

CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD
STAFF REPORT
November 17, 2022

SUBJECT

Mendocino Avenue Reconfiguration
(Fourth Street – College Avenue)

ISSUE

Staff will introduce and seek feedback on final design concepts for Mendocino Avenue between Fourth Street and College Avenue.

STAFF PRESENTER

Rob Sprinkle, Deputy Director – Traffic Engineering

RECOMMENDATION

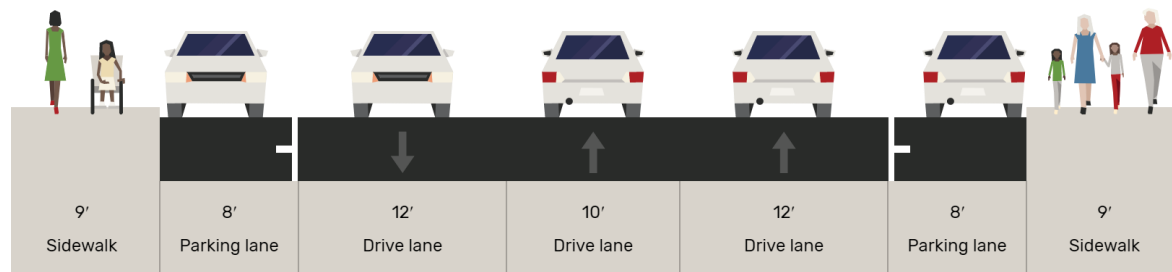
This item is for Board discussion and input before finalizing design concepts.

BACKGROUND

The City of Santa Rosa will apply a slurry seal pavement overlay to Mendocino Avenue between Fourth Street and College Avenue in Summer 2023, presenting a unique opportunity to restripe the road to better accommodate people visiting Downtown by foot, bike, and car.

Traffic along this section decreased 60 percent following the reunification of Old Courthouse Square. Staff recommends removing one of the two northbound travel lanes and reallocating that space for another use, such as a two-way center turn lane, angled parking, or bike lanes.

Existing Configuration

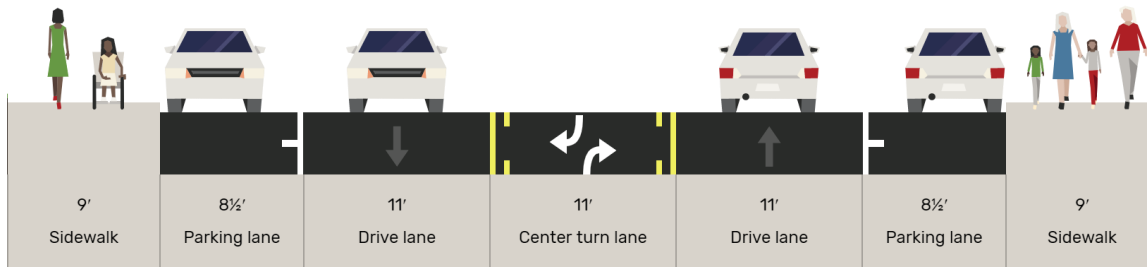


ANALYSIS

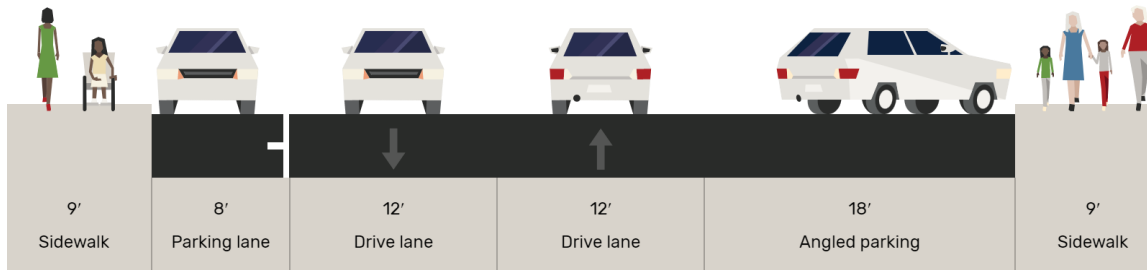
City staff has met with the Downtown Subcommittee and the Downtown Action Organization and has gathered survey data from over one thousand respondents regarding the various design alternatives as well as the proposed use of the Mendocino Avenue space.

Staff developed the following preliminary concepts using guidance from the *Downtown Station Area Specific Plan*:

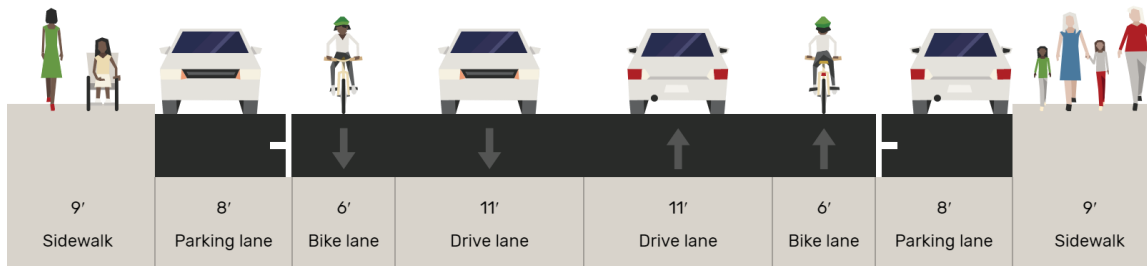
Option 1: Two-Way Center Turn Lane



Option 2: Angled Parking



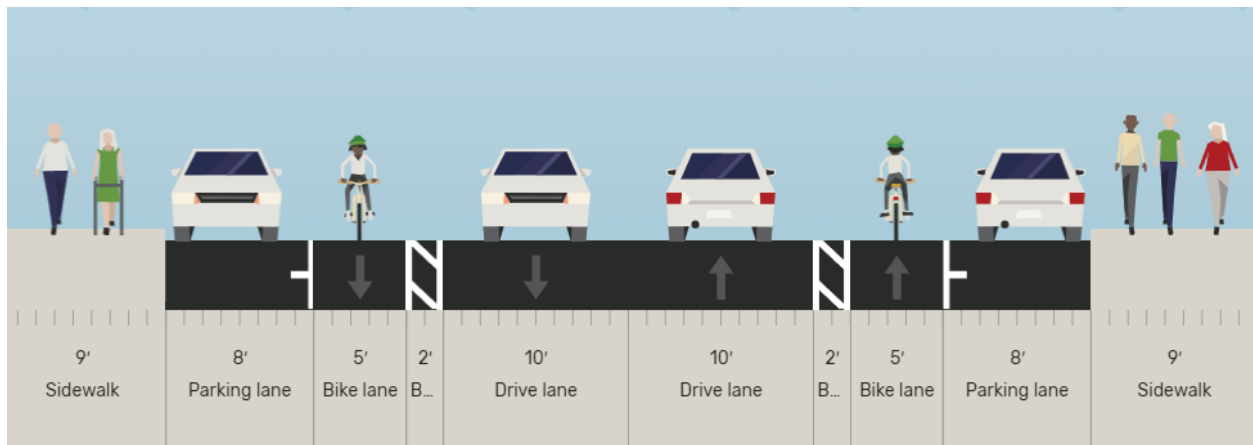
Option 3: Class II Bike Lanes



Additional concepts were developed following the public input at the October 4th meeting with the Downtown Subcommittee. Two protected bike lane options were designed for review and further input from the Downtown Action Organization on October 19th. Due to the short time frame between the two meetings, not all factors of the design for the protected bike lanes were vetted with other City departments. Following a discussion with the Fire Department, it was determined that both protected bike lane concepts violated the fire code for apparatus access to high rise buildings in the current and planned area along Mendocino Avenue.

Unfortunately, those designs options are not viable with the fire code restrictions. Staff developed one additional option of buffered bike lanes which does meet the space requirements of the Fire Department.

Option 4: Buffered Bike Lanes



Staff supports implementation of a buffered bike lane option 4 for this segment of roadway from Fourth Street to Tenth Street. This option provides for traffic calming, bike lanes, and retains parking while meeting fire access requirements. It also allows for the implementation of parklets and amenities such as bike corrals.

North of Tenth Street, the roadway would need to transition to 11 foot travel lanes to accommodate buses and change from 5 foot to 6 foot bike lanes (buffers require 1.5 foot minimum).

RECOMMENDATION

This item is for Board discussion and input before finalizing design concepts.