



LOCAL ROAD SAFETY PLAN; CORRIDOR STUDY AND GRANT APPLICATION

City Council Meeting
July 26, 2022

Robert Sprinkle, Deputy Director Traffic Engineering
Transportation and Public Works

BACKGROUND

- Federal regulations require States to have a Strategic Highway Safety Plan (SHSP); data driven plan to reduce traffic fatalities and serious injuries.
- Local Road Safety Plan (LRSP) is similar to the SHSP, but on a local level; analyzing issues specific to a jurisdiction.
- The State requires an approved LRSP in order to qualify for Cycle 11 Highway Safety Improvement Program grant funds.

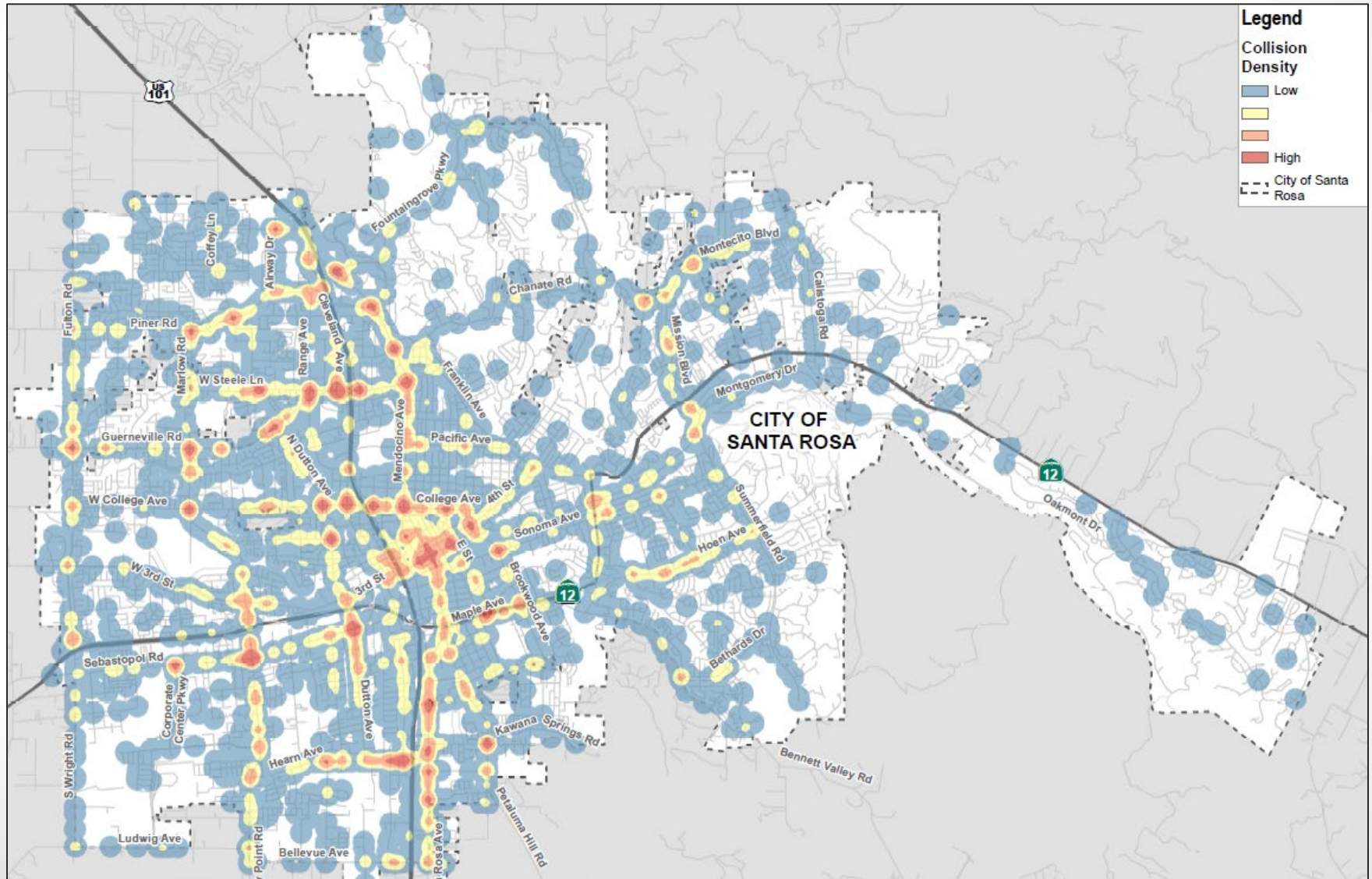
BACKGROUND

- In 2020, the City of Santa Rosa was awarded a state grant to perform a Local Road Safety Plan.
- Focused on High-Injury Networks and corridors identified in the Bicycle and Pedestrian Master Plan.
- Increase bicycle and pedestrian access and comfort for people of all ages by identifying countermeasures to help mitigate primary crash trends.
- The LRSP is a collaborative process including 5 E's of traffic safety: Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies.

BACKGROUND

- Vision
 - Santa Rosa is a community where walking and bicycling are comfortable, convenient, and common for people of all ages and abilities.
- Goals
 - 1) Increase access and comfort for bicyclists and pedestrians
 - 2) Maintain and expand the multimodal network
 - 3) Support a culture of walking and biking

ANALYSIS



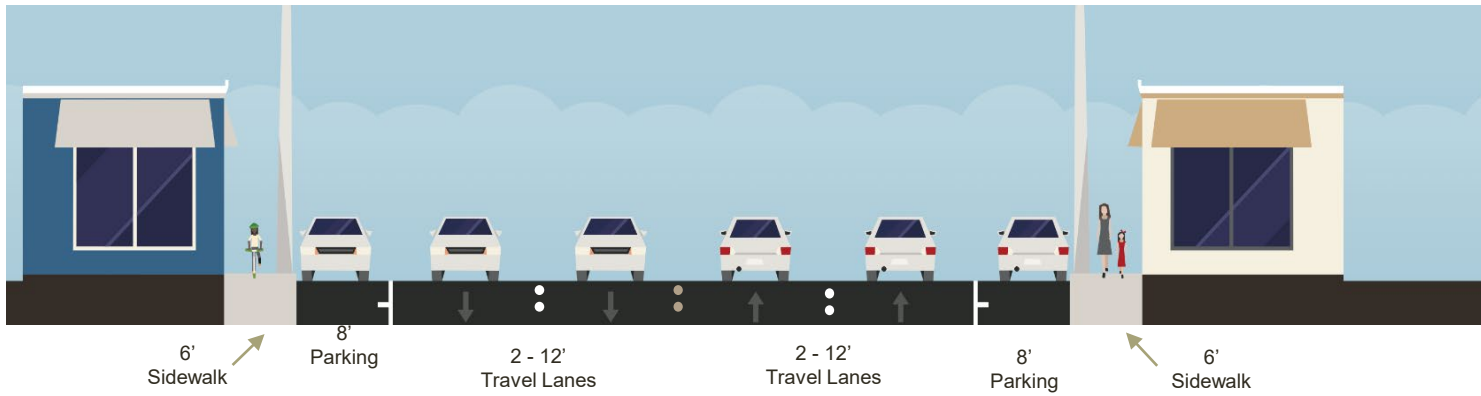
Collision Density Map 2015-2019

ANALYSIS

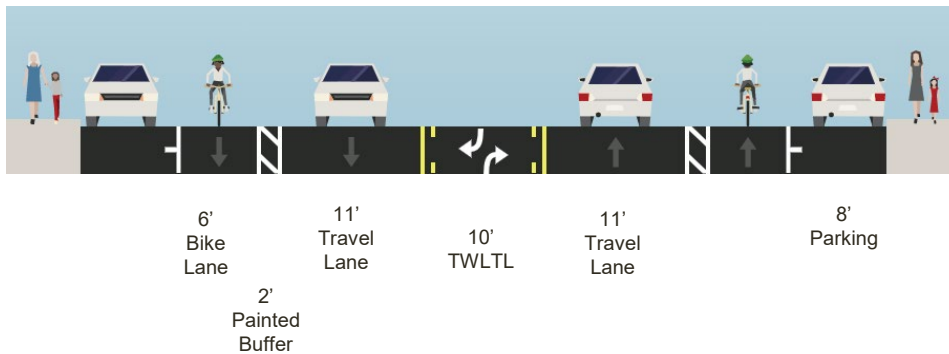
- Establish a stakeholder group – included Police, Fire, Citybus, Santa Rosa Bike Coalition, Schools, and neighborhood representatives.
- Focused on study corridors identified in the Bicycle and Pedestrian Master Plan which included:
 - Fourth Street from E Street to Farmers Lane – Road diet with buffered bike lanes from Fourth Street to Bryden Lane
 - Montgomery Drive from Alderbrook Drive to Hahman Drive – restripe to remove turn lane and add bike lanes
 - West College Avenue from Kowell Lane to Morgan Street – provide wayfinding on Ninth Street to Morgan Street

TYPICAL ROAD DIET

64'
Roadway Width



Existing



Proposed

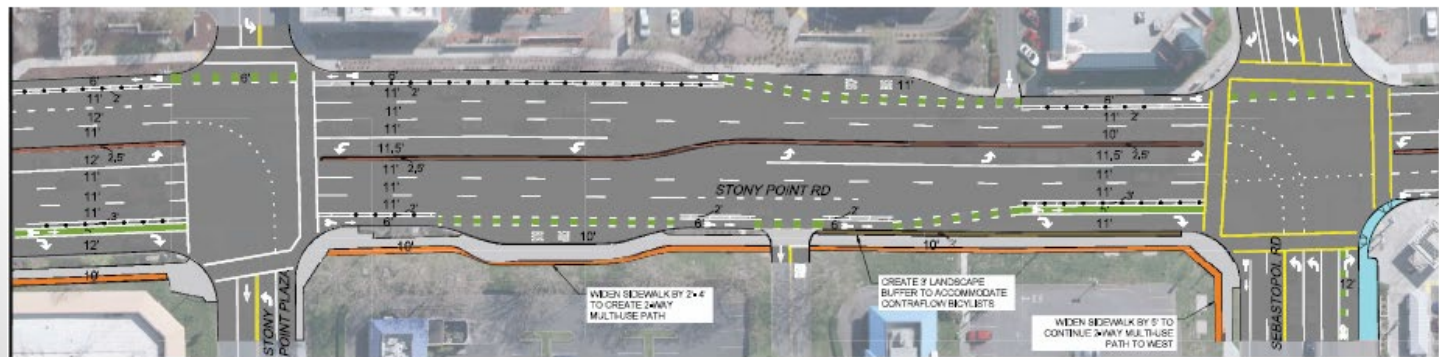
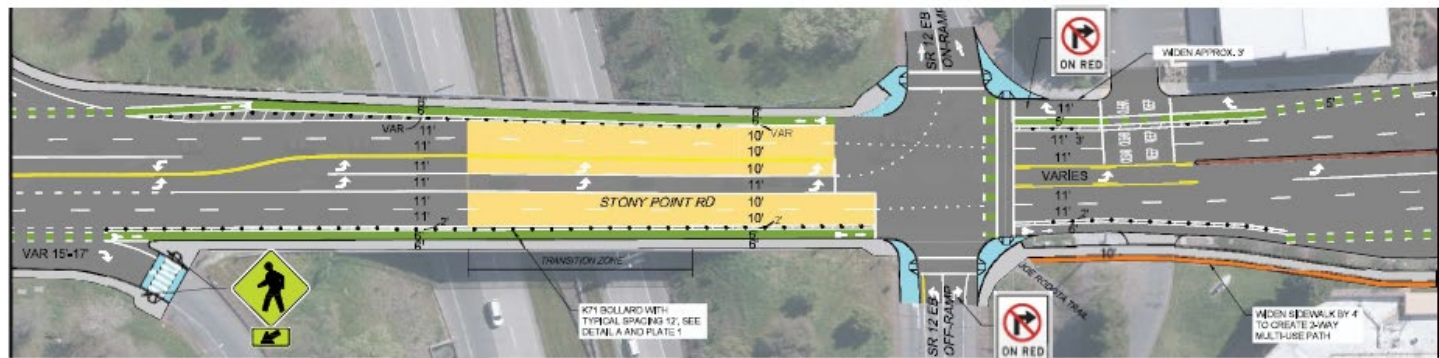
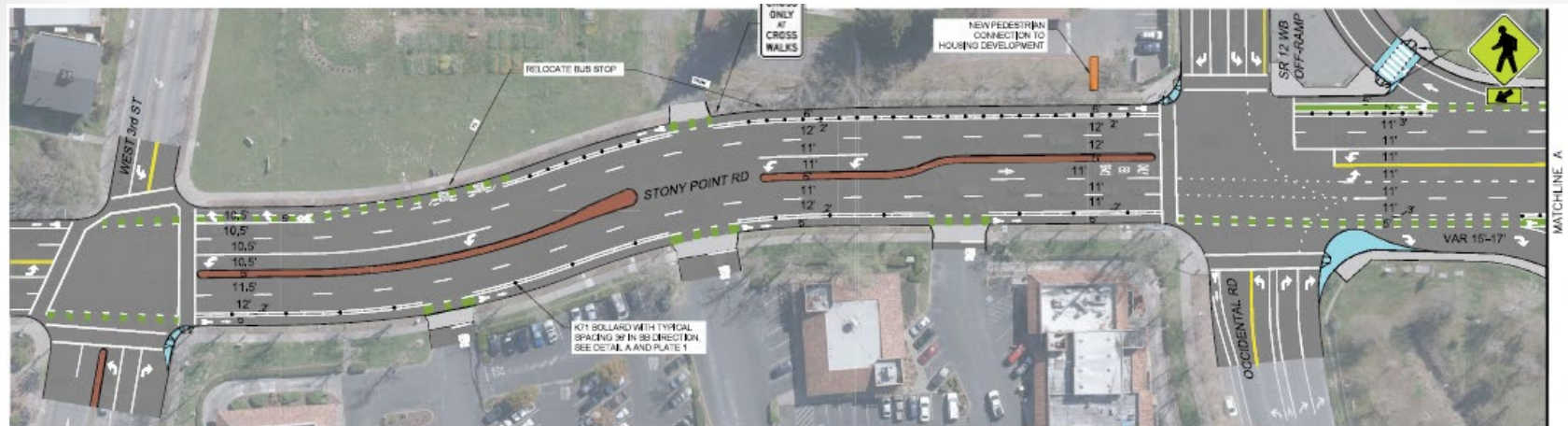
ANALYSIS

- Focused on study corridors identified in the Bicycle and Pedestrian Master Plan which included:
 - College Avenue from Morgan Street to Fourth Street – provide wayfinding on Benton Street
 - **Stony Point Road from West Third Street to Sebastopol Road**
 - Roseland Creek Trail from Stony Point Road to Burbank Avenue – paving improvements
 - North Dutton Avenue from West College Avenue to West Third Street – Road Diet with buffered bike lanes
 - Cleveland Avenue from Industrial Drive to Guerneville Road – Road Diet with buffered bike lanes

ANALYSIS

- The Stony Point Road segment was identified by the Bicycle and Pedestrian Advisory Board as the priority corridor.
- Two community meetings were held to discuss options and potential enhancements on the corridor.
- Our Cycle 11 HSIP grant request will focus on bicycle and pedestrian enhancements on Stony Point Road including:
 - Reconstruction of the intersection at Joe Rodota Trail Crossing
 - Addition of protected bike lane (buffered bike lanes with vertical element), green markings at merge locations.
 - Intersection bulbouts to reduce crossing distances
 - Rectangular Rapid Flashing Beacons at westbound on-ramp crosswalks

ANALYSIS

PRELIMINARY
NOT FOR CONSTRUCTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that Council, by resolution: 1) approve the Local Road Safety Plan; 2) approve the 2021 Stony Point Road Corridor Study; and 3) authorize the Director of Transportation and Public Works to submit a Highway Safety Implementation Plan grant application for Stony Point Road enhancements.

QUESTIONS