

CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD
STAFF REPORT
April 20, 2023

SUBJECT

Hearn Avenue Interchange

ISSUE

Staff will introduce and seek feedback on final design concepts for Hearn Avenue Interchange.

STAFF PRESENTER

Rob Sprinkle, Deputy Director – Traffic Engineering

RECOMMENDATION

This item is for Board discussion and input on the Hearn Avenue Interchange.

BACKGROUND

The City of Santa Rosa, in conjunction with Caltrans and Sonoma County Transportation Authority, has been working on the Hearn Avenue Interchange project since 2006. The project has gone through several iterations over the years and has attempted to keep up with changing geometric and accessibility standards, environmental requirement and regulations, and innovations and desires of the community.

The purpose and need statements for the project are as follows:

“The project is needed because the existing Hearn Avenue Interchange built in 1957 is unable to accommodate existing and future traffic volumes resulting in congestion on Hearn Avenue and particularly on the southbound off ramp from US 101 to Hearn Avenue. Congestion on the off ramp extends past the gore point for the ramp. The existing Hearn Avenue Interchange accommodates one lane in each direction and one sidewalk on the south side. Pedestrian and bicycle access to the Hearn Avenue Overcrossing is restricted and does not meet ADA standards. The existing vertical clearance of the overcrossing over US 101 is nonstandard. Accident rates on the north bound on ramp and off ramp at Yolanda Avenue are greater than the statewide average for similar ramps.

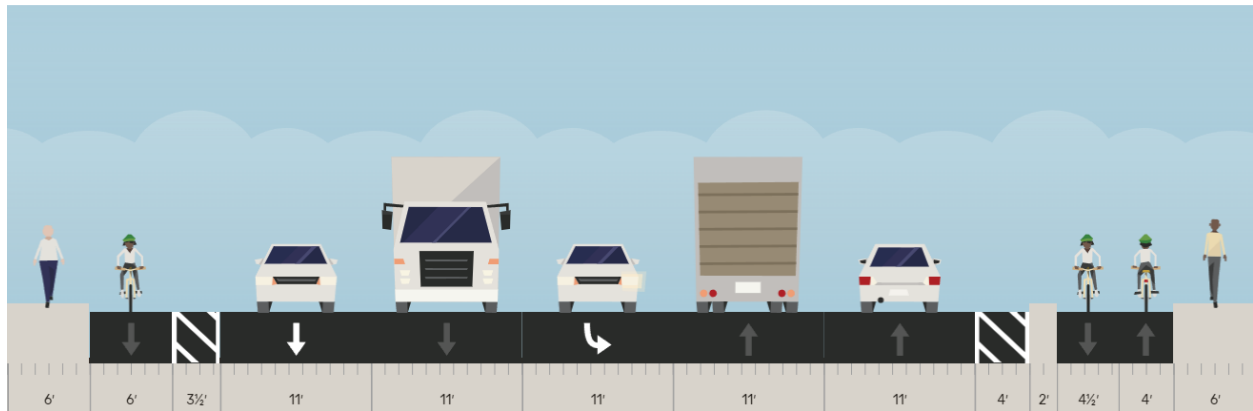
The purpose of this project is to improve local traffic circulation and regional traffic operations and at the same time accomplish the following goals:

- Improve multimodal access, connectivity, operations
- Improve overall safety of the facility”

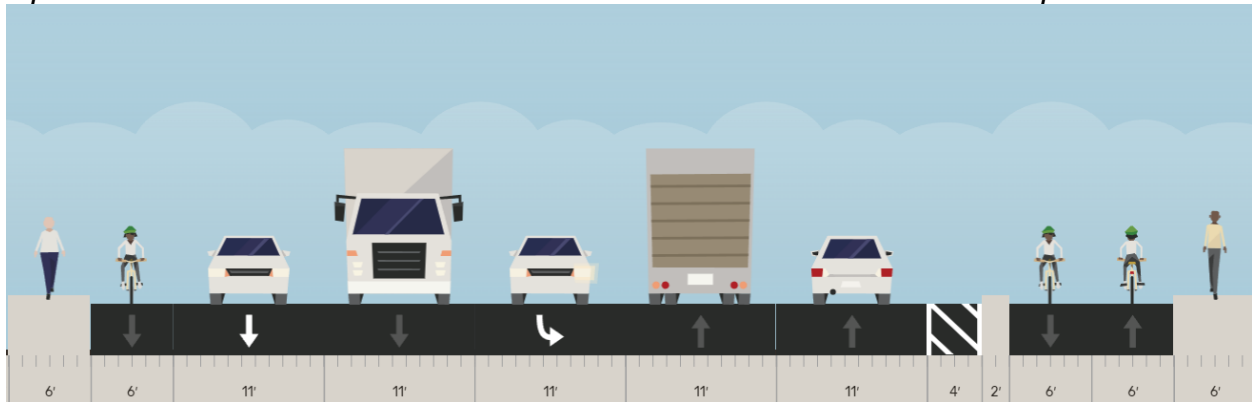
ANALYSIS

City staff will present options for the bridge structure to receive feedback from the Board. Potential options that may be considered include the following:

Option 1: Remove 3.5' median and add buffer to Westbound bike lane



Option 2: Remove 3.5' median and add width to Class IV multidirectional path



Additional concepts can be considered in and presented to Caltrans. Intersection modifications including restricting right turn on red and illuminated blank out signs are also being proposed to Caltrans for consideration at the intersection of Corby Avenue and Hearn Avenue.

RECOMMENDATION

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