

CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD
STAFF REPORT
August 20, 2020

SUBJECT

Stony Point Road Corridor Study for
Active Transportation Modes Update

ISSUE

The Board will review initial alternatives presented by the Consultant to be considered as part of the Stony Point Road Corridor Study for Active Transportation Modes.

PRESENTER

Steve Weinberger, Senior Principal
W-Trans

RECOMMENDATION

The Board may provide comments on the alternatives described as well as provide recommendations of other potential alternatives for further analysis.

BACKGROUND

The City's Bicycle and Pedestrian Master Plan Update 2018 (BPMPU2018) identified eight (8) corridor studies in the First Phase Project List.

The BPAB ranked the Stony Point Road corridor as the number one priority to evaluate due to the high rate of severe collisions involving bicyclists and pedestrians. The planning efforts for the Stony Point Road Corridor Study for Active Transportation Modes will focus on evaluating bicycle and pedestrian facilities that increase comfort and may reduce the frequency and severity of collisions.

W-Trans team was selected to complete the Corridor Study for Stony Point Road between West Third Street and Sebastopol Road. The scope of work and schedule for the project can be found at: [SRcity.org/Corridor Study](http://SRcity.org/Corridor%20Study).

The Consultant held a kickoff meeting with City staff on February 12, 2020.

PRESENTATION FOCUS

This report presents preliminary design concepts for improving bicycle and pedestrian access and comfort level along Stony Point Road from West Third Street to Sebastopol Road, including the bridge over SR 12. The corridor has a variety of cross section widths, so the alternatives presented below address the most constrained part of each segment. Note that this report presents cross-section concepts only. It does not address operational issues at the SR 12/Stony Point Road interchange or at other study intersections in the study area. The operational impacts of potential cross-sections will be evaluated after the cross-section alternatives have been selected. These alternatives will be brought to the public outreach meetings for further vetting.

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:

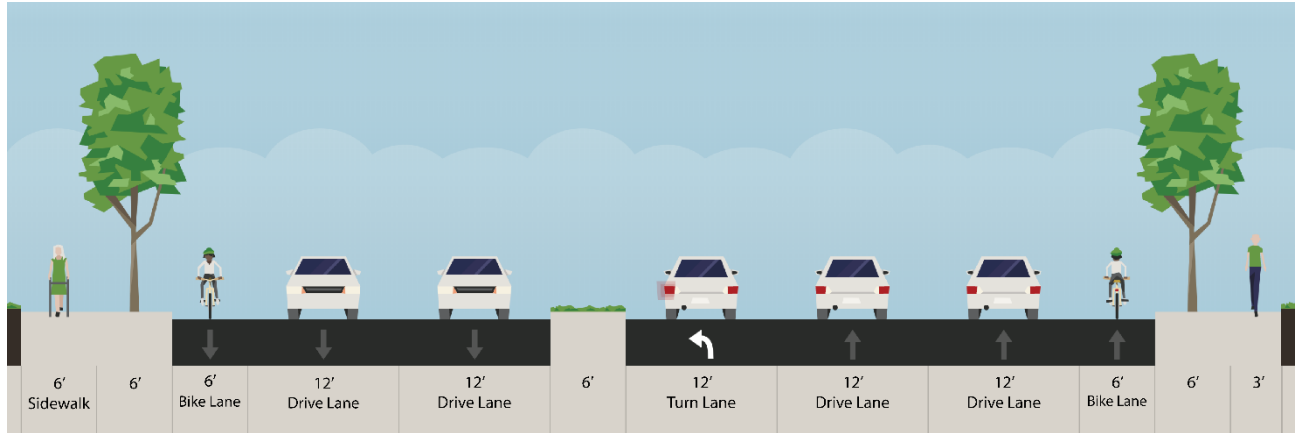
- Segment 1 – West Third Street to the SR 12 bridge – 100' right-of-way
- Segment 2 - SR 12 bridge – 89' right-of-way
- Segment 3 - SR 12 bridge to Sebastopol Road – 100' right-of-way

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.

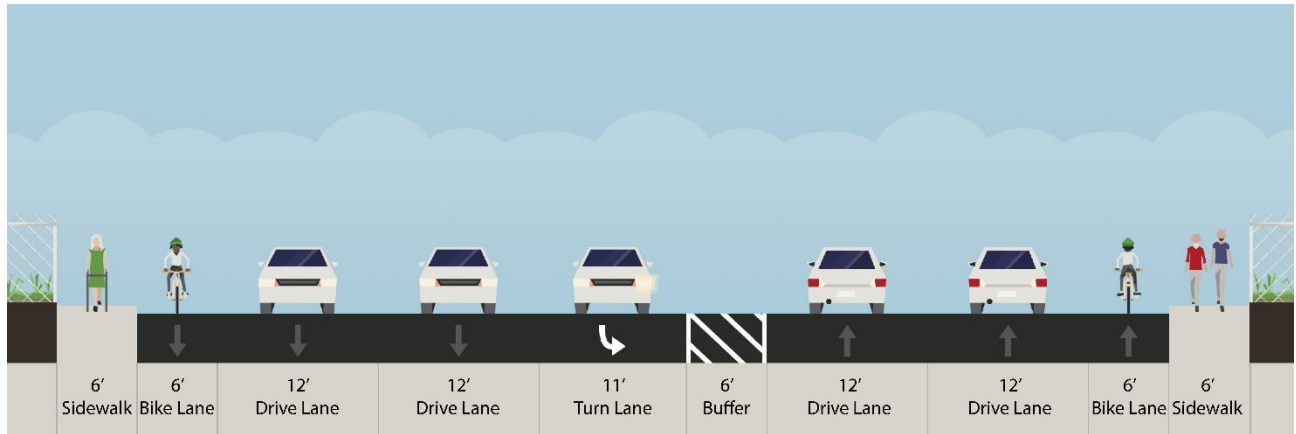
Features:

- Vehicle lanes – 2 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 West Third 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: three-foot raised median between sidewalk and southbound travel lane; three-foot raised median between southbound left turn lane and northbound travel lane

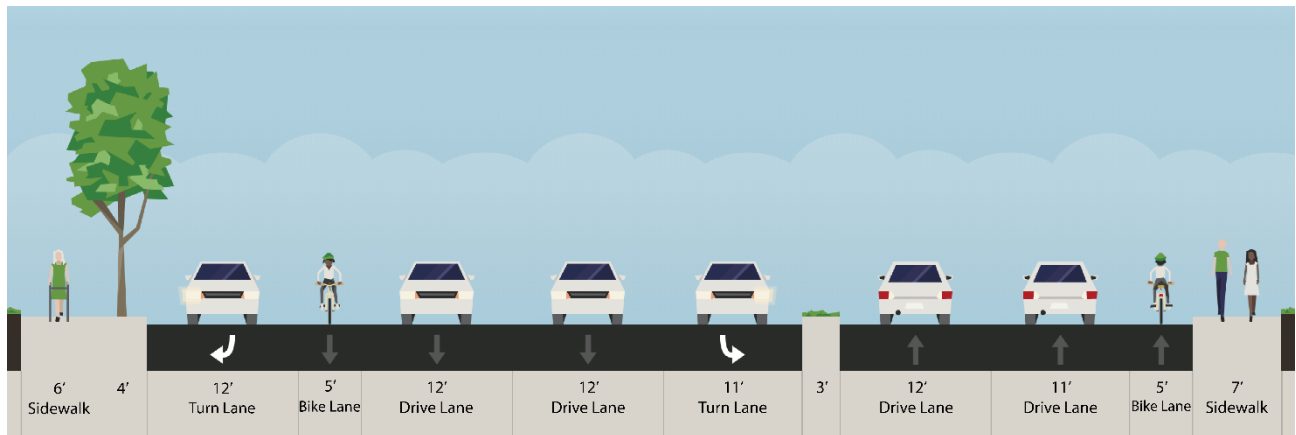
Segment 1 (Existing) - Stony Point Road (South of West Third Street)



Segment 2 (Existing) - SR 12 Bridge



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



Potential Alternatives

Two preliminary concepts have been developed approaches in developing accommodations for bicyclists.

Option A - Separate the bike lanes from vehicle traffic with a striped buffer or raised separator (i.e. separated bike lane or Class IV). Bike lanes would remain as one-way facilities on each side of the street.

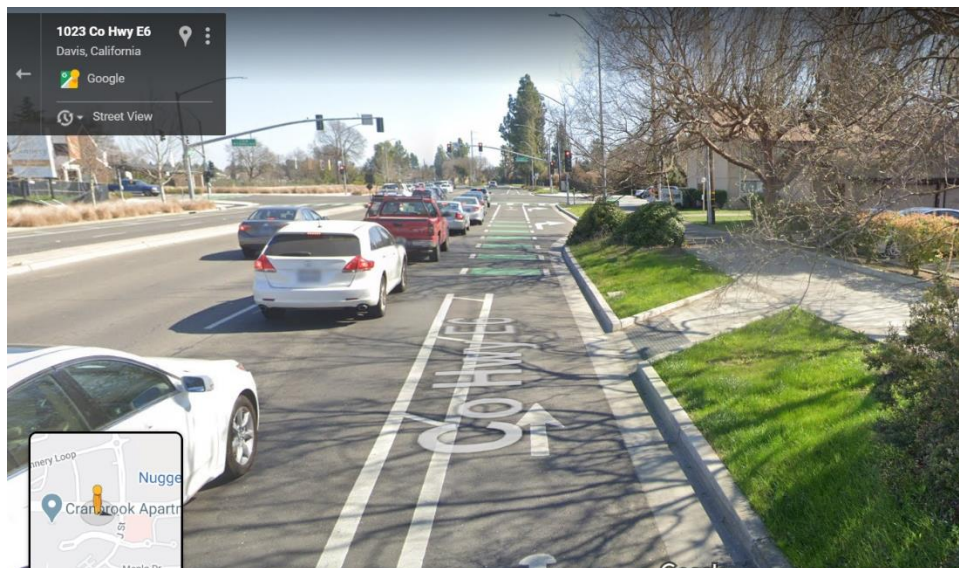
Option B - Construct a bi-directional multi-use raised path along the west side of Stony Point Road, while retaining a one-way bike lane on the east side of the roadway, with added separation from vehicle traffic.

Note that a single design concept must be selected for the entire study corridor to avoid awkward transitions from a two-way bicycle facility to a one-way facility.

Option A: Buffered Bike Lane/One-Way Separated Bike Lane

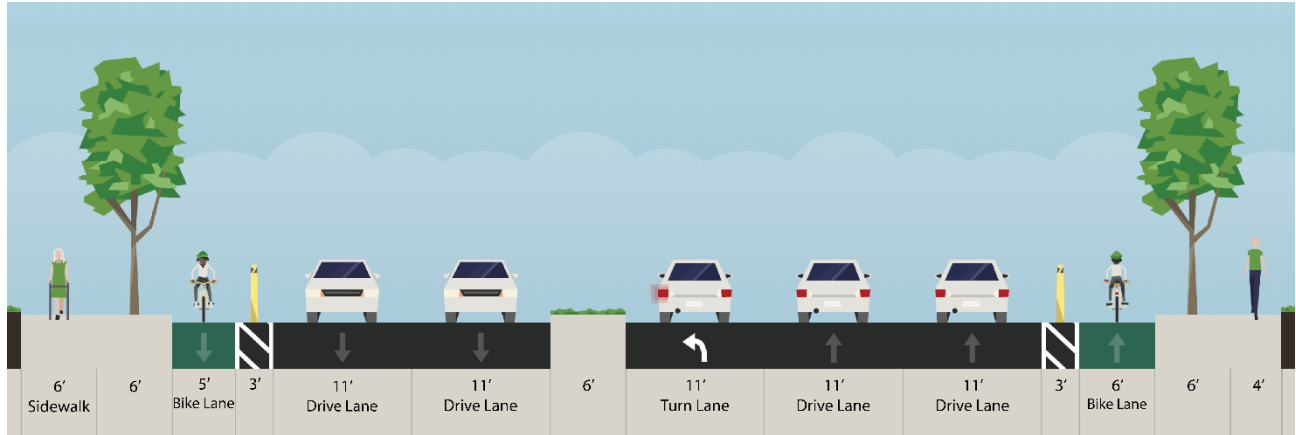
This alternative would

- *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 West Third Street and for the SR 12 bridge. For the segment north of Sebastopol Road, the 12-foot lane width would be retained.
- Consideration of lane configuration at Stony Point Road/Sebastopol Road intersection: Traffic volume demand requires that the southbound right-turn lane be maintained. Therefore, this alternative would convert the bike buffered bike lane to a more standard bike lane as it crosses with the right turn lane. In addition, a “protected intersection type” path could be created for cyclists with less confidence (see image of westbound Covell Boulevard at J Street in Davis, CA).

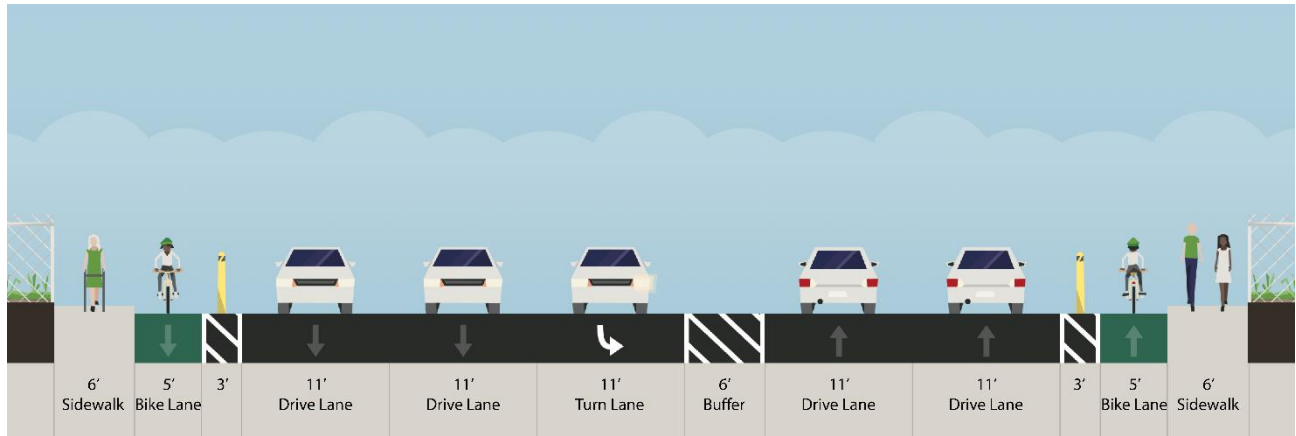


- *Widen sidewalk in northern segment*: Currently the sidewalk on the east side of the street between West Third Street and the bridge is four feet wide. This would be increased to six feet.

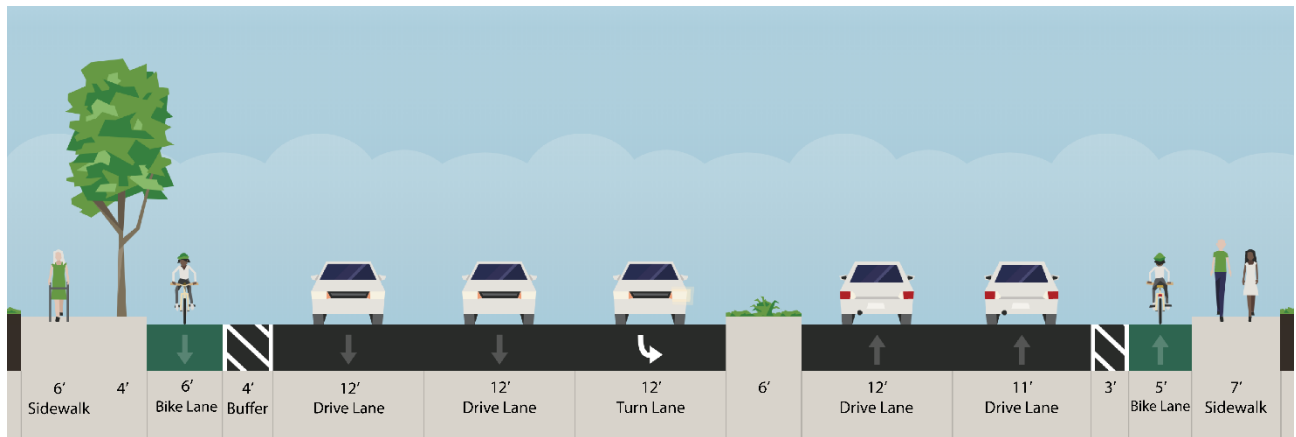
Segment 1 (Option A) - Stony Point Road (South of West Third Street)



Segment 2 (Option A) - SR 12 Bridge



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

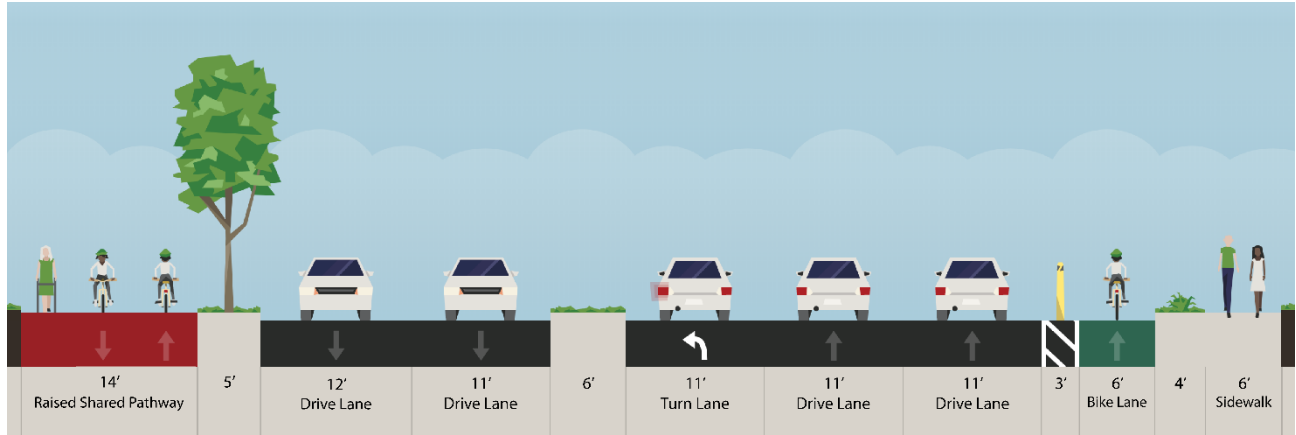


Option B: Multi-Use Raised Path on West Side, One-Way Bike Lane on east Side

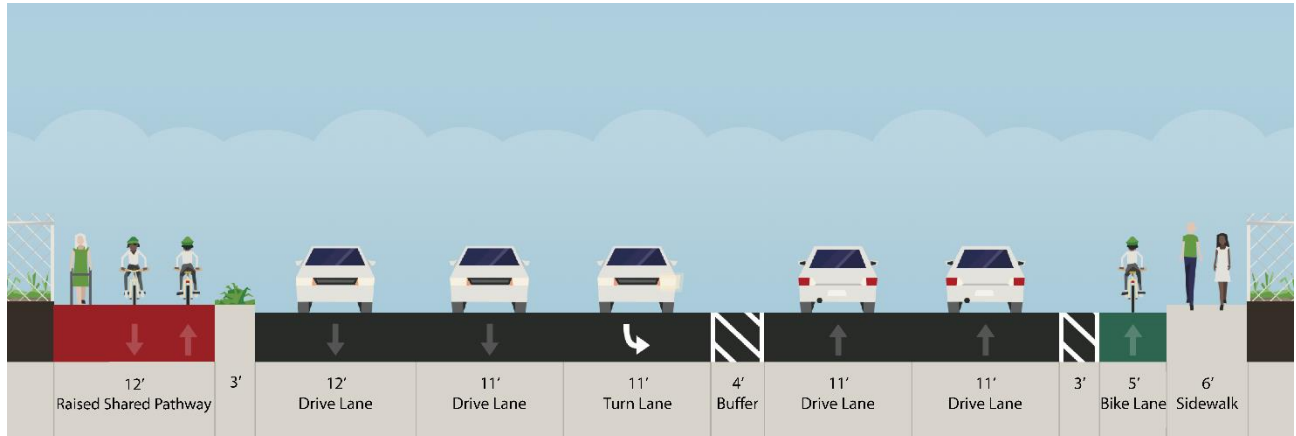
This alternative would include the following modifications:

- *Multi-use raised path along west side of roadway:* Between West Third Street and the SR 12 bridge the pathway would be 16 feet wide, along the SR 12 bridge it would be 12 feet wide. South of the bridge this would be a 10-foot bidirectional separated bikeway plus a six-foot sidewalk, separated by a landscape strip.
- *Buffered bikeways:* Throughout the study area, the multi-use path and bikeways would feature a three- to four-foot buffer would provide additional protection for bicyclists compared to the existing bike lanes. The buffer for the raised two-way multi-use path would need to have raised elements due to the contra flow bike vs. vehicle condition. The northbound bike lanes north of Sebastopol Road and along the SR 12 bridge would be reduced from six feet to five feet in width.
- *Narrow lanes:* At several locations, travel lanes would be reduced from 12 feet to 11 feet.
- *Wider sidewalk:* For the segment between West Third Street and the SR 12 bridge, the sidewalk along the east side of the street would be widened from four feet to six feet.
- *Modifications to median/buffer area:* The existing median/buffer area in the center of the roadway would be modified but would remain at least four feet wide.
- *Issues for discussion:*
 - Driver-cyclist visibility through the Oliver's shopping center frontage with driveway access.
 - Intersection operation with two-way bike paths.

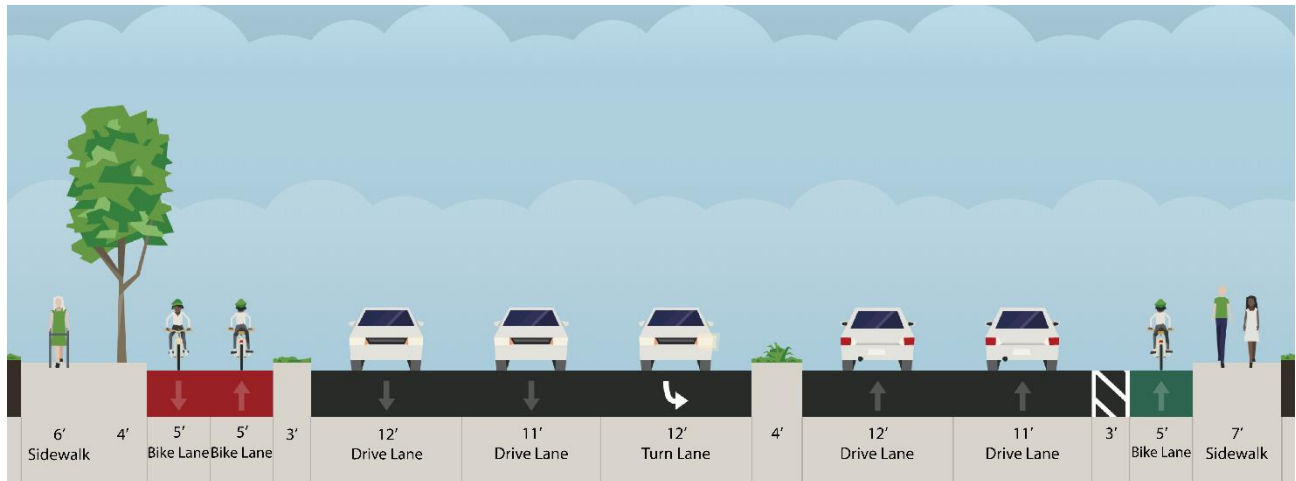
Segment 1 (Option B) - Stony Point Road (South of West Third Street)



Segment 2 (Option B) - SR 12 Bridge



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



SR 12 Bridge Dual Left Turn Lane

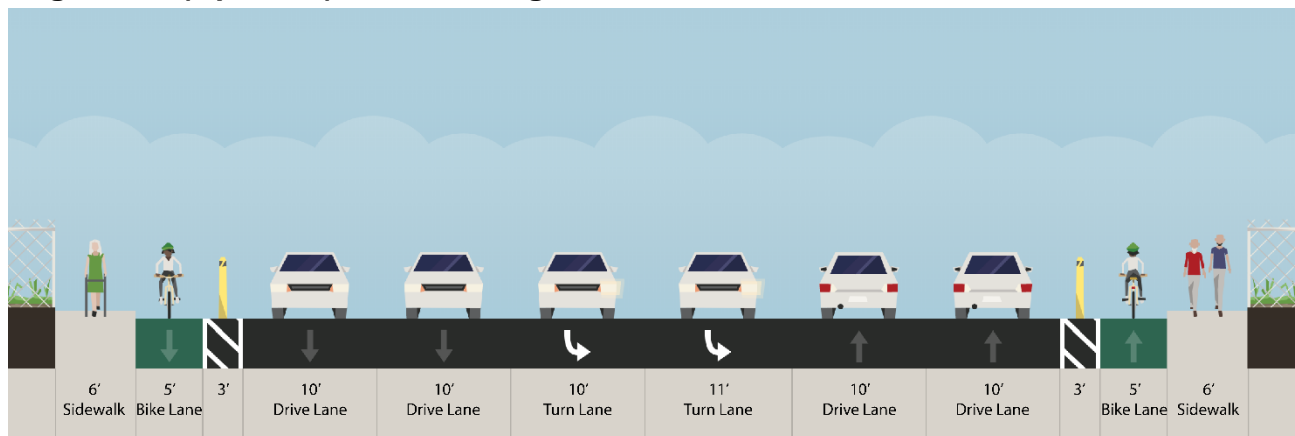
In addition to having less right-of-way available than other segments in the study area, the bridge over SR 12 poses a greater design challenge as it needs to accommodate higher volumes of vehicle traffic. Due to capacity limitations, the City is considering the installation of a double left turn lane on southbound Stony Point Road at the EB SR 12 on-ramp. The study will evaluate the operational benefits of this lane expansion. As a result, a variation on the design concepts presented above was developed, one maintaining the existing lane configuration and the other adding a second left turn lane to access the ramps onto eastbound SR 12.

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:

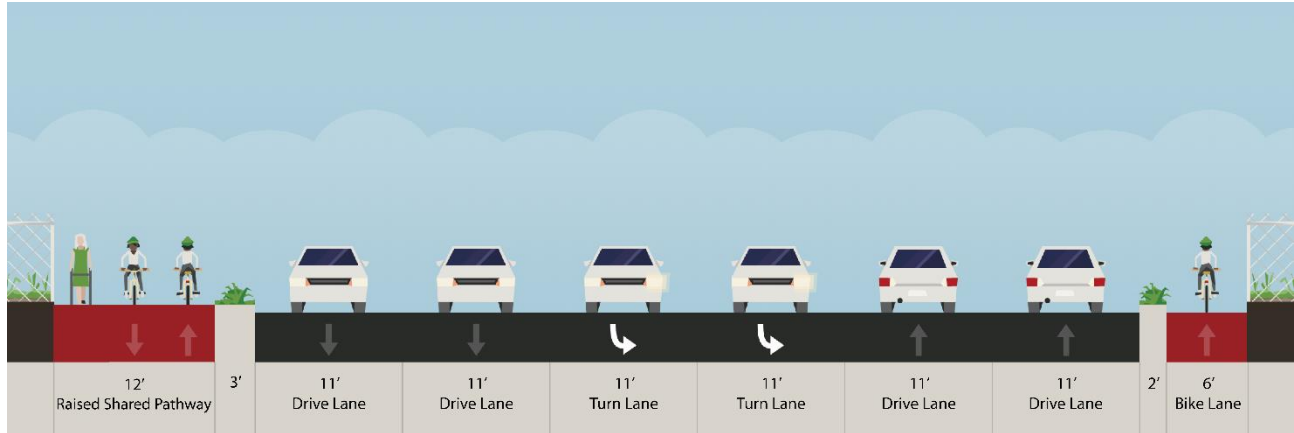
- Elimination of the buffer between the northbound travel lane and the southbound left turn lane.
- Narrower lane widths, with most lanes reduced to 10 feet in the one-way buffered bike lane option and to 11 feet with the multi-use path along the west side of the roadway.
- The alternative including the two-way path, the northbound bike lane would have to be moved to the existing pedestrian sidewalk where pedestrians would then be prohibited.

Potential cross-sections for these alternatives are presented below:

Segment 2 (Option A) - SR 12 Bridge



Segment 2 (Option B) - SR 12 Bridge



RECOMMENDATION

The Board may provide comments on the alternatives described as well as provide recommendations of other potential alternatives for further analysis.

Attachment: Stony Point Road Corridor Study – Scope of Work and Schedule