

CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD
STAFF REPORT
March 18, 2021

SUBJECT

Stony Point Road Corridor Study for Active Transportation Modes Update

ISSUE

Consultant will present revised alternatives and public input on the Stony Point Road Corridor Study for Active Transportation Modes.

PRESENTER

Steve Weinberger, Senior Principal
W-Trans

RECOMMENDATION

For information. Board to provide input 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 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 and an updated version on January 21, 2021. Two community meetings have been held, the first on November 18, 2020 and the second on March 3, 2021. Public comments were received at both workshops as well as through online surveys. Based on these comments and consultation with staff, the concept plans have been revised. The public comments from the most recent survey and tonight's BPAB meeting will be considered in developing the final concept plans for the corridor study.

PRESENTATION FOCUS

This report presents the design concepts that were shared with the public at the March 3, 2021 community meeting. Comments received at the meeting and through the survey could not be compiled in time for inclusion in this report but will be presented to BPAB at the March 18, 2021 meeting.

Corridor Overview

As described in previous reports on this project, the corridor was divided into three segments for the purposes of analysis, based on the existing conditions and available right-of-way. The existing conditions were described in more detail in previous staff reports, and a brief summary is presented below:

- 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 study area as currently designed includes the following features:

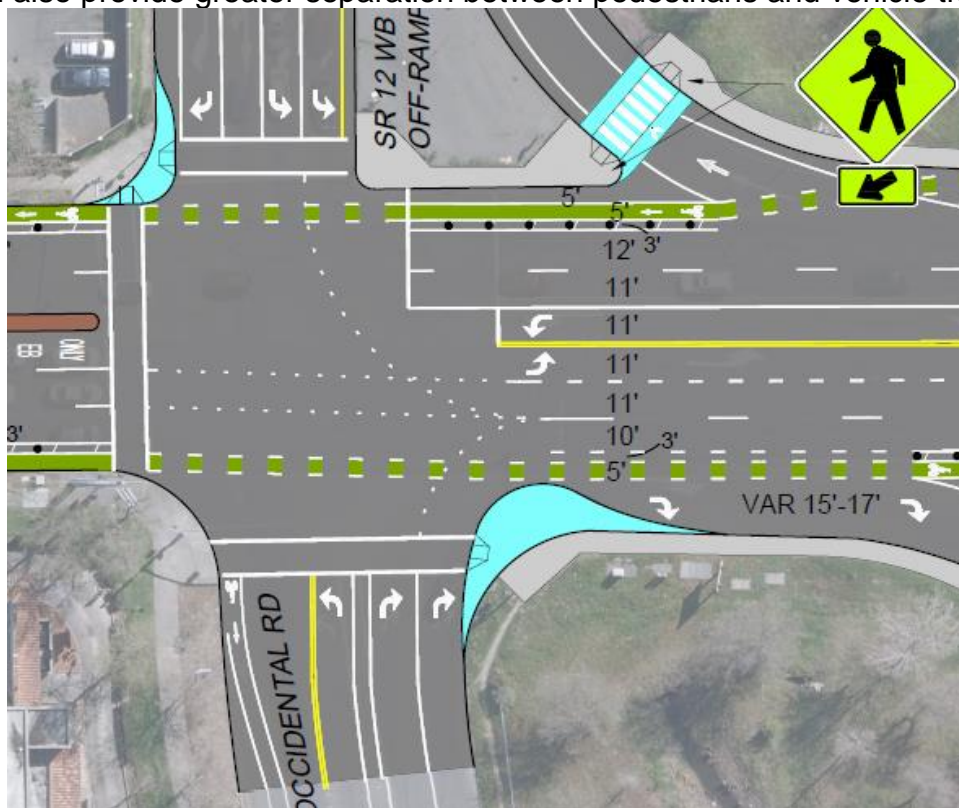
- Vehicle lanes – 2 through lanes in each direction, turn lanes at intersections

- 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 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

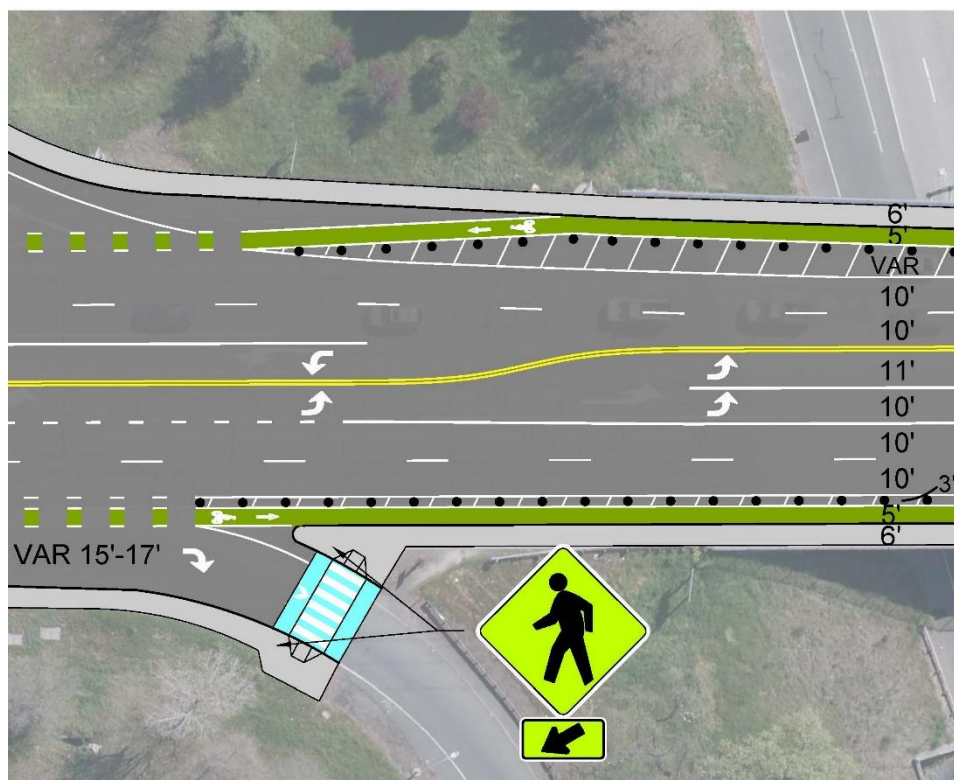
Modified Design Concepts

In response to comments from the public and BPAB, several modifications were made to the previous iterations of the concept plans. The most recent changes included:

- **Reduce vehicle speeds at ramp entrances:** Several measures were included to reduce the speed of vehicles entering the westbound on-ramps onto SR 12. Raised crosswalks or pedestrian-activated rectangular rapid flashing beacons (RRFBs) are proposed for the crosswalks at the ramp entrances. The use of these measures would require Caltrans approval. At the southeast corner of Stony Point Road/Occidental Road, the ramp entrance is currently very gradual; by expanding the proposed curb extension, the ramp entrance would be relocated further from the Occidental intersection, requiring drivers to delay accelerating onto the ramp. The curb extension would also provide greater separation between pedestrians and vehicle traffic.



Stony Point Road/Occidental Road intersection



Eastbound SR 12 on-ramp

- **Include sturdy vertical barrier in buffered bike lanes:** The proposed bollard for use in the bike lanes would provide a highly visible cue to heighten motorist awareness of the buffered bike lanes. The bollard design was supported by Police and Fire department staff, after review to ensure that emergency access needs would not be compromised.



Proposed bollard for buffered bike lanes

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This plan view shows the layout of the proposed SR 12 EB off-ramp and bridge. The bridge structure is highlighted in orange and spans across the existing SR 12 EB roadway. The off-ramp is shown as a curved structure with a 10' width. The bridge deck is 10' wide. The existing SR 12 EB roadway is 11' wide. The plan view also shows the intersection with Stony Point Rd and the proposed bridge structure. Dimensions are provided for various sections: 11' for the existing roadway, 10' for the bridge deck, and 10' for the off-ramp. The plan view also shows the intersection with Stony Point Rd and the proposed bridge structure. Dimensions are provided for various sections: 11' for the existing roadway, 10' for the bridge deck, and 10' for the off-ramp.



Preliminary concept for two-way path along shopping center frontage

- **Improved connection between Joe Rodota Trail and Cesar Chavez School:** While beyond the scope of this project, due to the number of comments raised about the need to improve the connection between the Joe Rodota Trail and Cesar Chavez School on Sebastopol Road, a preliminary concept was developed for a two-way path, primarily using the existing landscape strip along the Stony Point Road frontage of the shopping center. This was identified as a potential long-term improvement needing further investigation, as it is largely outside the public right-of-way and would require approval of the property owner.

Next Steps

Additional feedback from the BPAB will be considered and used as input into the final concept plans for the corridor study. The final study is scheduled to be completed by May 2021.

RECOMMENDATION

For information. Board to provide input on design.

Attachment 1: Stony Point Road Concept Design