

CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD
STAFF REPORT
May 16, 2019

SUBJECT

E Street Bike Lane Design Proposal

ISSUE

The Board may provide input on the design of the E Street bike lanes proposed between College Avenue and Sonoma Avenue.

STAFF PRESENTER

Rob Sprinkle, Deputy Director

RECOMMENDATION

The Board, by motion, may support the concept design of the E Street Bike Lane Project.

BACKGROUND

The Bicycle and Pedestrian Advisory Board directed staff to allocate \$90,000 of Transportation Development Act III funding toward the design and construction of bike lanes on E Street between College Avenue and Sonoma Avenue in January 2018.

The City Council approved this funding request in Spring 2018 and in Fall of 2018 the design portion of this project began.

ANALYSIS

In order to add bike lanes on this segment of roadway without widening the location of the curb, gutter and sidewalk, staff reviewed the capacity of the segment to determine if the removal of a travel lane in each direction, in concert with the addition of a center two-way left turn lane, could accommodate the existing volume without posing a detriment to operations. The analysis concluded that at Third Street and Fourth Street there would be additional vehicle queuing than we see today, however, there will be less likelihood of sideswipe and rear end crashes by shifting the left turning vehicles into their own lanes. It was determined that the travel lane removal would be acceptable.

Maintaining the existing on street parking was also a concern and desire. The proposed design does not remove any existing parking spaces.

The general layout of the roadway cross section is currently an 8' parking lane, two-12' southbound lanes, two-12' northbound lanes, and an 8' parking lane.

The proposed layout would include 8' parking, 5' bike lane, 3' buffer, 11' southbound travel lane, 10' center two-way left turn lane, 11' northbound travel lane, 3' buffer, 5' bike lane, and 8' parking. This concept layout was derived from discussions regarding the project at a prior Bicycle and Pedestrian Board meeting.

The intersection interface at each end of the project are currently being designed as the lane designations will likely be changing and removing the curb through/right lane at the

intersections. This will allow for the through lane and right turn lane to be independent of one another verses shared. Vehicle offsets across intersections with the proposed lane delineations are also being reviewed to ensure the offsets are minimal.

The final phase of the plan will be to conduct a comprehensive review of the existing signing in conjunction with the new proposed striping design and modify signing appropriately.

RECOMMENDATION

The Board, by motion, may support the concept design of the E Street Bike Lane Project.

Attachment 1: Existing and Proposed Cross-Sections