

As a concerned citizen I am pleased to offer comments in support of the U.S. Highway 101 Bicycle and Pedestrian Overcrossing in Santa Rosa. I have discussed this with those that have reviewed the Proposed Mitigated Negative Declaration and support the finding that it is accurate and complete. We urge you to grant environmental approval and construct the project.

I support the conclusions of Friends of SMART which has advocated for a 101 overcrossing since SMART became a reality in 2008.

I will quote their letter addressed to you, "The "Community Connector Bridge Advocacy Group" was formed in 2013 for the purpose of advocating for a bridge. Group membership included Friends of SMART, Sonoma County Transportation and Land Use Coalition, Neighborhood Alliance of Santa Rosa, Greenbelt Alliance, Sonoma County Conservation Action, Sonoma County Climate Protection Campaign, and Sonoma County Bicycle Coalition. We spent many hours negotiating with the President and Board of Santa Rosa Junior College, the City Planning Department, Design Review Board, City Council, and Coddling Enterprises regarding the best location for the crossing. We participated in several Community Open Houses regarding the 2018 Bicycle & Pedestrian Master Plan. We concluded that the Edwards-

Sheehan-Meyer, Dani
Page 2 of 2

Elliot alignment is far superior to other options.

Here is a synopsis of our analysis: Highway 101 bifurcates Santa Rosa and makes east-west bicycle and pedestrian travel difficult and unsafe. Steele Lane/Guerneville Road and College Avenue—the two streets in the study area where crossing can be made—are heavily trafficked and do not have bike lanes in many sections. These are high-risk routes for pedestrians and cyclists. Crossing under the 101 viaduct at either of those locations requires competing with traffic that is turning onto or off of the freeway.

The overcrossing will connect three major activity centers: Santa Rosa Junior College, the Coddington Mall and the Sonoma Marin Area Rail Transit (SMART) station. It is easy to understand why this overcrossing is a key component of both Sonoma County's and Santa Rosa's Bicycle & Pedestrian Master Plans.

1 The study looks at two different crossing locations. From our perspective as advocates for SMART and active transportation, the Elliott-Edwards location has many advantages. The West end is closer to the train station and shopping areas. That proximity guarantees that it would receive much more use. This alignment is also safer. The Bear Cub Way location requires navigating the very busy entrance to the main parking garage and crossing the SRJC campus. By adding at least a half mile to the route, the Bear Cub alignment is useless for pedestrians who would walk between the SRJC campus or either the SMART station or the Mall. If we are going to reduce congestion and greenhouse gases, we must provide every opportunity to facilitate access to public transit.

Regardless of which alignment is chosen, the "no build" option is unacceptable. This overcrossing is long overdue."

I completely agree with this assessment written by Jack Swearingen, Chair, Friends of SMART (Sonoma Marin Area Rail Transit).

Thank you for your consideration.

Sincerely,

Dani Sheehan-Meyer

Response to Sheehan-Meyer, Dani

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 the potential for increased use resulting from its proximity to transit and businesses as well as safety considerations. Your concerns related to the increased distances from the Bear Cub Way Build Alternative to transit and businesses as well as potential conflicts between users and vehicles within the SRJC campus are acknowledged. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Sheridan, Kate

Page 1 of 1

From: kateland@sonic.net [REDACTED]
Sent: Tuesday, July 21, 2020 6:02 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Proposed bike bridge at Elliot Ave. Santa Rosa

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello, I am writing in support of providing a safe crossing over Hwy 101 for cyclists. My current route is via College Ave., one of the worst streets in the city as there is no bike lane and the vehicle traffic moves fast and close. I would use any alternate route, but Eliot Ave. would be the most bike friendly option.
Thank you, Kate Sheridan

Response to Sheridan, Kate

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 it being the more bike friendly alignment. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Shoop, Jim
Page 1 of 1

From: Jim Shoop [REDACTED]
Sent: Wednesday, July 22, 2020 8:38 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Please approve and construct Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

1 Please grant environmental approval and construct the project. Santa Rosa is in dire need of safe alternatives for crossing Hwy 101. Every current crossing point contains dangerous situations for cyclists and pedestrians. I am in strong support of this project with the Elliott/Edwards crossing being the preferred choice.

Thank you for considering my opinion,
Jim Shoop

Response to Shoop, Jim

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 to provide a safer crossing of U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Smith, Andrew
Page 1 of 1

From: Andrew Smith [REDACTED]
Sent: Wednesday, June 24, 2020 12:26 PM
To: Nagle, Elizabeth@DOT <[REDACTED]>
Subject: Highway 101 Bicycle and Pedestrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Elizabeth,

Greetings as I got notice of the meeting on this recommendation.

I have been living in Santa Rosa for 10 years and there to my knowledge has been a contentious issues. From cost to where to build it and a conflict between SMART and Santa Rosa.

So now and I did not read the entire document is making a final decision between the two locations. That would allow the construction to go forward and not sure who is responsible for the cost to build it. So much money wasted on EIR reports and now it would take 2 years to build.

If there is one good thing that came out of the pandemic it is that the bureaucratic rules and regulations have been eliminated so decisions have been made quickly. A reason why a vaccine for the Coronavirus maybe found quickly as the rules have changed.

This has nothing to do against you but just the process to get good projects done quickly.

Andrew Smith
Santa Rosa

Response to Smith, Andrew

Response to Comment 1: Timing and Cost Concerns

Thank you for providing your opinion that the approval process for the Project should be expedited and your concerns regarding the related costs of the project. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Smith, Geoffrey

Page 1 of 1

From: BikePartners.net [REDACTED]
Sent: Saturday, July 25, 2020 2:19 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Highway 101 Bicycle & Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

To:
Elizabeth Nagle,
Associate Environmental Planner

re: Highway 101 Bicycle & Pedestrian Bridge

The City of Santa Rosa has been a 'divided city' for too long. As a Santa Rosa resident since 1960, I have witnessed the divisive effect of the 101 freeway on pedestrian and bicycle mobility, as well as on car movement. The very few 'choke' points allowing east-west mobility are crowded, dangerous, and poorly placed.

Of the two proposals being presented for the much-needed ped/bicycle crossing, I strongly endorse the northern "Edwards-Elliot" option, connecting the Dick's Sporting Goods/Coddington complex, with the vibrant Santa Rosa JC campus. My primary considerations are as follows:

- Northern is safer for pedestrians and cyclists, owing to more 'eyes on the path' and generally increased activity 7/24.
- Northern is closer to the SMART transit stop, which is an emerging and important transit element.
- Northern would lend itself to additional parking infrastructure to support SRJC students, faculty and staff. This would allow campus planners to focus on the important education and enrichment mission of the SRJC. Such parking infrastructure -- I'm envisioning electric vehicles of course -- would also service existing retail operations of the Coddington Mall, which is already host to significant EV charging infrastructure.
- Northern route would provide convenient access for SRJC campus community to services provided at the Coddington Mall complex -- which could, someday, hopefully, include **housing**.
- Northern is closer to the Jennings Ave. preferred bicycle route for east-west travel.

Thank you.

Geoffrey Smith
[REDACTED]

Business:
BikePartners Bicycle Shop
[REDACTED]

Response to Smith, Geoffrey

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 increased safety, proximity to the SMART train station, connectivity between SRJC and the Coddington Mall, and proximity to the Jennings Avenue Bike Boulevard. Please note the City is not proposing any additional parking related to the Project. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Soares, Todd

Page 1 of 1

From: [REDACTED]
Sent: Friday, July 17, 2020 12:25 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Comments on the bike/pedestrian overcross

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Ms. Nagle.

I had a chance to watch the informational meeting on line earlier tonight and thought I'd add a comment. I am a bicycle commuter about 50% of my work days, and my route takes me from my residence in the JC neighborhood to my job on Dutton Ave. I am definitely interested in a way to get from east to west and back that is safer than the Hwy 101 under-crossings at College or Steele Ln.

1 | I share the concerns of one of the questioners regarding the relation between the proposed bridge over Hwy 101 and the subsequent barrier further west at the railroad tracks. While it would be great for there to be a way to get over the tracks at the Jennings site, it seems like this is not going to be practical any time soon.

2 | It does appear to me after looking at the map of the two proposals for crossing 101 that the more northerly route that involves Elliot and Edwards offers the best way to get around the railroad tracks via its simple route to the North SR Smart station. As a regular cyclist, I'm a supporter of this project regardless of which route is chosen, but I'd like to add my vote for the more northern route.

Thanks

Todd Soares

[REDACTED]

[REDACTED]

Responses to Soares, Todd

Response to Comment 1: Jennings Avenue Railway Crossing Project

Caltrans notes the commenter's concern regarding the Jennings Avenue Railway Crossing Project. The Jennings Avenue Railway Crossing Project is another integral piece of the City's Bicycle and Pedestrian Master Plan update 2018 for the north part of Santa Rosa which aims to provide accessibility to the SMART trail, local schools, commercial businesses, social services, and employment centers, additionally it would allow greater access to the Project. The City recognizes the strong community support for this railway crossing. The most recent update is that the California Public Utilities Commission (CPUC) has granted the City a two-year extension to build the Jennings Avenue at grade crossing Project, which expires in September 2021. An extension of the Jennings Avenue bicycle boulevard west of the rail tracks is planned once the railway crossing is complete. There is currently no funding in the City's Capital Improvement Program to further study or implement the Jennings Avenue bicycle boulevard west of the rail tracks.

Response to Comment 2: Support for the Edwards-Elliott Build Alternative

Thank you for providing your opinion that the Edwards-Elliott Build Alternative should be constructed as it provides a simpler route for bicyclists to get around the tracks and also access the SMART train station. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Soldis, Steve
Page 1 of 6

From: Steve S [REDACTED]
 Sent: Monday, July 13, 2020 2:29 PM
 To: Nagle, Elizabeth@DOT [REDACTED]
 Cc: [REDACTED]
 Subject: Formal Questions for Santa Rosa Pedestrian/Bicycle Overpass

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle,

Please accept this as my formal questions per the open public comment period regarding the pedestrian/bicycle over crossing in Santa Rosa CA. I basically have 5 questions:

1. Is there an study that shows the impact on the parking along Edwards. As you know, when the Dicks Sporting Goods was built, the city removed all the parking along the North side of Edwards ave. So now, most residents, office tenants and guests of residents along Edwards ave park in the Dicks Sporting Goods parking lot or Coddington Parking lot. We also know parking at the SRJC is a nightmare for both students and for the residents living in the area. If the bike bridge is put along Edwards, students will fill the streets along Edwards and limit parking for residents and business owners along Edwards. How will the city and Cal Trans mitigate the parking crisis that will become if the bridge is put along Edwards. Will the residents and businesses along Edwards have some input on mitigating parking issues in our neighborhood.
2. As you have seen with the Cleveland ave bridge and the 3rd street bridge in Santa Rosa, Bridges attract large scale homeless encampments. We all know this will become a big problem along Edwards. What is the city and Cal Trans plan on reducing homelessness under the bridge proposed? This is a serious crisis with crime, disease, waste, etc. and the residence and business owners will be directly impacted if the city allows homeless encampments down Edwards street. The design should be such that does not create a sheltered environment to encourage homelessness.
3. Are there any renderings which show what our view would be from our business offices. Currently we have views from our window. What is the height of the bridge?
4. We purchased the building because of its visibility to the freeway and signage is important. How will the bridge impact the visibility to my building from traffic traveling southbound on 101.
5. I saw in the zoom video, the city is planning on moving the bus stop down by Patelco Building on corner of Edwards and Cleveland. This is a dangerous move as cars turning left onto Edwards would be blocked and cars turning right onto Edwards from Cleveland will have to stop to avoid hitting the

Soldis, Steve

Page 2 of 6

bus on the corner. Is there some legal guidelines to how from from a corner should a bus stop be located?

6 My Final Thoughts are it appears the businesses and residents along Edwards have had very little contact from the city and Cal Trans regarding this project. The manager of an apartment complex was completely unaware of the plans for a bridge down Edwards. She says all the tenants and guests part at Dicks Sporting goods because there is no parking already. This bridge will have a lifetime impact on the residents and the decline in value of our properties. I have spoken to 20+ residents along Edwards who all oppose the bridge. This street is too small, and the bridge should not be rammed down our street.

Thank you for your time and please let me know how I can review the answers to my questions.

—
Steve Soldis,
Chairman of the Board



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Soldis, Steve
Page 3 of 6

From: Steve S [REDACTED]
Sent: Tuesday, July 14, 2020 5:29 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Additional Comments for Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Elizabeth,

I have three more formal comments regarding the bridge:

- 7 | 1. Is there a design plan for the bridge that is already approved?
- 8 | 2. How will the city mitigate the intrusive feeling of this large cement structure in front of the neighborhood? Will they install tall trees, bushes, nice landscaping?
- 9 | 3. How quickly will this city address tagging/spray paint, homelessness when it occurs. There is a neighborhood here and this needs to be quickly resolved.

Thank you

Steve Soldis,
Chairman of the Board



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Soldis, Steve**Page 4 of 6**

From: Steve S [REDACTED]
 Sent: Wednesday, July 15, 2020 1:14 PM
 To: Nagle, Elizabeth@DOT [REDACTED]
 Cc: June Brown [REDACTED]
 Subject: Additional Questions for Pedestrian Bridge Public Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Elizabeth,

Thank you for the call this morning. Per our conversation I have the following questions to be added to the public comments that are due by July 24th, 2020. They may be redundant to previous questions I provided but I want to receive a clear answer for the following.

- 10 1. Has there been an impact study conducted regarding the parking issue that will occur due to SRJC students parking in our neighborhood and accessing the bridge to get to campus. If yes, Where can I review a copy of this study? If no, what plans does the city have to mitigate and actually improve parking within the neighborhood. As you know, the city took away all the north side parking when Dicks Sporting Goods was built.
- 11 2. Has there been an impact study (anywhere in CA) that determines if bridges attract Homelessness? If yes, where can we view this study? It is the opinion of the neighborhood that recent homeless encampments under 3rd street and college ave overpasses were not been addressed in a timely manner and it looked like a 3rd world country under those bridges. What plans do the city have to mitigate and even eliminate homeless encampments from forming under the bike/pedestrian bridge when built? This is not only a business neighborhood but it is also a residential neighborhood with children and senior citizens living in homes on Edwards Ave.
- 12 3. Are there any state, federal laws or regulations to the distance a bus stop must be from a corner to prevent a dangerous condition from cars traveling northbound and southbound turning onto Edwards and or coming out of the underground parking structure on the corner of Cleveland and Edwards? If the bus stop is moved down towards the corner (next to Patelco Bank) this is ripe for accidents to occur. How does the city plan to mitigate these conditions?
- 13 4. Has the the city or Cal Trans contacted the residence and business owners that will be affected by the bridge to provide renderings with the views they would see from their homes, businesses. If yes, where can we view these renderings? As you know, a large stone structure right out front is not a desirable and may affect the housing, commercial real estate prices.

Soldis, Steve
Page 5 of 6

- 14 | 5. Has there been an impact study on future real estate values once the bridge is built? If yes, where can we view this study?

Thank you for your time.

—
Steve Soldis,
Chairman of the Board



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Soldis, Steve
Page 6 of 6

From: Steve S [REDACTED]
Sent: Friday, July 17, 2020 1:14 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Bridge Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Elizabeth,

15 I would like to add this to the comments. As the building owner on the corner of Cleveland and Edwards, I am not completely opposing the bridge. However, unless the critical issues I mentioned in previous comments are resolved, I will have no choice but to strongly oppose the bridge. I feel this project has potential to improve our neighborhood but it will take some design to deal with additional parking spaces for residents and their guests, additional sidewalks for pedestrians (there are none past Dicks Sporting Goods), moving the bus stop further west and not on the dangerous corner and commitment from the city and county they will prevent the bridge from becoming a homeless encampment.

16 In addition, what assurances will we have that this project will not go past 2 years. We all know nothing is ever completed on time and 2 years is a huge burden on my business and the neighborhood. How are we assured this will be completed within the 2 years per scope of work?

17 Finally, I want to comment that myself and the neighbors have never personally been contacted by the city or county regarding this project and we should have some further detail of what we are to expect regarding neighborhood interruption and even renderings from our views to see how the bridge may or may not become an eyesore. I think this is critical that we have some input since we have to live and work here everyday.

Thank you

—
Steve Soldis,
Chairman of the Board

[REDACTED]

Responses to Soldis, Steve

Response to Comment 1: Parking

Caltrans acknowledges the commenter's concerns related to parking on Edwards Avenue. Please refer to Table G-1 for the response to **Common Comment "TRA-1, Parking."** 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: Homeless encampments

Caltrans acknowledges the commenter's concerns related to the potential for homeless encampment due to the Project. Please refer to Table G-1 for the response to **Common Comment "PUB-1, Homeless concerns."** Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Response to Comment 3: Views of the bridge

Caltrans acknowledges the commenter's concerns related to views of the Project. Views of the Project are provided in Figures 3.0-2 and 3.0-3 of the IS/MND. The height of the overcrossing deck would be approximately 18.6 feet above U.S. 101. Views from private property are not protected under CEQA and were not prepared for any individual property adjacent to the Project area. 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 resulting in the cable-stayed design.

Response to Comment 4: Building visibility

Caltrans acknowledges the commenter's concerns related to the visibility of adjacent buildings from U.S. 101. The Project has been designed to locate the tower for the cable-stayed structure on the east side of U.S. 101 to avoid blocking views of small businesses and their signage along Cleveland Avenue from U.S. 101 (refer to AMM AES-3 in Chapter 3, Aesthetics, of the IS/MND). Distant views of the building at 1955 Cleveland Avenue from southbound U.S. 101 are currently obscured during the spring and summer months due to oak trees along the highway. Views of the building as vehicles approach the Edwards-Elliott alignment would not be substantially obscured by the Project or vegetation along the highway.

Response to Comment 5: Bus stop relocation

The Project would relocate the existing bus stop on the north side of Edwards Avenue closer to its intersection with Cleveland Avenue, near the Patelco Credit Union building. The Project includes a bus pullout which would remove buses from the active travel lane and

reduce the potential for conflicts with vehicles turning onto Edwards Avenue from Cleveland Avenue (see Figure 2.4-1 of the IS/MND). The relocated bus stop would be designed to meet all requirements to ensure safe operations at the proposed location.

Response to Comment 6: Public participation

Two public meetings were held, during the Project development process, the first as a scoping meeting held on March 29, 2018 at SRHS. Following this meeting, a public input survey was circulated for 20 days and 108 responses were received. A second public meeting was held during the public comment period for the Draft IS/MND on June 30, 2020 via a virtual meeting. The public meetings were advertised in the Santa Rosa Press Democrat and on the City's website. The City provided notice of the IS/MND in English and Spanish to residences and businesses within a 1,000-foot radius of the Project and a mailing list of past interested community members.

In addition to the above referenced public meetings, the City held a Design Review Board meeting in April 2019 and confirmed the cable-stayed bridge type for the Project. The Project was also included on the agenda for the City Council Study Session held on July 21, 2020 which was open to the public.

During the Project development process outreach meetings have been conducted including one-on-one meetings with the property owners directly affected by the Project right of way impacts. Stakeholder meetings were also completed with SRJC and local rail and bicycle advisory groups (refer to Chapter 4, Comments and Coordination, of the IS/MND).

As stated in AMM AES-4, in partnership with Caltrans and SCTA, the City will develop a public outreach plan for the Project design phase to seek community input on the design and aesthetics of the Project, which may include but would not be limited to the following: hosting community meetings, meeting with affected businesses and residents, conducting community assessments, hosting 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 (refer to Chapter 3, Aesthetics, of the IS/MND). Caltrans acknowledges your comment regarding public involvement in the Project and will ensure ongoing coordination during the design phase.

Response to Comment 7: Overcrossing design

A Design Review Board meeting at the City was held in April 2019 and confirmed the cable-stayed bridge type for the Project. While the cable-stayed structure type has been approved by the City, the detailed design will be developed and Caltrans' design approval will occur during the next phase of the Project. The public will continue to be involved in the design phase of the Project, refer to Response to Comment 6.

Response to Comment 8: Cement structure and landscaping

The lower portions of the inclined approaches will be supported on retaining walls. Provisions have been made adjacent to these walls to provide for planting to soften the appearance of the structure. See conceptual rendering in Figure G-1 of this Appendix and AMM AES-2 in Chapter 3, Aesthetics, of the IS/MND.

Response to Comment 9: Graffiti and homelessness

Where the structure is elevated it will be located directly adjacent to sidewalks and roadways. The Project will incorporate design elements to discourage an increase in the congregation of homeless within the Project limits and these active areas would be generally unattractive for homeless encampment. Please refer to Table G-1 for the response to **Common Comment “PUB-1, Homeless concerns.”** The Project will include an anti-graffiti coating on retaining walls and landscaping to reduce the visibility of the walls (refer to Chapter 3, Aesthetics, of the IS/MND). Please refer to Table G-1 for the response to **Common Comment “AES-1, Graffiti.”**

Response to Comment 10: Parking

Caltrans acknowledges the commenter’s concern related to parking on Edwards Avenue. Please refer to Table G-1 for the response to **Common Comment “TRA-1, Parking.”**

Response to Comment 11: Homeless concerns

Caltrans acknowledges the commenter’s concern related to the potential for homeless encampment due to the Project. Please refer to the Response to Comment 2.

Response to Comment 12: Bus stop design

Caltrans acknowledges the commenter’s concern related to the bus stop relocation as part of the Project. Please refer to the Response to Comment 5.

Response to Comment 13: Bridge views

Caltrans acknowledges the commenter’s concern related to views of the Project. Please refer to the Response to Comment 3.

Response to Comment 14: Real estate

Caltrans notes the commenter’s concern regarding real estate values in the vicinity of the Project. CEQA requires evaluation of the environmental impacts of a project and does not require analysis of economic impacts. No economic study of real estate values with the Project, therefore, has been completed.

Response to Comment 15: Parking, Traffic light, and sidewalks

Regarding the intersection at Edwards Avenue and Cleveland Avenue, parking, and homeless encampment, please refer to Table G-1 for the responses to **Common Comments “PUB-1 Homeless concerns,” “TRA-1, Parking,” and “TRA-2, Traffic lights”** (refer to Chapter 3, Transportation and Traffic, of the IS/MND). Caltrans notes the commenter’s concern regarding sidewalks. There is an existing six-foot-wide sidewalk along the north side of Edwards Avenue from Cleveland Avenue to Range Avenue. There are sidewalks on the south side of Edwards Avenue from Cleveland Avenue to the east to the mid-block point in the west, except for a gap in front of the apartments at 900 Edwards Avenue. The Project would construct a crosswalk on Edwards Avenue to provide direct access from the south side of Edwards Avenue to the western landing of the overcrossing to ensure safe crossing for residents and pedestrians. The relocated bus stop will meet all design requirements to ensure safe operations at the proposed location, refer to Response to Comment 5.

Response to Comment 16: Construction impacts

Refer to Table G-1 for the response to **Common Comment “CST-1, Construction duration.”** Construction of the Project will take place in stages such that adjacent land uses would not experience construction impacts/burdens for the full construction period.

Response to Comment 17: Community outreach

During the environmental documentation phase of the Project which began in 2017, outreach meetings have been conducted. One-on-one meetings have been held with the property owners directly affected by the Project right of way impacts, see Figures 2.4-1 and 2.4-2 of the IS/MND. Additionally, a public scoping meeting was held on March 29, 2018 at SRHS and an informational meeting regarding the IS/MND was held on June 30, 2020 via a virtual meeting. The public meetings were advertised in the Santa Rosa Press Democrat and City website. Invitations to the public meetings in English and Spanish were mailed out to all residences and businesses within 1,000 feet of the Project area and a mailing list of past interested community members. Additionally, the City Council and Design Review Board meetings discussed the Project alignment and structure design, respectively. These meetings were open to the public and were open for comment. Prior to the June 30, 2020 meeting, no concerns regarding the bridge aesthetics were received from the Edwards neighborhood.

Public input will be an integral part of the final design phase of the Project. In partnership with Caltrans and SCTA, the City will develop a public outreach plan, host community meetings, meet with affected businesses and residents, conduct 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 to ensure that Santa Rosa remains attractive and maintains a sense of place which is unique to Santa

Rosa. 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).

Spigarelli, Cynthia
Page 1 of 1

-----Original Message-----

From: Cynthia Spigarelli [REDACTED]
Sent: Friday, July 17, 2020 7:17 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Highway 101 bicycle and pedestrian bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Elizabeth,

1 I am a bike commuter and a teacher. I used to teach at Helen Lehman Elementary School on Jennings Ave, so I have had many occasions to wonder how to cross the freeway and now the Smart Rail tracks in a safe manner in the area of the proposed b & p crossing. It is currently NOT easy or safe to ride along Steele Lane, and requires going one or two overpasses out of the way to do it in a safe manner. I strongly prefer the Edwards-Elliot over-crossing plan for two reasons. First, because it is a straight shot, roughly East-West, so that whether you are ultimately traveling north after you cross the freeway, or south, you have not lost ground or gone in the opposite direction of travel. The second reason is that it effectively links three resources: shopping, the Smart Rail, and the JC, while the alternative only links a residential area to the JC. The Smart Rail makes riding with a bicycle easy, and I see the Smart Rail link as vital to accessing the JC with the addition of the over-crossing. There are also many families in both the West side of 101 residential areas, and the East side who have only one car per family, and are effectively cut off from the other side. I am excited and hopeful to see a bicycle and pedestrian bridge reconnect the two sides.

Sincerely,
Cynthia Spigarelli

Sent from my iPad

Responses to Spigarelli, Cynthia

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 to provide a safer crossing of U.S. 101 on a straight alignment that connects shopping, the SMART train, and SRJC. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Stein, Marjorie
Page 1 of 1

From: Marjorie Stein [REDACTED]
Sent: Wednesday, July 15, 2020 5:11 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: I support the Highway 101 Bike/Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle,

1 I am writing in support of a bike and pedestrian bridge over Highway 101. There are few safe and enjoyable routes for cyclists and pedestrians to cross the Highway 101. Santa Rosa needs to start planning for, and investing in ways for all of us to get around without relying so heavily on cars. Such investments will lead to a safer and healthier and cleaner community!

Best Regards,
Marjorie Stein

[REDACTED]
[REDACTED]

Responses to Stein, Marjorie

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to reduce reliance on vehicles and provide safer alternatives for bicyclists and pedestrians to cross U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Sutter, John and Phyllis
Page 1 of 1

From: John Sutter <[REDACTED]>
Sent: Friday, July 3, 2020 3:01 PM
To: Nagle, Elizabeth@DOT <[REDACTED]>
Subject: no-reply@zoom.us

This is a reply to Steve Grover's no-reply@zoom.us email of 07/02:

Thank you for listening to input from the neighborhoods.

Just a thought. You might get more and better input if you offered some leading questions to help folks organize their thoughts such as

Do you believe this proposed project will improve your neighborhood? Santa Rosa as a city? Why?

1 *Are there some aspects of this proposed project that stand out as an improvement?*

Are there some aspects of this proposed project that stand out as detrimental?

Do you foresee any particular environmental benefits or detriments?

Do you see either of the proposed alignments as being superior to the other? Why?

And so on. Ending with:

Are there any other items about this project you would like planners to be aware of?

Best of luck going forward with this.

BTW – I have lived about 3 blocks from the Elliot landing for over 20 years, and walked all over this neighborhood, and the JC and the SRHS campuses with my dog. I strongly support the Elliot/Edwards alignment. Bear Cub is a poorly lighted ugly alleyway that no pedestrian will feel comfortable using at night. Lots of other reasons I will share later.

2 *BTW2 – How about passing on a better more detailed artist rendering of the structure itself? If halfway attractive it will help close the deal. I am really hoping it is a unique structure with a unique appearance that will always be associated with north Santa Rosa. The unitary towers sound promising in that regard.*

Best regards,

John & Phyllis Sutter
[REDACTED]

Responses to Sutter, John and Phyllis

Response to Comment 1: Question for public meetings and Support for the Edwards-Elliott Build Alternative

Caltrans has taken note of the commenter's input. Caltrans will consider incorporating the above-mentioned questions for future public meetings that are similar in nature.

Thank you for providing your opinion that the Edwards-Elliott Build Alternative should be constructed as it would provide a greater sense of safety for users than the Bear Cub Way Build Alternative. 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: Renderings

Caltrans has taken note of the commenter's request for proposed renderings of the Project. For more information on the views of the Project from U.S. 101 refer to Chapter 3, Aesthetics, of the IS/MND. Additional conceptual renderings of the landing area on Edwards Avenue are shown in Figures G-1 to G-6. Continued public input will be an integral part of the Project design phase. The City is committed to overseeing and directing communications with a variety of audiences during the public outreach process, including residents, business owners, interest groups, neighborhood groups, and other stakeholders. 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 with the 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).

Tan, Xinci
Page 1 of 1

From: Xinci Tan [REDACTED]
Sent: Friday, July 24, 2020 11:50 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Public comment: Santa Rosa Hwy 101 pedestrian and bike crossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Elizabeth,

I would like to submit a public comment for the Draft Environmental Document regarding the Santa Rosa Hwy 101 pedestrian and bike crossing. My comment is as follows.

I am a Sonoma County resident who works in Santa Rosa. Before the pandemic I often commuted to work by bike from Rohnert Park, and otherwise I also bike recreationally. I am ecstatic to hear of this project moving forward. In this time of climate crisis, we need to encourage active transportation like walking and biking, as well as public transportation, so that car emissions can be reduced. Given that both alternative builds are proposed to be next to the SRJC, this project will increase ease and accessibility to a wider range of students in the area.

Either alternative would meet the project goals, but the Bear Cub Way alternative seems preferable because it would be less disruptive to existing infrastructure. Fewer mature trees and utility poles, and no buildings, would need to be removed. Although the Bear Cub Way alternative would cost more than the Edwards-Elliott Build, the difference of \$3 million is not an unreasonable cost to pay for less disruption. Furthermore, the Bear Cub Way alternative would make the crossing more centrally located between Steele and College.

As stated, this project is in line with many state and local initiatives to provide better walking and biking infrastructure, and to mitigate climate change. Thank you to the staff at the DOT and City for a thorough report. I look forward to following the progress of this project and seeing the crossing come into fruition.

Xinci Tan

Responses to Tan, Xinci

Response to Comment 1: Support for the Bear Cub Way Build Alternative

Thank you for providing your opinion that the Bear Cub Way Build Alternative should be constructed to encourage active transportation while minimizing impacts from construction of the Project to mature trees, utilities, and building on the SRJC campus. The impact of the Project on existing infrastructure was analyzed in the IS/MND and found to be less than significant. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Trubee, John
Page 1 of 1

From: John Trubee <[REDACTED]>
Sent: Wednesday, June 24, 2020 2:09 PM
To: Nagle, Elizabeth@DOT <[REDACTED]>
Subject: Bike Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

I support the bike bridge 200%!

I have not owned a car since 1992.

1 I live by Coddington and bike everywhere to do everything.

The traffic mess by 101 and Steel Lane is hellacious.

This bike bridge would be a godsend.

Please O please let's get working on this ASAP!

Yours truly, John Trubee

TRUBEE RECORDS
John Trubee-Owner

[REDACTED]

[REDACTED]

[REDACTED]

Response to Trubee, John

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed due to traffic at the Steele Lane undercrossing of U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Turrey, Dana
Page 1 of 1

From: Dana Turrey [REDACTED]
Sent: Wednesday, July 22, 2020 3:30 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa Highway 101 Bicycle & Pedestrian Bridge Initial Study

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle,

I am writing in support of the proposed Santa Rosa Highway 101 Bicycle and Pedestrian Bridge project and approval of the Initial Study and Mitigated Negative Declaration. This crossing would provide critical safe access across Highway 101 for pedestrians and bicyclists that currently does not exist for a long stretch between College Avenue and Steele Lane. Both the College Avenue and the Steele Lane undercrossings are unsafe for bicyclists and an alternative is greatly needed.

- 1 The proposed overcrossing would serve two highly traveled areas in Santa Rosa and provide links between the downtown, Santa Rosa Junior College, North Santa Rosa SMART Station, Coddington, and multiple apartment complexes and neighborhoods. The overcrossing is in both the City and the County's Bicycle and Pedestrian Master Plans, as well as a high priority in Caltrans District 4's Bicycle Plan.

The Elliott Avenue option is preferable due to its proximity to the SMART station and Coddington, and safer access from the Junior College and surrounding neighborhoods. The Bear Cub Way option requires navigating the busy entrance to the Junior College parking garage and crossing campus.

The "no build" option is unacceptable due to the high need for a safe crossing in this area.

Thank you for your consideration of my comments.

Sincerely,

Dana Turrey
Santa Rosa resident

Response to Turrey, Dana

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 to provide safer access over U.S. 101. As the commenter notes, the Project is identified in the City's and County's Bicycle and Pedestrian Master Plans as well as Caltrans District 4 Bicycle Plan. Your preference for the Edwards-Elliott alignment due to its proximity to the SMART train station, Coddington Mall, SRJC, and surrounding neighborhoods is noted. Your concerns regarding the Bear Cub Way Build Alternative and potential for vehicle conflicts with users crossing campus and the SRJC parking garage entrance is also noted. Your comment will be considered as part of the decision-making process on the Project.

Tylawsky, Gregory & Sally
Page 1 of 1

Capt. Gregory M. & Dr. Sally W. Tylawsky
[REDACTED]

29 June 2020

Ms. Elizabeth Nagle
Associate Environmental Planner
Caltrans, District 4
Po Box 23660
Oakland, CA 94623-0660

RE: Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing

Dear Ms. Nagle:

I am writing to advocate the adoption of the "Bear Cub Way" alternative for the Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing project.

Our principal residence and businesses are located very close to the planned West crossing path along Cleveland Avenue, we have been residents for over 20 years. As I had mentioned at a planning meeting last year, the "Bear Cub Way" alternative would greatly assist our community in providing a safer landing and entry route as compared to Edwards Elliot. Namely, it would redirect much of the foot traffic from Cleveland Avenue to the quieter and safer roads in and around the multi-family areas.

Presently, the foot traffic along Cleveland is quite high and the crossing of streets by families and bicycles in this area is somewhat dangerous. Moving pedestrians to the West will greatly increase safety and convenience for many residents.

Finally, the area of the Western landing is now unused. Providing a thoroughfare to so many homes via "Bear Cub" across 101 would be greatly appreciated by all residents of this area.

Sincerely,
[REDACTED]

Greg (& Sally) Tylawsky

Response to Tylawsky, Gregory & Sally

Response to Comment 1: Support for the Bear Cub Way Build Alternative

Thank you for providing your opinion that the Bear Cub Way Build Alternative should be constructed to move pedestrian traffic from Cleveland Avenue to Range Avenue further to the west which has less vehicular use. Cleveland Avenue has sidewalks and bike lanes in the vicinity of both alignments. Additionally, both Build Alternatives direct users toward Range Avenue and additional bicycle and pedestrian facilities to the west. To the extent the Project is in an area with existing foot traffic, it may encourage use when compared to other roadways with less users. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Vendetti, Marc
Page 1 of 1

From: marc@2910.org [REDACTED]
Sent: Tuesday, July 21, 2020 1:34 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: I SUPPORT the Elliott/Edwards Hwy 101 crossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Nagle,

1 | I SUPPORT the Elliott/Edwards location for the bicycle/pedestrian crossing as it offers the most benefits for all users and studies have shown it is the safest of the available options. I have read with horror of the recent deaths and injuries to cyclists crossing the freeway and something should have been done a long time ago to prevent these tragedies. Please do not delay this project.

Thank you for moving forward with this crossing project and for accepting public comments.

Sincerely,
Marc

Marc Vendetti [REDACTED]
[REDACTED] Time

*Speak I love you in ten thousand ways without using the words
and the words will speak themselves without using the voice.*

~Michael Bridge

[SevaChild International](#) | [Marin Museum of Bicycling](#) | [2910 LLC](#)



Please consider the environment before printing this e-mail

Response to Vendetti, Marc

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 as the safest option for crossing U.S. 101. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Vrobel, Charlotte
Page 1 of 1

From: Charlotte Vrobel <[REDACTED]>
Sent: Thursday, July 16, 2020 2:52 PM
To: Nagle, Elizabeth@DOT <[REDACTED]>
Subject: Highway 101 Bicycle & Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Elizabeth,

1 I am in support of the proposed Highway 101 Bicycle & Pedestrian Bridge. Safe pedestrian access literally paves the way for more community members walking and bicycling to get around town. The pedestrian bridge would contribute to the physical health of individuals as well as decreasing automobile emissions downtown. Having the infrastructure in place is crucial to creating culture of walkability and safeness.

2 To maximize utilization of the Pedestrian Bridge, I recommend having murals, mosaics, or other inviting displays of public art at the entryways and on the bridge itself. Colorful, positive murals are especially enriching for children and teens. This is an opportunity to strengthen our community through safe access routes *and* public art.

Thank you for your consideration.

Sincerely,

CHARLOTTE VROBEL

Responses to Vrobel, Charlotte

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed to provide safer pedestrian access, increase health, and decrease vehicular emissions. 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: Public art

Prior to approval of the design for the Project, the addition of public art will be considered in coordination with community stakeholders. AMM AES-4 has been included in the Project which requires preparation of a public outreach plan to engage the community during the design phase (refer to Chapter 3, Aesthetics, of the IS/MND). Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Wayne, Derrek
Page 1 of 2

From: Derrek Wayne [REDACTED]
Sent: Friday, July 24, 2020 11:37 AM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa 101 Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Elizabeth & Team,

I am very excited for the Santa Rosa Highway 101 Bicycle & Pedestrian Overcrossing! Please let me know anything I can do to help this happen!!!

I would like to express my support for the Bear Cub Way Alternative.

I believe that building at Bear Cub Way provides for the best design future. I believe the safest east-west crossing of Mendocino Ave is at Benton St. Please see attached.

I am not in favor of building at Elliot.

- 1 I think building at Elliot would force a connection to the Humboldt Bike Street over Mendocino to Dexter. That intersection would need to be a "jog" in which the cyclist would turn onto Mendocino in the center divide for a short distance. That is not ideal, and unsafe on such a busy main road.

As an experienced road cyclist, I believe that crossing Mendocino to safely reach Humboldt Bike Road is best at Benton St, south of Santa Rosa High School. I have attached a drawing.

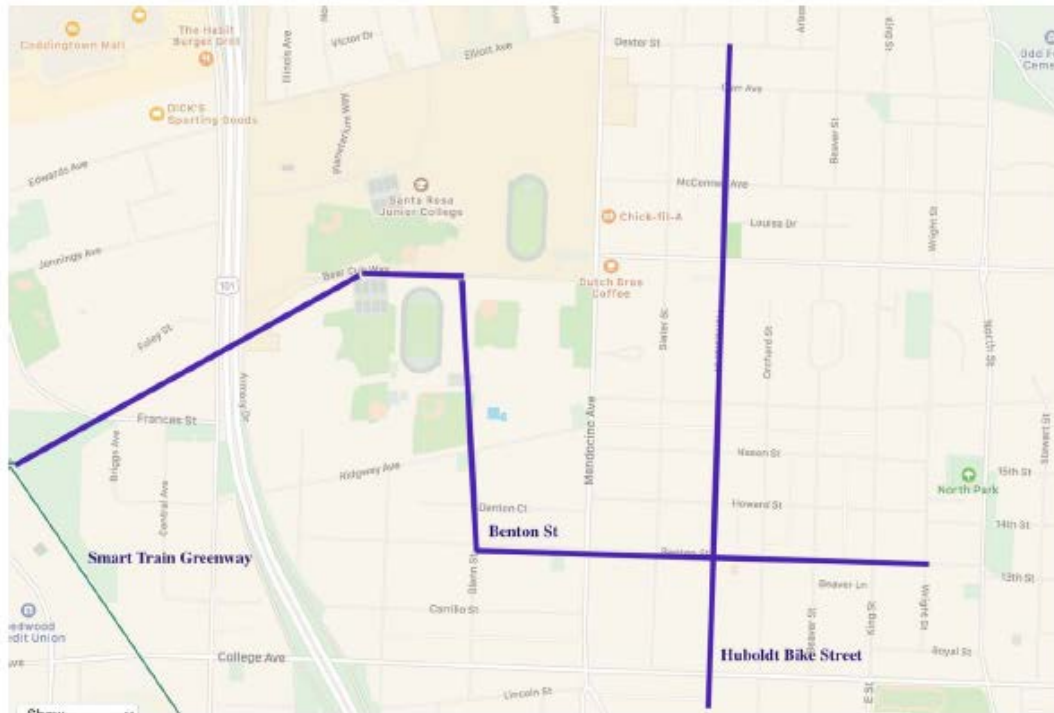
Thank you for your work Elizabeth! Please let me know how I can help, my grandfather worked for CalTrans as an Engineer, and my sister and father are both Civil Engineers who have worked for Sonoma County.

About me:

- I am 36 years old, and an avid cyclist who is in full support of adopting a Vision Zero plan in Santa Rosa.
- I own a home on the east side of Santa Rosa near Memorial Hospital.
- I dream of a future where Santa Rosans can safely complete all local errands on a bicycle.
- I am an advocate for Vision Zero in Santa Rosa. To find out more about Vision Zero, please visit <https://visionzeronetwork.org>.

Derrek Wayne Robertson
Santa Rosa, Calif

Wayne, Derrek
Page 2 of 2



Response to Wayne, Derrek

Response to Comment 1: Support for the Bear Cub Way Build Alternative

Thank you for providing your opinion that the Bear Cub Way Build Alternative should be constructed to provide easier connectivity to bicycle facilities further east. The attachment identifying a connection from the Bear Cub Way alignment through the SRJC and SRHS campuses to Benton Street is currently infeasible due to fencing that separates the two campuses. The Project does not propose to modify access controls on either campus. Additionally, the intersection of Elliott and Mendocino Avenues is signalized with a crosswalk that would allow bicyclists to access Dexter Street without use of the center divide on Mendocino Avenue. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Whitman, Marcin
Page 1 of 1

From: Marcin Whitman [REDACTED]
Sent: Thursday, July 23, 2020 1:58 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa Bike and pedestrian overpass

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle,

Glad to see the needed overpass for bikes and pedestrians is coming closer to implementation after these many years. It is a key component for east-west bike and pedestrian travel and has long been a part of the bike and pedestrian master plan and will make travel safer and easier therefore I encourage actions that will expedite its implementation.

Of the two options, I think the Elliott/Edwards options is preferred for ease of use and safety. Sincerely,

M. Whitman
=====

Response to Whitman, Marcin

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 ease of use and increased safety. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Wysocky, Gary L.
Page 1 of 1

From: Gary Wysocky [REDACTED]
Sent: Tuesday, July 21, 2020 5:11 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: Santa Rosa Highway 101 Pedestrian and Bicycle Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Nagle,

This proposed overcrossing is a vital east-west link in the city of Santa Rosa's pedestrian and bicycle plan. It aligns with the SMART Santa Rosa North station and the Jennings Avenue bicycle boulevard to the west and with the Santa Rosa Junior College school and neighborhood to the east. The other crossings in the city from College Avenue to the north are subject to heavy auto traffic, rendering them unsuitable for non-auto traffic.

I have personally been involved in numerous public hearings on this matter from as far back as 2004. These always reflected strong public support for the overcrossing. The City Council has opined on this, preferring the Edwards option. That decision was correct then, and remains so now.

Thank you.

Gary L. Wysocky
Certified Public Accountant

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Responses to Wysocky, Gary L.

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 alignment with the SMART train station, Jennings Avenue Bike Boulevard, SRJC, surrounding neighborhoods, and support from the City Council. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.

Zimberoff, Beryl F.
Page 1 of 1

From: Bunni Zimberoff [REDACTED]
Sent: Tuesday, July 21, 2020 7:52 PM
To: Nagle, Elizabeth@DOT [REDACTED]
Subject: 101 overcrossing at SRJC

EXTERNAL EMAIL. Links/attachments may not be safe.

1 The long-hoped-for overcrossing of Hwy 101 at or near the Junior College is a crucial link for bicycle transportation in Santa Rosa. East-west bicycle travel is very dicey on Steele Lane, and just as much so on College Avenue. Adding a protected, OFF-STREET highway crossing in the J.C. area is both logical and critical for cycling and pedestrian safety. I'm not sure which of your proposals is better, but one or the other **MUST BE PURSUED** and built to completion, **as soon as possible**. This project has been bandied around for more decades than I can count. Let's just **GET IT DONE**
!!!!!!!!!!!!

Beryl F. Zimberoff
Santa Rosa

"Being book crazy is an aspect of love, and therefore scarcely rational at all."
Clive James: *Latest Readings*

Response to Zimmeroff, Beryl F.

Response to Comment 1: Support for the Project

Thank you for providing your opinion that the Project should be constructed expeditiously to increase bicyclist and pedestrian safety. Your comment is noted for the record and will be considered as part of the decision-making process on the Project.