1. Compared to other potential bike/ped projects in the region, how important is an overcrossing between Steele & College?

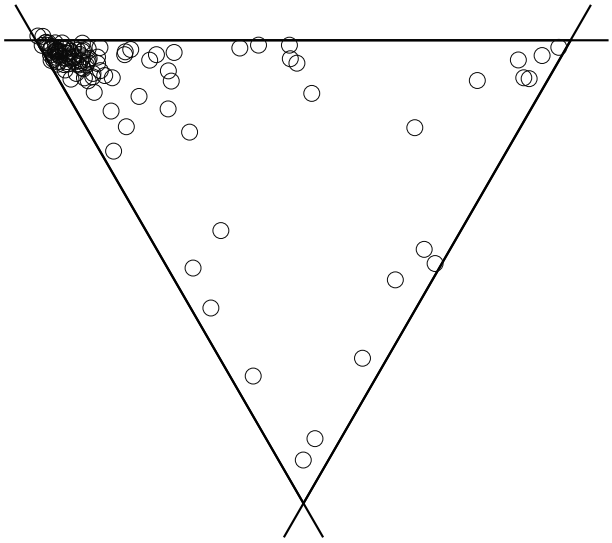
US Highway 101
Bicycle/Pedestrian Overcrossing
Feasibility Study

1st Community Meeting
February 19, 2009

Relevant facts:

1) A bike/ped crossing over 101 somewhere between Steele Lane and College Avenue has been identified as a "high priority project" in the 2001 update of the City of Santa Rosa Bike/Ped Master Plan (page 5-3).
2) Future roadwork projects will add bike lane striping to both Steele Lane and College Avenue where they cross under 101.
3) Steele Lane and College Avenue have been identified in the 2001 update of the City Bike/Ped Master Plan as two city streets having the first and fifth highest number of accidents per mile per year, respectively (page 2-14).
4) Steele Lane and College Avenue are one mile apart at U.S. 101; Steele is at Highway 101 postmile 20.74, and College is at postmile 21.74.

A bike/ped crossing over 101 in this area is a key investment for health, safety, and economic vitality of the community. Students, residents, commuters, and shoppers in the vicinity will all use it. The crossing has been accurately identified by many groups and in planning documents as "a high priority project."



Bicyclists and pedestrians currently find a way to get from place to place without an overpass. Existing bicycle and pedestrian connections between the east and west sides of US-101 will continue to be adequate for the foreseeable future, especially when further improvements are completed on College and Steele.

The importance of this overcrossing is not yet clear. Development in the area is uncertain, so it is not yet clear we can count on enough use/demand to justify this project's designation as a "high priority project".

Comments:

Submit via mail, fax, or in person to:

City of Santa Rosa

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www.ci.santa-rosa.ca.us/departments/publicworks/projects/BikePedBridge

SGA ARCHITECTURE ENGINEERING

2. Visual Presence

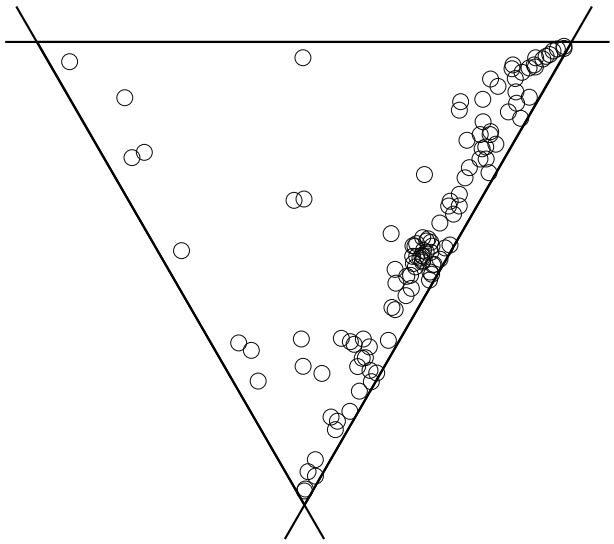
US Highway 101
Bicycle/Pedestrian Overcrossing
Feasibility Study

1st Community Meeting
February 19, 2009

Relevant Facts:
1) The flat topography of the proposed crossing location means the project will require ramp structures. Ramp structures require a large footprint to comply with Americans with Disibilities Act (ADA) and are visually massive.
2) A large part of the visual mass for bicycle/pedestrian bridges, as seen by a freeway motorist, is the enclosure needed to prevent people from throwing things into traffic below.

An eye-catching bridge can be a distraction to Highway 101 motorists. It is important that any new bridge closely resemble standard vehicular highway overpass structures, even if this increases cost.

This bridge will be seen millions of times each year by Highway 101 motorists. The project is a unique opportunity to create a signature landmark for Santa Rosa.



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

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City of Santa Rosa

SGA ARCHITECTURE ENGINEERING

3. Design for Cyclists

US Highway 101
Bicycle/Pedestrian Overcrossing
Feasibility Study

1st Community Meeting
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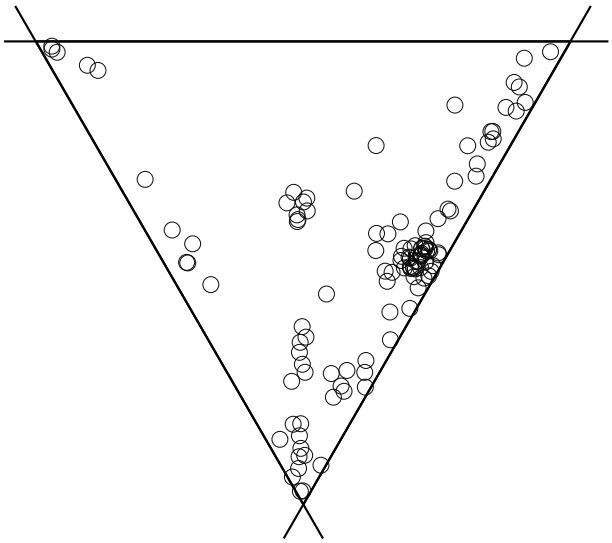
Relevant facts:

1) Compliance with minimum Americans with Disibilities Act (ADA) requirements does not always result in optimum cyclist safety and comfort. For example, ADA compliant ramps with hairpin turns can be difficult to navigate, and low curbs designed to prevent wheelchairs from falling off the edge of a path can be a hazard to cyclists. By exceeding minimum ADA standards – for example, with gentler slopes and wider pathways – it is possible to avoid potential hazards and inconveniences for cyclists.

The design practices used in the past on thousands of bike/ped highway overpasses around the country have proven more than adequate for cyclist comfort and safety.



Even if a bike/ped highway overpass has adequate width, good sightlines, and comfortable ramping, the biggest issue for cyclists is separation between bicycles and pedestrians. I am concerned that there will often be pedestrians taking up most of the bridge width when I am trying to ride over it. I would like to at least see striping and pavement markings that delineate a separate area for cyclists.

Many bike/ped highway overpasses I have used are not easy ride a bike on. For example, constricted ramps and switchbacks designed to accommodate persons with disbilities are often difficult to navigate and are a deterrent to cycling. This will be an important bicycle commute route, so we should make the bridge very safe and easy to use for cyclists.

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SGA ARCHITECTURE ENGINEERING

4. Design for Pedestrians

US Highway 101
Bicycle/Pedestrian Overcrossing
Feasibility Study

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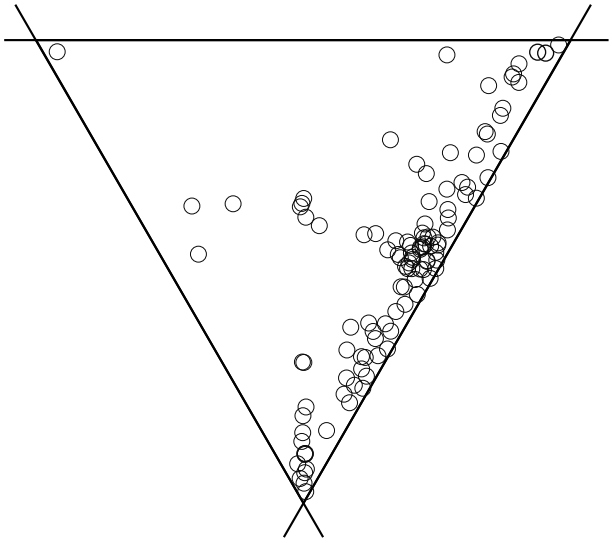
Relevant facts:
1) On an interstate highway the fastest vehicles may be moving twice the speed of the slowest vehicles. On a multiuse pathway however, a cyclist is often moving 10 times faster than a pedestrian.
2) Accidents caused by conflicts between faster and slower users increase as usage increases.

The design practices used in the past on thousands of highway overpasses around the country have proven more than adequate for pedestrian comfort and safety. Design for pedestrians is not of primary importance because walking will probably not be the most common travel mode on this bridge, and traffic noise means pedestrians will be unlikely to linger.



Safety and security for the pedestrian are important. To properly accommodate pedestrians, it is critical that we provide positive separation from faster travel modes, excellent lighting, clear sightlines, and emergency call boxes.

High pedestrian use of the proposed bridge will only happen if it is designed to be architecturally inviting. The design principles for public pedestrian-friendly urban spaces apply here. Attention should be paid to materials, lighting, surface treatments, human scale detailing, stopping/viewing points, and good proportions so that the bridge feels like a place meant for pedestrians to enjoy, rather than just a functional walkway.

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SGA ARCHITECTURE ENGINEERING

5. If you could magically create a bike/ped connection at one pair of streets on opposite sides of Highway 101, which pair would you choose?

US Highway 101
Bicycle/Pedestrian Overcrossing
Feasibility Study

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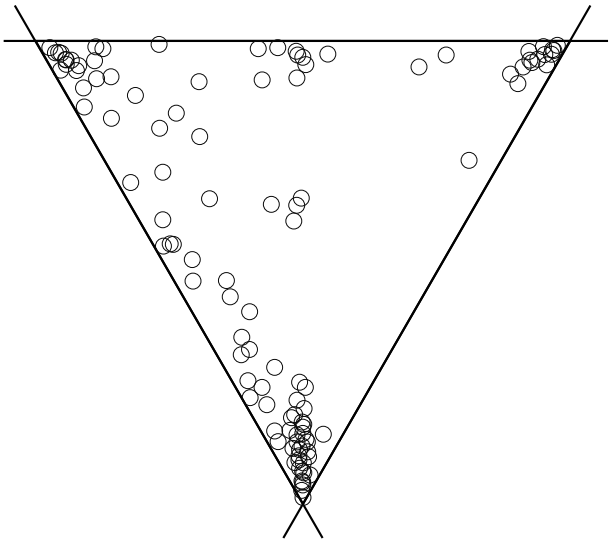
For the purposes of this exercise, please set aside questions of where to actually place ramping, what land might have to be acquired, need for crosswalks, etc.

Jennings Ave.
to
Scholars Drive



Edwards Ave.
to
Elliot Ave.

Foley Street
to
Bear Cub Way

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City of Santa Rosa

SGA ARCHITECTURE ENGINEERING

6. Which SRJC connections are most important?

US Highway 101
Bicycle/Pedestrian Overcrossing
Feasibility Study

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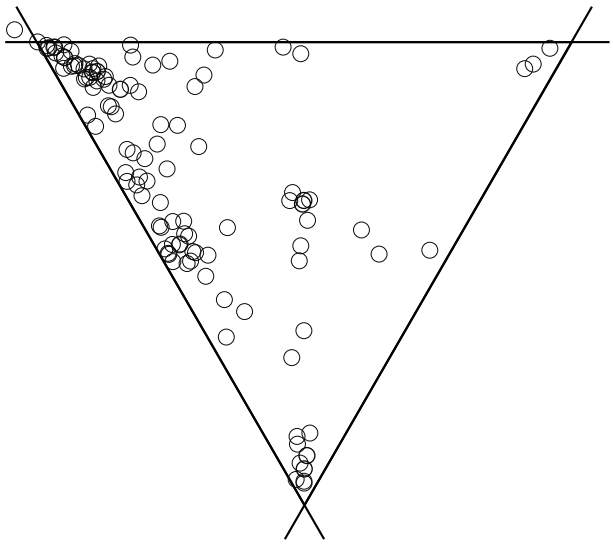
Relevant facts:

1) SRJC stands for Santa Rosa Junior College. The SRJC has agreed to provide an easement on its campus for an overcrossing, should the City decide to build one.
2) SMART is Sonoma Marin Area Rail Transit. Funding for SMART was approved in the November 2008 general election. The new commuter rail service will include a station near Jennings Avenue.
3) New development is planned for Coddingtown Mall, including a Whole Foods market on the west side in 2010.
4) Jennings Avenue has been identified as an important east-west bike route, a "bike boulevard", in the Santa Rosa Bike/Ped Master Plan (2001 update), the Sonoma County Transportation Authority (SCTA) Countywide Bike/Ped Master Plan, and the Draft 2035 Santa Rosa City General Plan.

SRJC to SMART Station

SRJC to Coddingtown Mall



SRJC to points west along the proposed Jennings Avenue bicycle boulevard

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