CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD
STAFF REPORT
January 21, 2021

SUBJECT	**ISSUE**
Stony Point Road Corridor Study for Active Transportation Modes Update	Consultant will present alternatives and initial public input on the Stony Point Road Corridor Study for Active Transportation Modes.
PRESENTER	**RECOMMENDATION**
Steve Weinberger, Senior Principal W-Trans	For information only. Board may provide input and comments on design.

BACKGROUND

Due to the high rate of severe collisions involving bicyclists and pedestrians along Stony Point Road, the Bicycle and Pedestrian Advisory Board (BPAB) ranked Stony Point Road as its highest priority corridor from the Bicycle and Pedestrian Master Plan Update. The Stony Point Road Corridor Study for Active Transportation Modes is developing recommended bicycle and pedestrian facilities to increase comfort for users and potentially reduce the frequency and severity of collisions for the segment from West Third Street to Sebastopol Road.

The Consultant presented the initial design concepts to the BPAB on August 20, 2020. Incorporating comments from the BPAB and staff, the design concepts were revised, including the elimination of a two-way path option from consideration. The revised concepts were subsequently presented to the general public at a community workshop on November 18, 2020. Public comments were received at the workshop as well as via an online survey.

PRESENTATION FOCUS

This report presents the design concepts that were shared with the public at the community workshop. At this stage of the analysis, the emphasis is on cross-section concepts, although some attention has been paid to intersection crossings. After the preferred cross-section alternatives have been selected, the consultant will evaluate the operational impacts of these designs at the SR 12/Stony Point Road interchange and at other study intersections in the study area.

Corridor Overview – Existing Conditions

The available right-of-way along Stony Point Road varies through the study area. The existing cross sections are presented for the following three segments:

Segment 1 – W. 3rd Street to the SR 12 bridge – 100’ right-of-way
Segment 2 – SR 12 bridge – 89’ right-of-way
Segment 3 – SR 12 bridge to Sebastopol Road – 100’ right-of-way

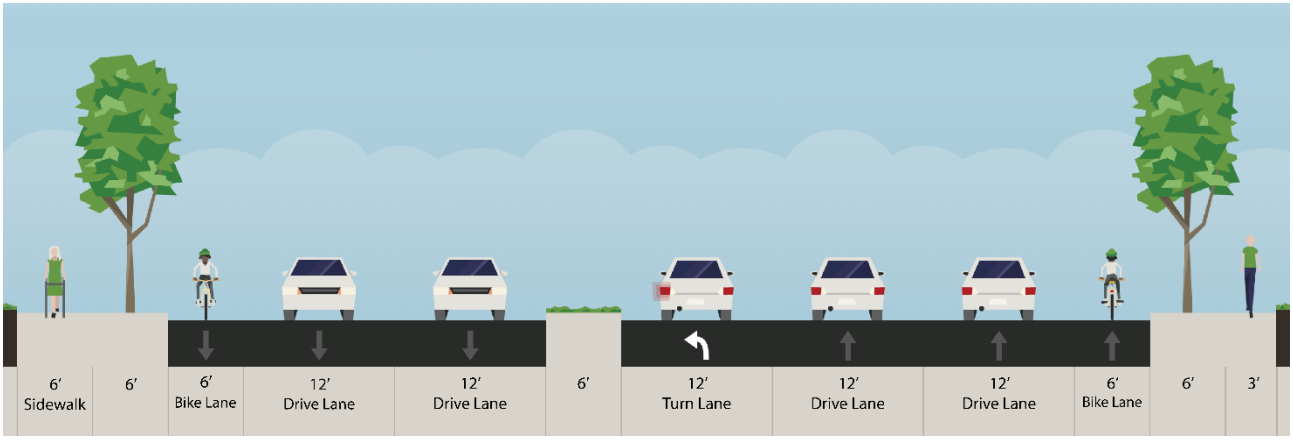
The SR12 bridge consists of a varying width and is a pinch point in the study area, with a minimum available width of 89 feet. The public right-of-way is 100 feet along the segments north and south of the bridge. The alternatives presented assume that improvements would be made within the existing right-of-way and would not require widening of the SR12 bridge.

As currently designed, the study area includes the following features:

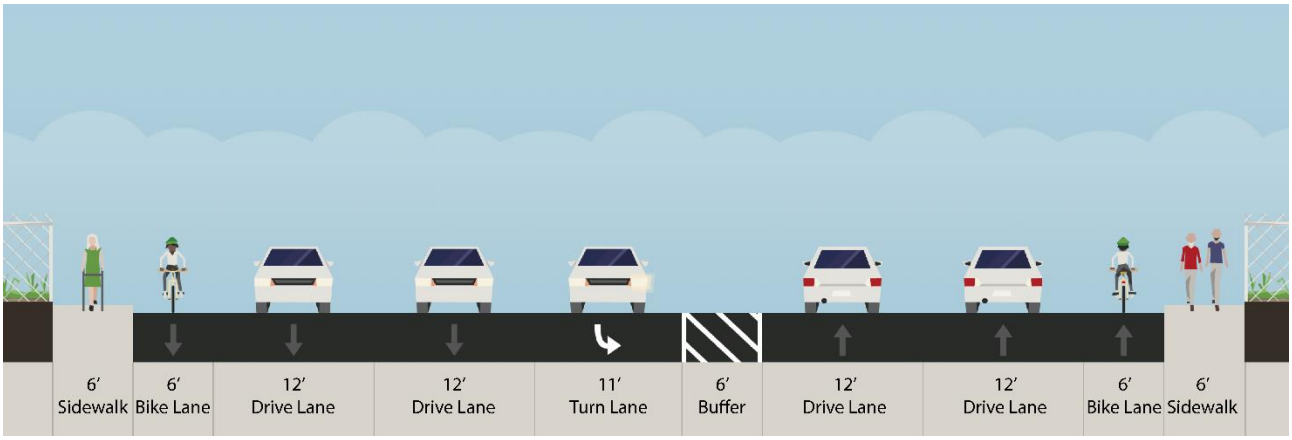
- Vehicle lanes – two through lanes in each direction, turn lanes at intersections
- Vehicle lane widths – generally 11-12 feet
- Sidewalks – Present on both sides of street, range from four to seven feet wide
- Bike lanes – Six feet wide from W. 3rd Street to the SR12 bridge, five feet wide from the SR12 bridge to Sebastopol Road
- On-Street Parking – None
- Buffers:
    - Segment 1: six-foot landscape strip between sidewalks and travel lane; six-foot raised median
    - Segment 2: six-foot striped buffer between southbound left turn lane and northbound travel lane
    - Segment 3: four-foot landscape strip between sidewalk and southbound travel lane; three-foot raised median between southbound left turn lane and northbound travel lane

The existing cross-sections are presented below:

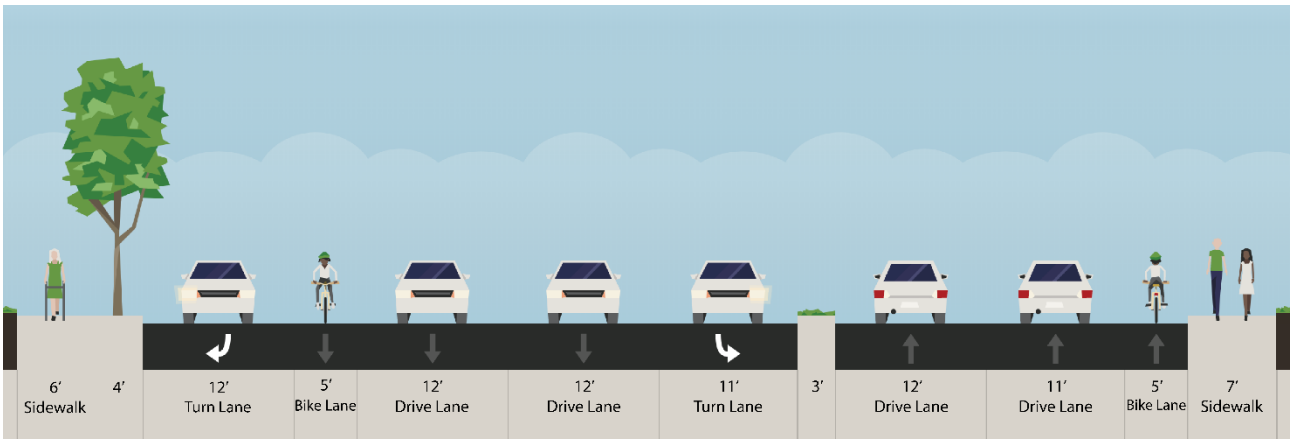
Segment 1 (Existing) - Stony Point Road (South of W. 3rd Street)



Segment 2 (Existing) - SR 12 Bridge



Segment 3 (Existing) - Stony Point Road (North of Sebastopol Road)



Proposed Design Concepts

At the August presentation to the BPAB, two potential approaches were presented for enhancing bicycle travel along the corridor: 1) addition of a striped buffer or raised separator between the bike lanes and vehicle traffic (i.e. separated bike lane or Class IV), and 2) construction of a bi-directional multi-use raised path along the west side of Stony Point Road, while retaining a one-way bike lane on the east side of the roadway, with added separation from vehicle traffic. Based on feedback from the BPAB and staff concerning impacts on access and safety, the bi-directional path alternative was eliminated from consideration and was not presented at the community workshop.

Another modification from the previous draft presented to the BPAB was the addition of curb extensions at the intersections at West 3rd Street, Occidental Road and the SR 12 eastbound ramps to reduce the speed of turning vehicles and reduce the pedestrian crossing distances. Rectangular rapid flashing beacons (RRFBs) were also proposed at the pedestrian crossings of the SR 12 westbound ramps.

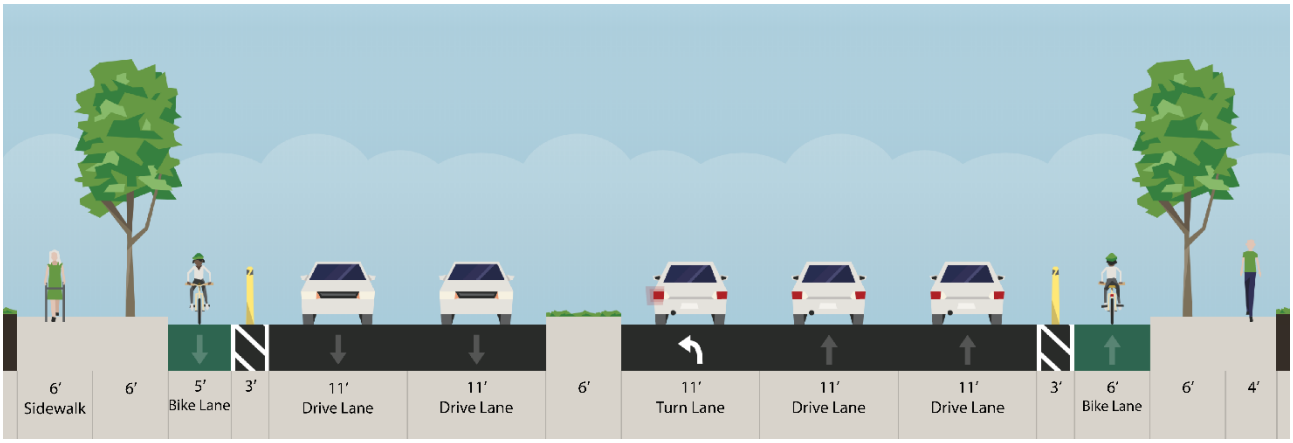
Key features of the proposed design include:

- *Buffered bike lanes:* Establish a 3-4’ buffer or raised separator between the bike lanes and the adjacent travel lane throughout the study area. In some locations the bike lane would be reduced from six feet to five feet.

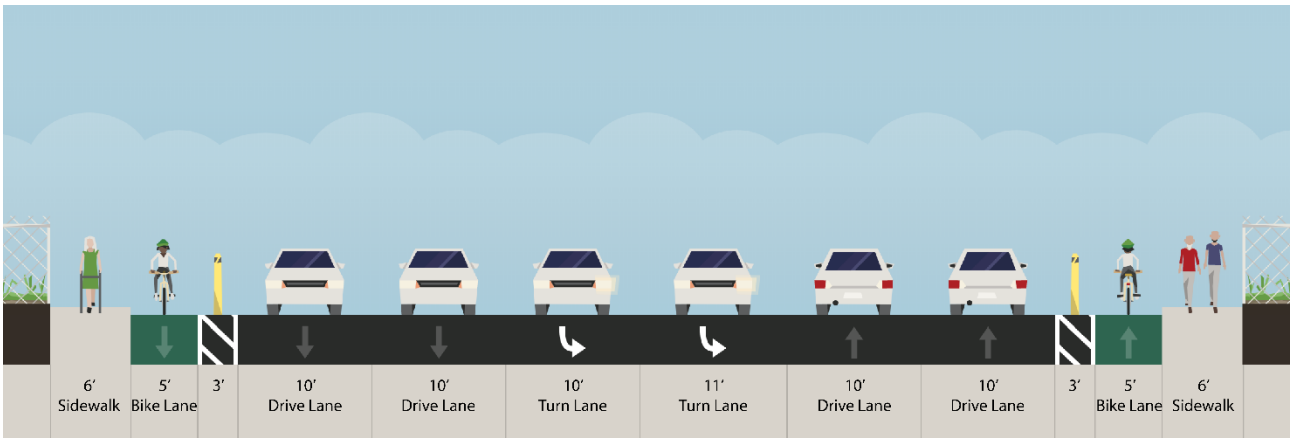
- *Narrow travel lanes:* Narrow the existing travel lanes to 11 feet for the segments south of W. 3rd Street and for the SR 12 bridge. For the segment north of Sebastopol Road, the 12-foot lane width would be retained.
- *Maintain southbound right-turn lane at Stony Point Road/Sebastopol Road intersection:* Due to existing and future traffic volumes, the southbound right-turn lane at this intersection is needed to maintain acceptable vehicle operations. This requires conversion of the bike buffered bike lane to a more standard bike lane as it crosses with the right turn lane. A protected intersection is also recommended to provide an option for bicyclists uncomfortable riding in mixed traffic.
- *Widen sidewalk along Segment 1:* Currently the sidewalk on the east side of the street between W. 3rd Street and the bridge is four feet wide. This would be increased to six feet.

The proposed cross-sections for each of the three segments are as follows:

Segment 1 (Option A) - Stony Point Road (South of W. 3rd Street)



Segment 2 (Option A) - SR 12 Bridge



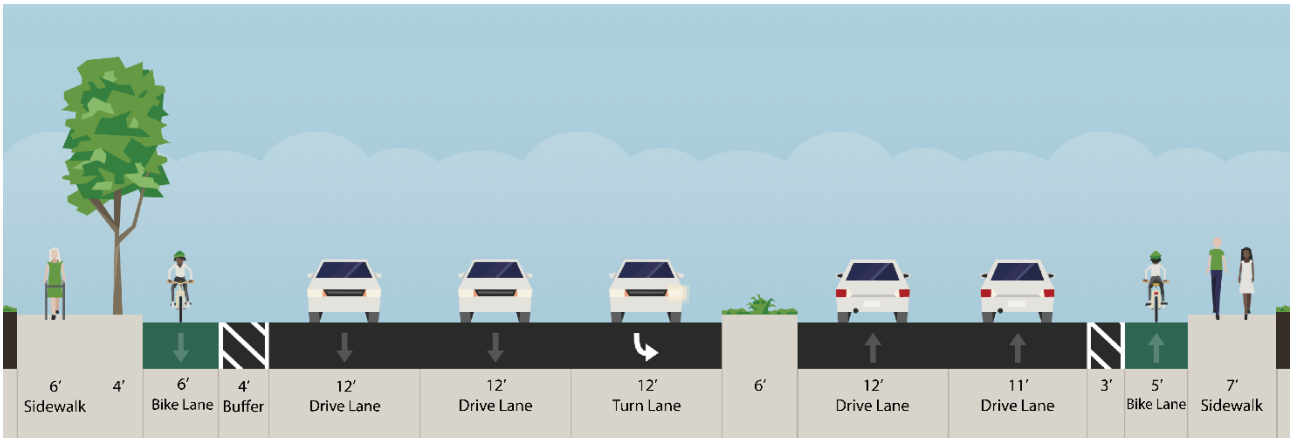
In addition to having less right-of-way available than other segments in the study area, the bridge over SR 12 poses a greater design challenge as it needs to accommodate higher volumes of vehicle traffic. Due to capacity limitations, the City is considering the

installation of a double left turn lane on southbound Stony Point Road at the EB SR 12 on-ramp. This lane expansion is shown in the concept designs.

Due to the right-of-way constraints on the bridge, alternatives that would accommodate pedestrian and bicycle facilities buffered from traffic as well as a dual left turn lane would require the following:

- Elimination of the buffer between the northbound travel lane and the southbound left turn lane.
- Narrower lane widths, with most lanes reduced to 10 feet in the one-way buffered bike lane option and to 11 feet with the multi-use path along the west side of the roadway.

Segment 3 (Option A) - Stony Point Road (North of Sebastopol Road)



Community Workshop

The online community workshop included a presentation of the alternatives described above. There were approximately 35 attendees. Comments from the public included:

- Several people expressed support for an improved connection from the Joe Rodota Trail to the Cesar Chavez School on Sebastopol Road. It was noted that the school was formerly only grades 7 and 8 and has been expanded to K-8. Currently many people go through the private parking lot behind the FoodMax, otherwise they need to ride along Stony Point Road or the sidewalk.
- It was recommended that improvements be made to reduce or eliminate potential conflicts between Joe Rodota Trail users and vehicles turning right on the eastbound off-ramp onto Stony Point Road. One suggestion was providing a green phase at the signal for bicyclists while preventing drivers from turning at that time.
- Concerns were expressed about the potential conflicts between vehicles and bicyclists at points where vehicles need to cross the bike lane to make a right turn, and it was recommended that bicyclists somehow be provided additional protection.
- It was recommended that sturdy barriers be used in the buffer to better protect bicycles from vehicle traffic. Concerns included the potential for plastic bollards or curbs to be driven over.

Staff and the consultant team indicated that they would follow up on many of the suggestions as the designs are refined, and that the updated designs would be presented at a second community workshop.

Online Survey

Following the workshop, an online survey was conducted to solicit input from residents regarding their need to travel along the study corridor, concerns they have about walking and bicycling along the route and at intersections, and support for proposed designs to enhance facilities for walking and bicycling. The survey was prepared in English and Spanish and was distributed by City staff.

A total of 237 survey responses were received. Highlights of the survey results are presented below. Note that for questions where respondents were asked to indicate a number on a scale of 1 to 5, with 1 representing the best conditions and 5 representing the worst conditions. Findings included:

- Bicycling and walking among respondents:
  - More bicyclists than pedestrians travel through the area at least once a month, with 38% bicycling and 18% walking.
- Purpose for biking and walking trips:
  - Many identified more than one purpose, so total was greater than 100%
  - 75% recreation
  - 33% shopping
  - 21% work
- The most challenging intersections for pedestrians identified by respondents:

Pedestrian Comfort at Study Area Intersections			
Location	**Respondents Selecting 5**	**Respondents Selecting 4**	**Respondents Selecting 4 or 5**
	(1=most comfortable, 5 = least comfortable)		
W. 3rd St	20%	24%	44%
Occidental Rd-SR 12 off-ramp	44%	31%	75%
SR 12 westbound on-ramps	58%	24%	82%
SR 12 eastbound on-ramps	52%	28%	80%
Joe Rodota Trail	46%	26%	72%
Stony Pt Plaza	29%	30%	59%
Sebastopol Rd	29%	21%	50%

- Concerns for pedestrians in the study area:
  - Many identified more than one purpose, so total was greater than 100%
  - 66% stated that turning vehicles don't yield to pedestrians
  - 60% indicated that they don't feel safe due to heavy traffic

- Preferred pedestrian crossing treatments:

Preferred Pedestrian Crossing Treatments			
Treatment	**Respondents Selecting 1**	**Respondents Selecting 2**	**Respondents Selecting 1 or 2**
	(1=most comfortable, 5 = least comfortable)		
Protected intersection	57%	15%	72%
Median refuge island	22%	51%	73%
Longer crossing times	21%	46%	67%

- Bicycling safety – Comfort level using existing bike lanes
  - 46% indicated they do not feel safe (5), 66% selected 4 or 5
- Bicycling safety concerns:
  - Many identified more than one purpose, so total was greater than 100%
  - Bike lanes too close to vehicle traffic (64%)
  - Heavy traffic volumes (77%)
  - Speeding vehicles (70%)
  - Dealing with turning vehicles at intersections (77%)
- Most challenging locations for biking:

Bicyclist Comfort at Study Area Intersections			
Location	**Respondents Selecting 5**	**Respondents Selecting 4**	**Respondents Selecting 4 or 5**
	(1=most comfortable, 5 = least comfortable)		
W. 3rd St	29%	18%	47%
Occidental Rd-SR 12 off-ramp	47%	25%	72%
SR 12 westbound on-ramps	59%	22%	81%
SR 12 eastbound on-ramps	56%	24%	80%
Joe Rodota Trail	52%	18%	70%
Stony Pt Plaza	38%	25%	63%
Sebastopol Rd	37%	19%	56%

- Preference for bicycle design treatments:

Preferred Bicycle Design Treatments			
Treatment	**Respondents Selecting 1**	**Respondents Selecting 2**	**Respondents Selecting 1 or 2**
	(1=most comfortable, 5 = least comfortable)		
Protected intersection	49%	19%	68%
Buffered bike lanes	37%	33%	70%
Bike lane striping through intersections	31%	23%	54%
Crossbike	27%	25%	52%
Green dashed bike lane striping (conflict zones)	27%	25%	52%

- Would you choose to walk or bike more in the study area if conditions were improved?
  - 71% yes
  - 9% no
  - 20% don't know
- Age of respondents:
  - 18 or under 0%
  - 19-30: 8%
  - 31-45: 25%
  - 46-60: 30%
  - 61-75: 34%
  - Over 75: 3%
- Zip code of residence:
  - 95407: 27% (includes Stony Point Road south of Highway 12)
  - 95401: 23% (includes Stony Point Road north of Highway 12)
  - 95404: 18% (includes downtown and northeast Santa Rosa)
  - 95403: 12% (north of Guerneville Road)

RECOMMENDATION

For information only. Board may provide comments and input on design.

Attachment 1: Stony Point Road Concept Design