

CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD
STAFF REPORT
September 16, 2021

SUBJECT

Local Road Safety Plan Update

ISSUE

Staff will provide an update and seek feedback on several corridor studies currently underway as part of the City's Local Road Safety Plan development.

STAFF PRESENTER

Rob Sprinkle, Deputy Director - Traffic Engineering

RECOMMENDATION

Staff will welcome feedback on the conceptual layouts for each of the corridors. This item is for Board discussion. No action is required.

BACKGROUND

In 2020, the City received a state grant to develop a Local Road Safety Plan (LRSP). LRSP's involve 1) establishing working groups that include stakeholders representing each of the four "E's" of roadway safety (engineering, enforcement, education, emergency response), 2) reviewing crash, traffic, and roadway data, 3) identifying goals, and 4) identifying future improvements and countermeasures to enhance bicycle and pedestrian facilities.

The City chose to focus its LRSP on four corridors identified for additional study in Bicycle/Pedestrian Master Plan Update 2018:

- 4th Street: E Street - Farmers Lane
- College Avenue: Kowell Road - 4th Street
- Montgomery Drive: Alderbrook Drive - Hahman Drive
- Roseland Creek Trail: Stony Point Road - Burbank Avenue

GHD (the City's consultant for the LRSP) and the City held stakeholder working group meetings for each of the corridors in June-August.

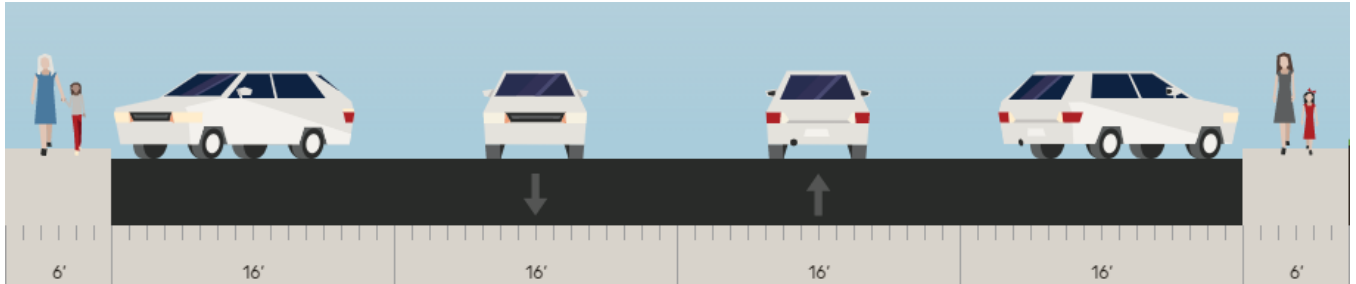
PRESENTATION FOCUS

Staff will provide a brief overview of each corridor study and feedback received in the stakeholder working groups, highlight design considerations or challenges where applicable, and seek feedback from the Board and public. Please note that all designs shown are conceptual and subject to change pending additional analysis, public engagement, and funding availability.

4th St: E St - Farmers Ln

Segment 1: E St – Brookwood Ave

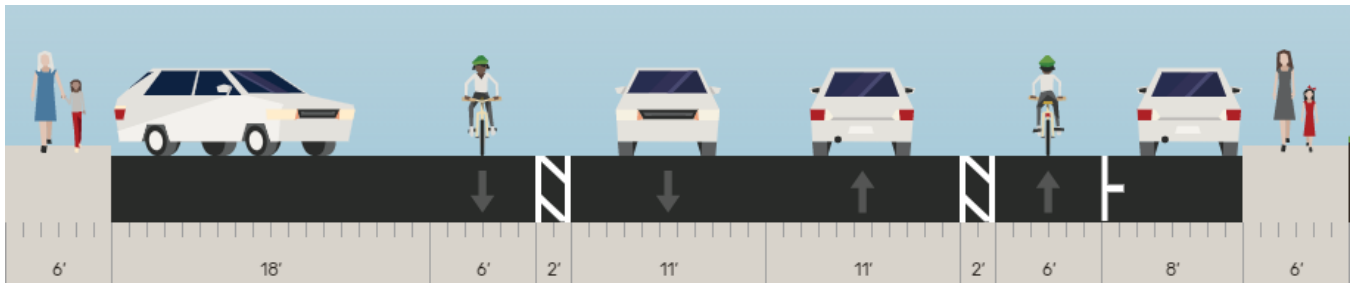
- Average daily traffic (2017): 8,171
- Posted speed limit: 30 MPH
- Transit routes: CityBus 8



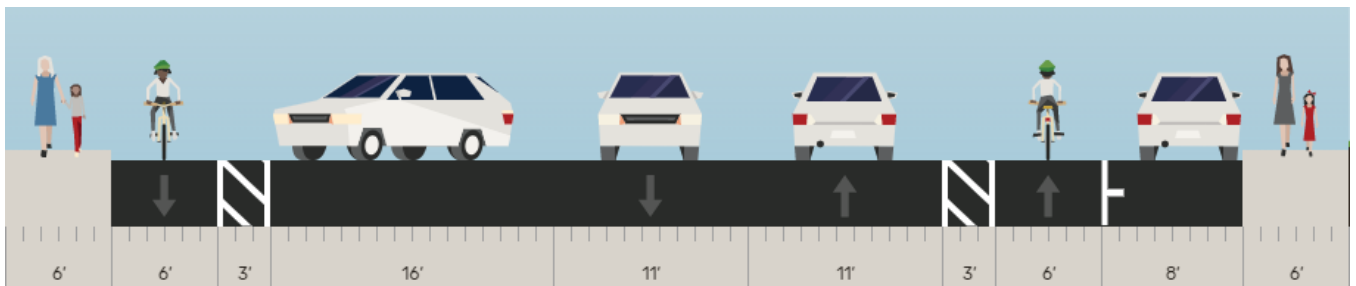
Existing configuration

Working Group Feedback and Proposed Configurations

Working group suggestions included widening sidewalks, narrowing travel lanes, installing bike lanes, and adding street trees. Participants suggested converting one or both sides of parking from angled to parallel to accommodate the changes. Both proposals below show parking converted to parallel on the south side only.



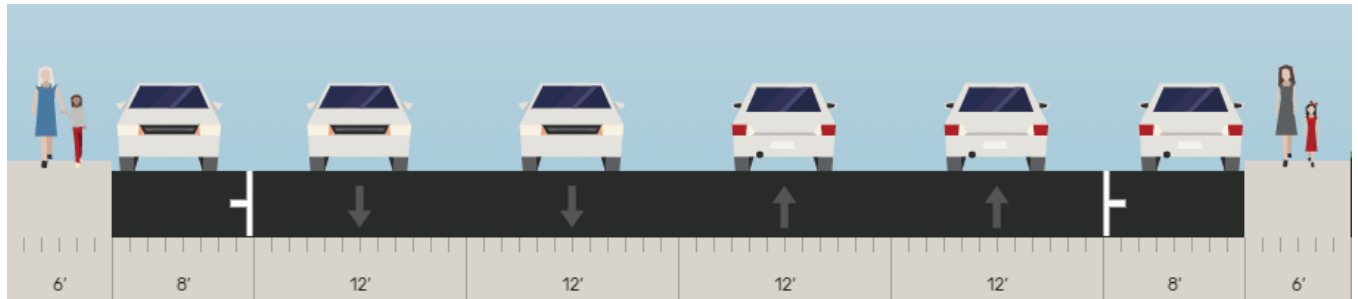
Proposed configuration (option 1, facing east): Back-in angled parking with buffered bike lanes



Proposed configuration (option 2, facing east): Head-in angled parking with a westbound protected bike lane and eastbound buffered bike lane

Segment 2: Brookwood Ave – Bryden Ln

- Average daily traffic (2017): 11,242 (Brookwood to College), 23,037 (College to Talbot), 22,046 (Talbot to Alderbrook), 21,655 (Alderbrook to Bryden)
- Posted speed limit: 30 MPH (Brookwood to College), 35 (College to Bryden)
- Transit routes: CityBus 8

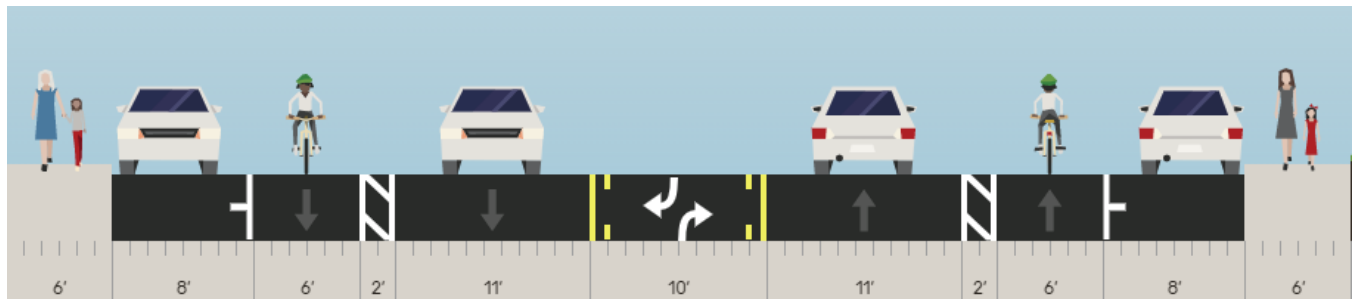


Existing configuration

Working Group Feedback and Proposed Configuration

Working group participants suggested implementing a 4-to-3 lane road diet, which would slow traffic, add buffered bike lanes, and eliminate “multiple-threat” conflicts that occur on roads with multiple travel lanes in each direction (thus making it easier to cross this stretch of 4th St by foot, bike, and car).

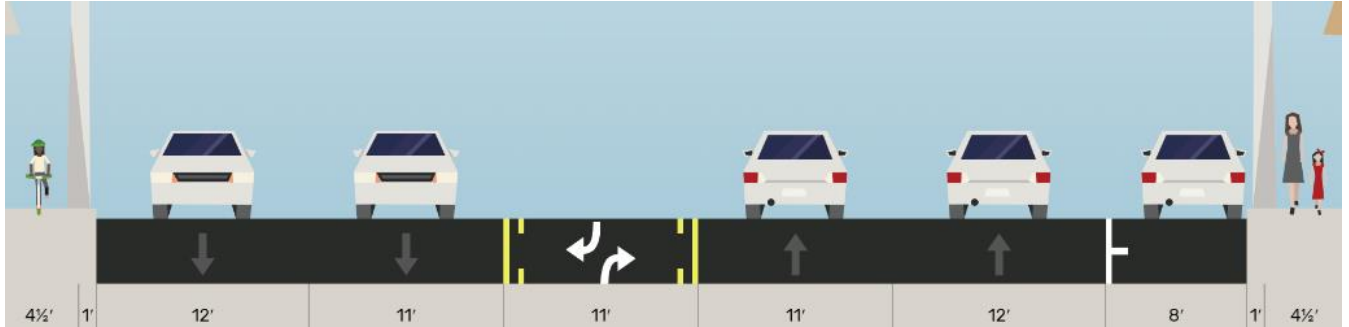
Participants also requested crossing improvements at Alderbrook Dr, a widened sidewalk on the south side of 4th St between Alderbrook Dr and Bryden Ln, and a new crosswalk at the east leg of the 4th/Bryden intersection.



Proposed configuration

Segment 3: Bryden Ln – Farmers Ln

- Average daily traffic (2017): 33,051 (Bryden to Rogers), 34,229 (Rogers to Farmers)
- Posted speed limit: 35 MPH
- Transit routes: CityBus 8



Existing configuration (note: presence of on-street parking varies throughout the corridor)

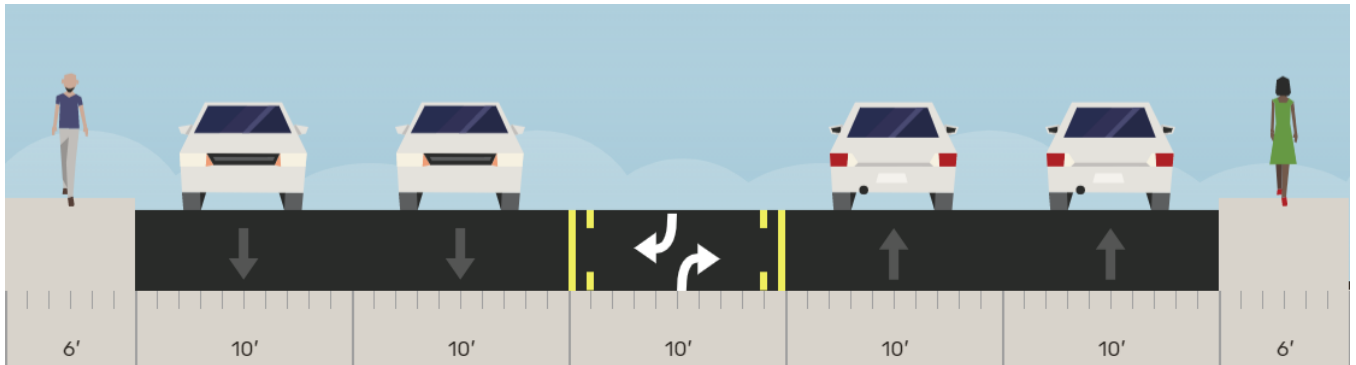
Working Group Feedback and Alternate Routes

Modifications are not feasible on this stretch of roadway due to high traffic volume and limited right-of-way. Several working group participants voiced their preference for signed bicycle routes through 1) the Proctor Terrace neighborhood linking 4th/Bryden with Rogers Way and 2) through the Memorial Hospital neighborhood linking 4th/Alderbrook with Montgomery Dr. The routes will be shared in the presentation.

College Ave: Kowell Rd - 4th St

Segment 1: Kowell Rd – Cleveland Ave

- Average daily traffic (2018): 18,542 (Ridley to Clover), 20,192 (Clover to N Dutton), 28,584 (N Dutton to Cleveland)
- Posted speed limit: 40 MPH (Kowell to Clover), 35 (Clover to Cleveland)
- Transit routes: CityBus 9/9E



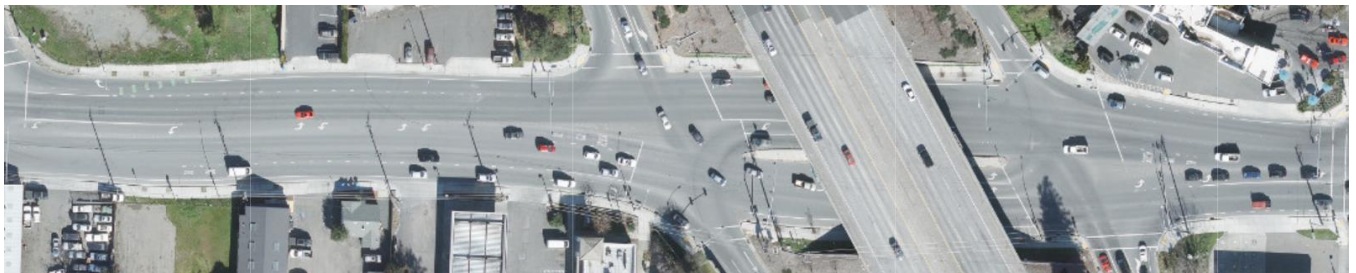
Existing configuration (note: sidewalk presence and width varies; there is no sidewalk on the south side of W College Ave west of Link Ln)

Working Group Feedback and Alternate Route

Modifications are not feasible on this stretch of roadway due to high traffic volume and limited right-of-way, particularly along the south side between Kowell Rd and Link Ln. Several working group participants voiced their preference for a signed bicycle route via Clover Dr, Link Ln, and W 9th St. The route will be shared in the presentation.

Segment 2: Cleveland Ave – Morgan St

- Average daily traffic (2018): 36,621 (Cleveland to SB on-ramps), 37,837 (SB on-ramps to NB on-ramps), 40,869 (NB on-ramps to Morgan)
- Posted speed limit: 35 MPH
- Transit routes: CityBus 9E



Lane configuration varies significantly between Cleveland Ave and Morgan St. Sidewalks and Class II bike lanes exist throughout this segment.

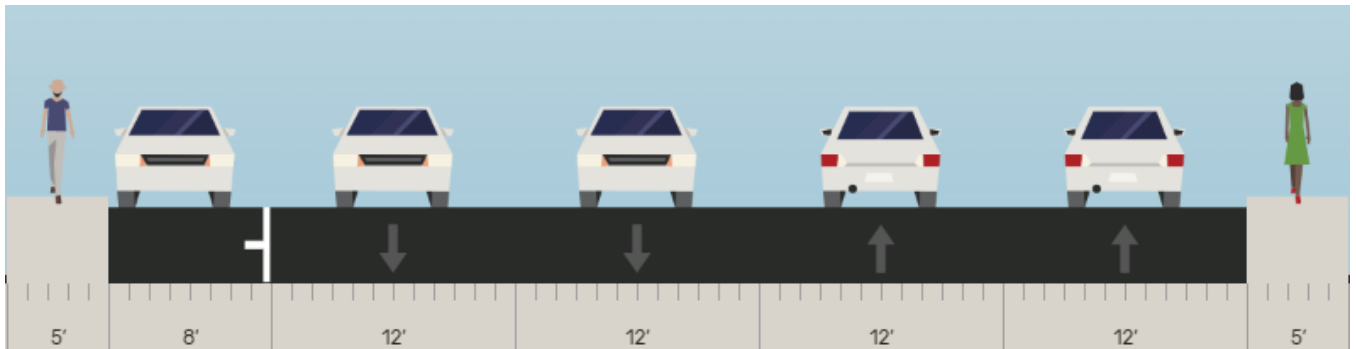
Working Group Feedback and Proposed Enhancements

Several working group participants identified the busy interchange as a barrier to walking and bicycling. Suggestions included adding green paint to bike lane “conflict zones,”

improving lighting in the undercrossing, and considering protected signal phases for people walking and biking across on-ramps.

Segment 3: Morgan St – 4th St

- Average daily traffic (2018): 35,251 (Morgan to Mendocino), 24,488 (Mendocino to Humboldt), 23,554 (Humboldt to E), 21,039 (E to Brookwood), 14,535 (Brookwood to 4th)
- Posted speed limit: 35 MPH
- Transit routes: CityBus 9E



Existing configuration

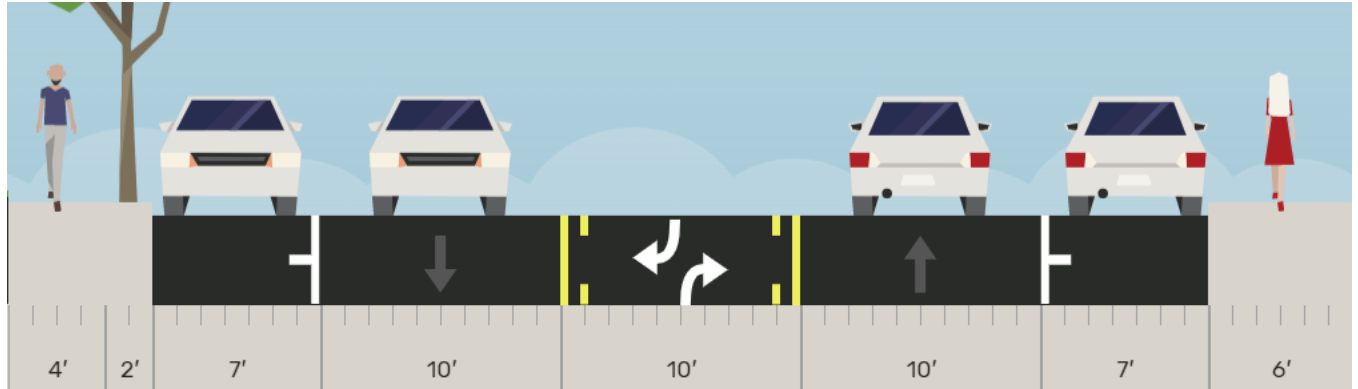
Working Group Feedback and Alternate Route

Lane reconfiguration is not feasible on this stretch of roadway due to high traffic volume, with the possible exception being Brookwood Ave to 4th St. The installation of bike facilities would require the removal of on-street parking, which would require additional study and engagement. Several participants voiced their preference for a parallel bicycle route via Benton St and 13th St. The route will be shared in the presentation.

Montgomery Dr: Alderbrook Dr - Hahman Dr

Segment 1: Alderbrook Dr – Farmers Ln

- Average daily traffic (2017): 8,501
- Posted speed limit: 30 MPH
- Transit routes: Sonoma County Transit 30/34

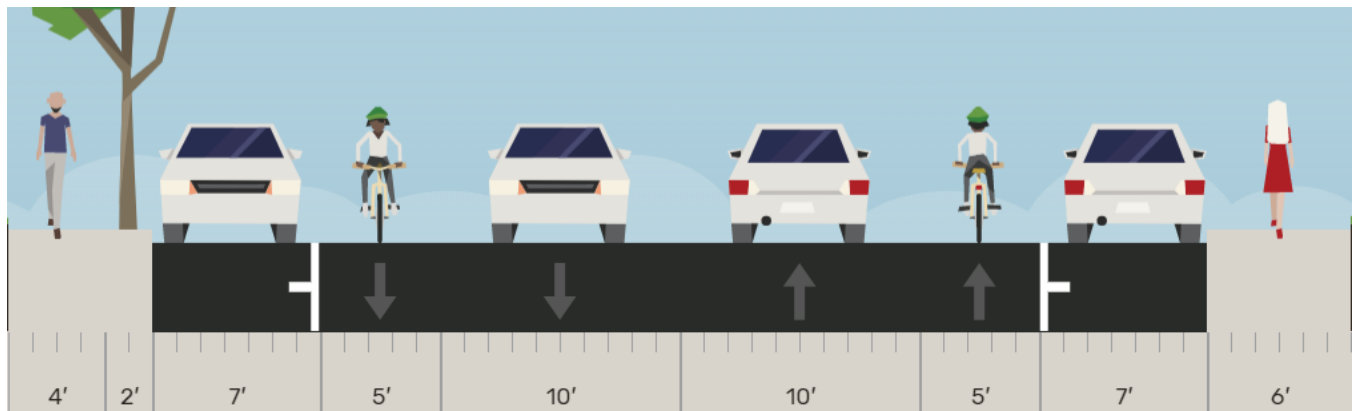


Existing configuration

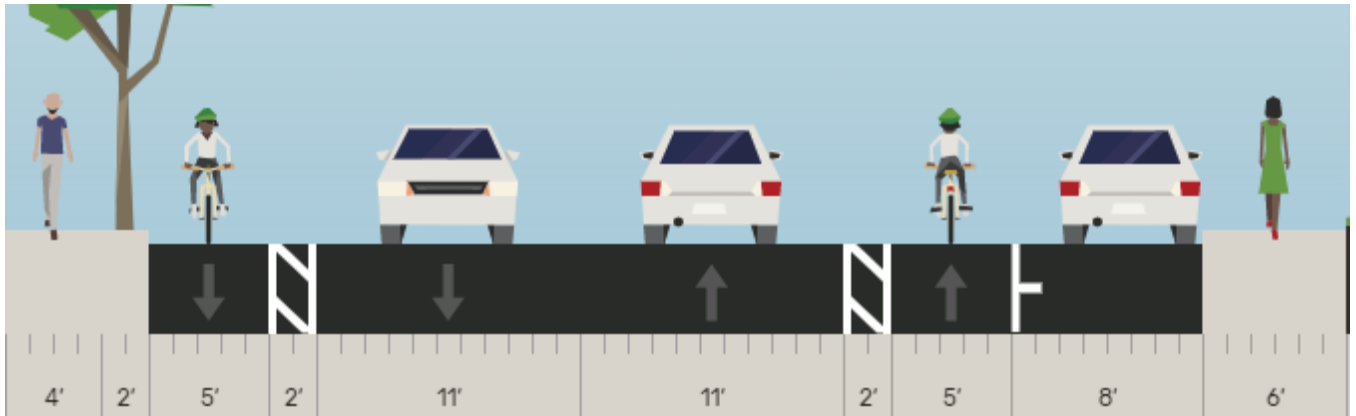
Working Group Feedback and Proposed Configurations

In addition to being a bike lane gap, cars are frequently parked on sidewalks along this stretch of Montgomery Dr. Several working group participants voiced support for the addition of bike lanes and elimination of the two-way center turn lane, which would require neighborhood engagement and additional analysis. Fire Department representatives expressed their preference to maintain the two-way center turn lane, though they acknowledged that the proposed configuration would allow enough clearance for emergency response vehicles if drivers in both directions pull into the bike lanes.

Another potential configuration would involve the elimination of parking on one side of the street (likely the north side, due to the prevalence of side streets to the north). Again, neighborhood engagement and additional analysis is needed.



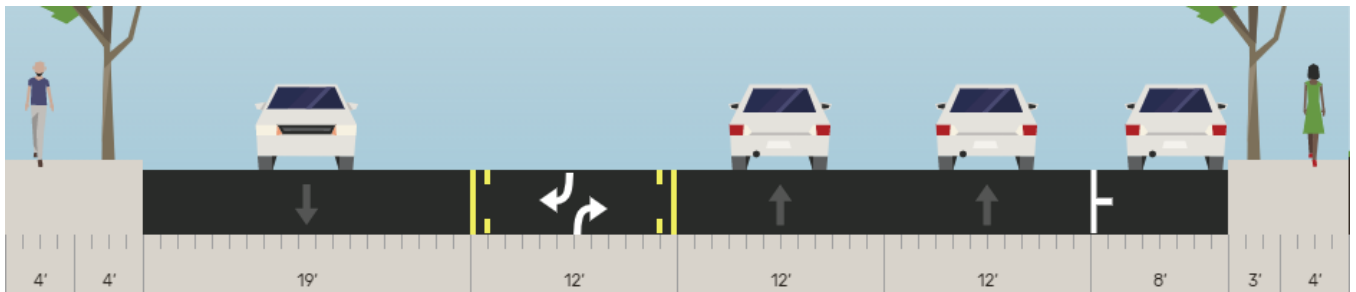
Proposed configuration (option 1): Eliminate two-way center turn lane and install 5' Class II bike lanes



Proposed configuration (option 2, facing east): Eliminate two-way center turn lane and parking on north side of street; install Class IIB buffered bike lanes

Segment 2: Farmers Ln – Hahman Dr

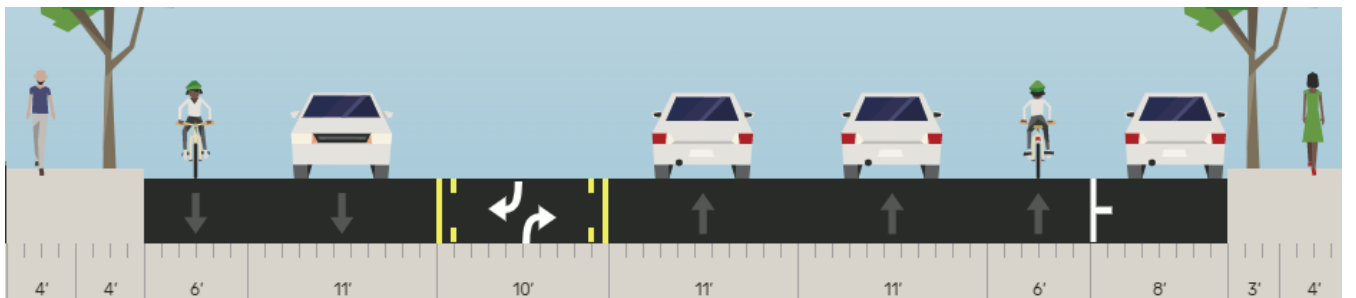
- Average daily traffic (2017): 15,977
- Posted speed limit: 30 MPH
- Transit routes: Sonoma County Transit 30/34



Existing configuration (mid-block, facing east)

Working Group Feedback and Proposed Configuration

Several working group participants expressed their desire for bike lanes along this segment. The proposed configuration below would involve narrowing travel lanes.



Proposed configuration (mid-block, facing east)

Roseland Creek Trail: Stony Point Rd - Burbank Ave

The City's stakeholder meeting for Roseland Creek Trail focused on two key issues: 1) a crossing at Burbank Ave to facilitate connectivity to the planned continuation of the Roseland Creek Trail through Roseland Creek Community Park (east of the study area, between Burbank Ave and McMinn Ave) and 2) the creek and trail improvements outlined in a concept plan from 2006. Both will be shared in the presentation.

Working Group Feedback

Participants supported the City's plans to utilize the existing crosswalk and overhead beacon where Roseland Creek Trail meets Burbank Ave and install a new sidewalk on the east side of the road connecting the crosswalk with Roseland Creek Community Park to the north. Participants also supported paving and improving the trail on the north/west bank, consistent with the concept plan. A representative from Sonoma County Water Agency expressed concern with two elements from the concept plan: 1) dense vegetation in the creek bed and 2) elimination of the Water Agency's service road on the south/east bank.

Next Steps

GHD will soon launch online surveys seeking feedback on improvements identified and discussed by the stakeholder working groups and BPAB. Targeted engagement will be needed for several of the corridors, especially where parking removal or other significant roadway modifications are proposed.

RECOMMENDATION

Staff will welcome feedback on the conceptual layouts for each of the corridors. This item is for Board discussion. No action is required.