

Highway 101 | Hearn Avenue Interchange

OVERVIEW

This project proposes to reconstruct and widen the existing Hearn Avenue Interchange at US 101 to address safety, regional and local traffic operations establish a more convenient and comfortable bicycle and pedestrian crossing of US 101 in southern Santa Rosa. The modified overcrossing would have four through travel lanes, two lanes in each direction, center median and left turn lanes. The project will construct bicycle and pedestrian facilities (including a multi-use pathway running from Santa Rosa Avenue to the SMART multi-use pathway).

NEED AND SAFETY

The Project is designed to achieve the following:

- o Improve local traffic circulation, safety and regional traffic operations (resulting in improved first responder access and response time)
- o Improve multimodal access, connectivity, and operations
- o Three improvement projects were identified to address traffic operational deficiencies and lack of bicycle and pedestrian facilities in the southern portion of Santa Rosa in the vicinity of Highway 101. Phase 1 (Santa Rosa Avenue widening, addition of class II bicycle lanes and sidewalk) and Phase 2 (Hearn Avenue improvements – pavement rehabilitation, addition of class II bicycle lanes, sidewalks and modification of the SMART railroad signal) have been completed. The final phase is the reconstruction of the Hearn Avenue Interchange.



HOUSING LAND USE AND TRANSPORTATION

- o 1st and last mile connection to SMART and CityBus, Sonoma County Transit and Golden Gate Transit.
- o The project serves eight out of Santa Rosa's top ten income and revenue generators, two regionally designated Priority Development Areas where the City is targeting job and housing growth, and an area classified by the State of California (SB 535) as a Disadvantaged Community (only one in Sonoma County)
- o Affordable Housing - Medium High Density and Transit Village Medium high (designed for low income and elderly residents) 1-mile radius (~6,400 dwelling units)



BENEFITS TO DISADVANTAGED COMMUNITIES

- o National School Lunch Program - Qualifying schools
- o Median Household Income less than 80% of statewide average (\$53,735) – Qualifying census tracts



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IMPLEMENTATION AND PLAN DEVELOPMENT

- o Santa Rosa General Plan 2035
- o Roseland Area/Sebastopol Road Specific Plan 2016
- o MTC Plan Bay Area 2040
- o MTC Transportation Improvement Program (TIP)
- o SCTA Comprehensive Transportation Plan (CTP) 2040
- o Measure M Expenditure Plan 2004 (local voter approved transportation tax)

PUBLIC PARTICIPATION

- o 1990s - 2009 -- High-priority Community project
- o 2010 – 2020 -- Caltrans Project Initiation Document (PID), Project Approval and Environmental Department (PA&ED), Roseland Area/Sebastopol Road Specific Plan
- o Stakeholders: Caltrans, BAAQMD, SCTA, MTC, Sonoma County Department of Health Services, Rebuild North Bay, Auto Row Car Dealerships, Bellevue Union School District, Sant Rosa School District, Santa Rosa Metro Chamber

DELIVERABILITY

All preconstruction phases complete.

PROPOSED SCHEDULE *Construction pending available funding

Environmental (PA&ED)	Completed
Design	June 2017 - May 2022
Right-of-Way (ROW)	June 2017 - May 2022
Construction*	

COST EFFECTIVENESS

Estimated Benefit Cost Ratio ~ 1.39 (based on construction duration, estimated project costs, collision rates and traffic modeling projections).

COST ESTIMATE

\$32.45M Construction	Funds Leveraged Pre-Construction
Proposed Funding Plan	Total \$5.4M (Local, Measure M)
\$ 3.45M Measure M (secured)	
\$10.0M Measure M (secured)	
\$ 6.0M Gas & Utility Impact Fees (secured)	
\$ 8.0M OBAG 3 (unsecured)	
\$ 5.0M Senate Bill 1 (SB1) LPP (unsecured)	

