

Lane Configuration Worksheets



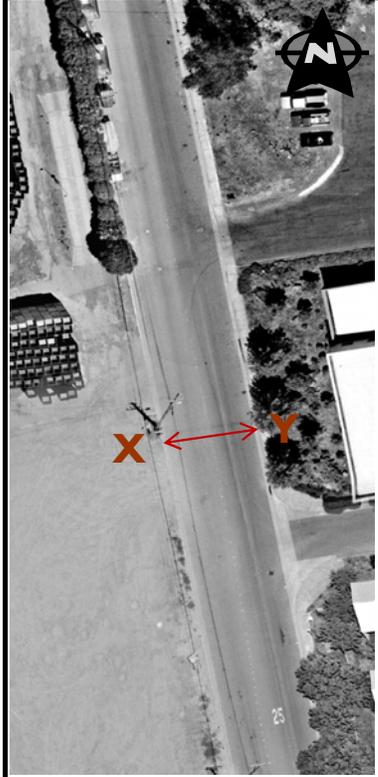


Segment #	Street Name	Segment Name	Curb to Curb
1	Morris Street	From Sebastopol Ave to Eddie Ln	44'
1A	Laguna Park Way	From Morris St to McKinley St	40'
2	Petaluma Avenue	From South Main St to Palm Ave	43'
3	Petaluma Avenue	From Palm Ave to Barnes Ave	40'
4A	Petaluma Avenue	From Barnes Ave to 100' south of Burnett	40'
4B	Petaluma Avenue	From 100' south of Burnett to Sebastopol Ave	40'
5	Petaluma Avenue	From Sebastopol Ave to McKinley St	40'
6	Sebastopol Avenue	From Morris St to Brown St	43'
7	Sebastopol Avenue	From Brown St to Petaluma Ave	40'
8	Sebastopol Avenue	From Petaluma Ave to Main Street	46'
9	McKinley Street	From Petaluma Ave to Weeks Wy	38'
10	McKinley Street	From Weeks Wy to North Main St	33.5'
11	South Main Street	From Petaluma Ave to Palm Ave	36'
12	South Main Street	From Palm Ave to Willow St	50'
13	South Main Street	From Willow St to Bodega Ave	54.5'
14	North Main Street	From Sebastopol Ave to McKinley St	58'
15	North Main Street	From McKinley St to Healdsburg Ave	59'
16A	North Main Street	From Healdsburg Ave to Analy Ave	55'
16B	North Main Street	From Analy Ave to Eddie Ln	40'
17	Healdsburg Avenue	From North Main St to Pitt Ave	53'
18	Healdsburg Avenue	From Pitt Ave to Florence Ave	54'
19	Healdsburg Avenue	From Florence Ave to Murphy Ave	54.5'
20	Healdsburg Avenue	From Murphy Ave to Covert Ln	52'
21A	Bodega Avenue	From North Main St to High St	44'
21B	Bodega Avenue	From North Main St to High St	44'
22	Bodega Avenue	From High St to Florence Ave	38'
23	Bodega Avenue	From Florence Ave to Washington Ave	40'
24	Bodega Avenue	From Washington Ave to Robinson Ave	40'
25	Bodega Avenue	From Robinson Ave to 250' West of Robinson Ave	40'
26	Bodega Avenue	From 250' West of Robinson to Nelson Wy	57'
27	Bodega Avenue	From Nelson Wy to 300' West of Nelson Wy	59'
28	Bodega Avenue	From 300' West of Nelson Wy to Virginia Ave	32'
29	Bodega Avenue	From Virginia Ave to Golden Ridge Ave	36'
30	Bodega Avenue	From Golden Ridge Ave to 300' West of Golden Ridge Ave	43'
31	Bodega Avenue	300' West of Golden Ridge Ave to Pleasant Hill Ave North	30'
32A	Bodega Avenue	From Pleasant Hill Ave North to W Hills Cir	55'
32B	Bodega Avenue	From W Hills Cir to Ragle Rd	47'
33	Bodega Avenue	From Ragle Rd to Valley View Ct	38'
34	Bodega Avenue	From Valley View Ct to City Limits	44.5'
35	Jewell Avenue	From Meadowlark Dr to Woodland Ave	43'
36	Jewell Avenue	From Woodland Ave to Shaun Ct	40'
37	Jewell Avenue	From Shaun Ct to Hayden Ave	40'
38	Jewell Avenue	From Hayden Ave to Palm Ave	38'
39	Jewell Avenue	From Palm Ave to Leland St	36'
40	Jewell Avenue	From Leland St to Calder Ave	37'
41	Jewell Avenue	From Calder Ave to 100' North of Calder Ave	30'
42	Jewell Avenue	From 100' North of Calder Ave to Willow St	30'
43	Jewell Avenue	From Willow St to 150' South of Bodega Ave	37'
44	Jewell Avenue	From 150' South of Bodega Ave to Bodega Ave	80.5'
45	Washington Avenue	From Bodega Ave to Murphy Ave	39'
46	Murphy Avenue	From Washington Ave to Valentine Ave	30'
47	Murphy Avenue	From Valentine Ave to Bateley Ct	40'
48	Murphy Avenue	From Bateley Ct to Healdsburg Ave	40'
49	Valentine Lane	From Murphy Ave St to 100' West of Springdale St	28'
50	Valentine Lane	From 100' West of Springdale St to Zimpher Dr	40'

51	Valentine Lane	From Zimpher Dr to Pleasant Hill Ave	40'
52	Valentine Lane	From Pleasant Hill Ave to Washington Ave	40'
53	Valentine Lane	From Washington Ave to Ragle Rd	36'
54	Pleasant Hill Road	From City Limits to 100' North of Mitchell Ct	36.5'
55	Pleasant Hill Road	From 100' North of Mitchell Ct to 250' South of Bodega Ave	22'
56	Pleasant Hill Road	From 250' South of Bodega Ave to Bodega Ave	48'
57	Pleasant Hill Avenue North	From Bodega Ave to Valentine Ave	40'
58	Pleasant Hill Avenue North	From Valentine Ave to Covert Ln	41'
59	Covert Lane	From Healdsburg Ave to 150' East of Norlee St	64'
60	Covert Lane	From 150' East of Norlee St to Pleasant Hill Avenue North	53'
61	Covert Lane	From Pleasant Hill Rd to 150' West of Teresa Ct	52'
62	Covert Lane	From 150' West of Teresa Ct to Ragle Rd	46'
63	Ragle Road	From Bodega Ave to 100' North of Bodega Ave	46'
64	Ragle Road	From 100' North of Bodega Ave to Holly Ct	41'
65	Ragle Road	From Holly Ct to Frankel Ln	29'
66	Ragle Road	From Frankel Ln to Ragle Pl	29'
67	Ragle Road	From Ragle Pl to Valentine Ave	32'
68	Ragle Road	From Valentine Ave to 450' North of Valentine Ave	31'
69	Ragle Road	From 450' North of Valentine Ave to 100' South of Covert Lane	30'
70	Ragle Road	From 100' South of Covert to Covert Lane	38'

## Lane Configuration Worksheet

Street: Morris Street	Jurisdiction: City of Sebastopol
Segment: I-From Sebastopol Ave to Eddie Lane	
Street Characteristics	
Length (ft): 2025	Posted Speed Limit (MPH): 25
ADT: 3,300	Sidewalk Width (ft): 0'-5'
Street Class: Local	Number of PED XINGS within segment: 1



Street Characteristics									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	14	-	14	-	8	44	N/A
Alternatives									
Bike Lanes									
A	7	5	10	-	10	5	7	44	0
B	8	5	13	-	13	5	-	44	0
C	7	4	11	-	11	4	7	44	
D									
Shared Lane Markings									
E	8	SLM		-	SLM		8		
		22			22			44	0
Combination or Class III									
F									

Recommendations	
	Construction Estimate      \$42,525.00 Engineering Estimate          10,631.25 Project Mgmt Estimate            4,252.50 <b>Total Impr. Estimate:          \$57,408.75</b>

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	Section just north of SR 12 with turn lane would require the elimination of parking.  Alt B would result in substandard 4 foot bike lanes.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Laguna Park Way      Jurisdiction: City of Sebastopol

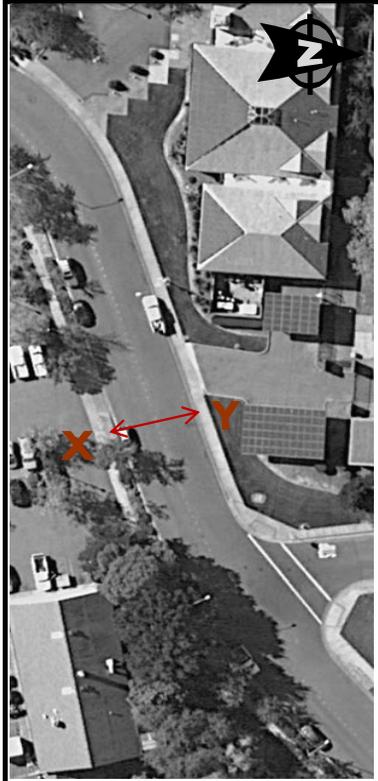
Segment: IA-From Morris Street to McKinley Street

### Street Characteristics

Length (ft): 1345      Posted Speed Limit (MPH): 25

ADT: 5,000      Sidewalk Width (ft): 5'

Street Class: Local      Number of PED XINGS within segment: 4



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	12	-	12	-	8	40	N/A
Alternatives									
Bike Lanes									
A	-	5	11	-	11	5	8	40	0
B									
C									
D									
Shared Lane Markings									
E	8	SLM		-	SLM		8	40	0
		20			20				
Combination or Class III									
F									

### Recommendations

Improvement Estimate:

### Design Guidelines

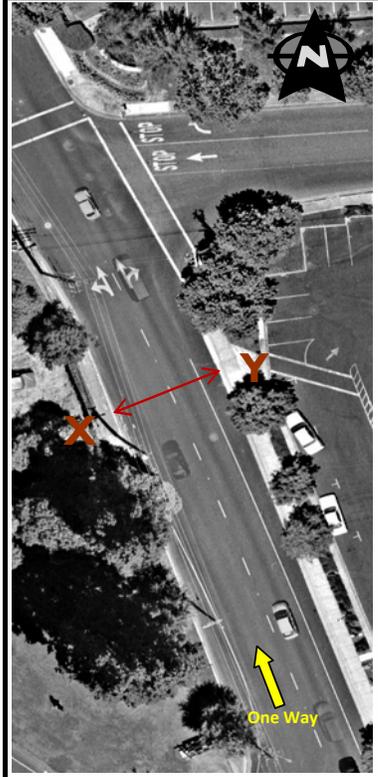
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	Alt A requires removal of parking on the south side of street.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Petaluma Avenue      Jurisdiction: State of California  
 Segment: 2-From South Main St to Palm Ave

### Street Characteristics

Length (ft): 260'      Posted Speed Limit (MPH): 30  
 ADT: 13,000      Sidewalk Width (ft): 6'  
 Street Class: Arterial      Number of PED XINGS within segment: 0



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Shoulder	Curb to Curb	Balance
Existing Conditions									
	8	-	15	-	11	-	9	43	N/A
Alternatives									
Bike Lanes									
A	8	-	11	-	11	5	8	43	0
B	8	-	15	-	15	5	-	43	
C	10	-	16	-	-	7	10	43	
D									
Shared Lane Markings									
E	8	-	13	-	SLM	8		43	0
	21				22				
Combination or Class III									
F									

### Recommendations

Improvement Estimate:

### Design Guidelines

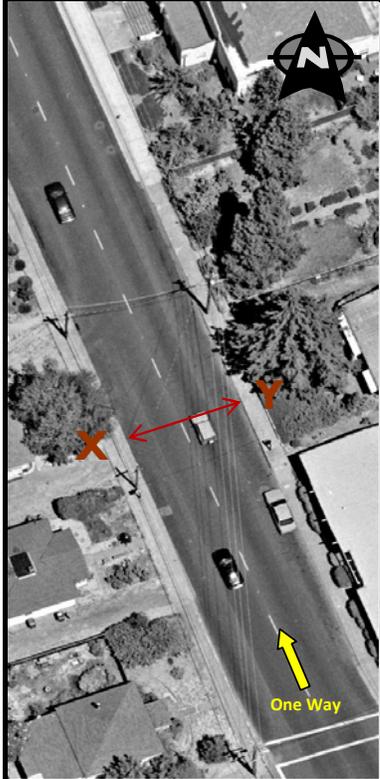
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes:
Caltrans	8	5	12	11	11	15	Alt A 11 foot lanes would require Caltrans design exception.  Alt C elimination of travel lane and remaining 16 foot lane would require Caltrans design exception
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Petaluma Avenue      Jurisdiction: State of California  
 Segment: 3-From Palm Ave to Joe Rodota Trail

**Street Characteristics**

Length (ft): 1830'      Posted Speed Limit (MPH): 25-30  
 ADT: 13,000      Sidewalk Width (ft): 6'  
 Street Class: Arterial      Number of PED XINGS within segment: 3



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	12	-	12	-	8	40	N/A
Alternatives									
Bike Lanes									
A	8	-	10.5	-	10.5	4	7	40	0
B	7	-	10.5	-	10.5	5	7	40	0
C	8	-	13.5	-	13.5	5	-	40	0
D	9	-	15	-	-	7	9	40	0
Shared Lane Markings									
E	8	-	12	-	SLM	8			0
					20			40	
Combination or Class III									
F									
G									

**Recommendations**

Improvement Estimate:

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	Alt A & B requires discussion with Caltrans on 10.5' travel lanes and 7 foot parking lanes. Alt C would require elimination of parking on east side. Alt D elimination of 1 travel lane would require Caltrans approval
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Petaluma Avenue | Jurisdiction: State of California

Segment: 4A-From Joe Rodota Trail to Barnes Ave

### Street Characteristics

Length (ft): 220' | Posted Speed Limit (MPH): 25

ADT: 13,000 | Sidewalk Width (ft): 6'5"

Street Class: Arterial | Number of PED XINGS within segment: 2



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	10	-	12	-	10	40	N/A
Alternatives									
Bike Lanes									
A	8	-	10.5	-	10.5	4	7	40	0
B	7	-	10.5	-	10.5	5	7	40	0
C	8	-	13.5	-	13.5	5	-	40	0
D	8	-	13	-	13	6	-	40	0
Shared Lane Markings									
E	8	-	12	-	SLM	8		40	0
					20				
Combination or Class III									
F									
G									

### Recommendations

	Improvement Estimate:
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### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes:
Caltrans	8	5	12	11	11	15	Alt A & B requires discussion with Caltrans on 10.5' travel lanes and 7 foot parking lanes.  Alt C and D would require elimination of parking on east side.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Petaluma Avenue | Jurisdiction: State of California

Segment: 4B-From Barnes Ave to Sebastopol Ave

### Street Characteristics

Length (ft): 450' | Posted Speed Limit (MPH): 25

ADT: 13,000 | Sidewalk Width (ft): 6'5"

Street Class: Arterial | Number of PED XINGS within segment: 2



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Right Turn Lane	Curb to Curb	Balance
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### Existing Conditions

-	-	13	-	13	-	14	40	N/A
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### Alternatives

#### Bike Lanes

A	-	-	12	-	11	5	12	40	0
B									
C									
D									

#### Shared Lane Markings

E	8	-	12	-	SLM	8			0
					20		40		

#### Combination or Class III

F									
G									

### Recommendations

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared
Caltrans	8	5	12	11	11	15
City Residential	7	5	10	N/A	10	N/A
City Arterial	7	5	11	11	10	14

**Notes:**  
Alt A 11 foot travel lane would require Caltrans design exception.

## Lane Configuration Worksheet

Street: Petaluma Avenue | Jurisdiction: State of California

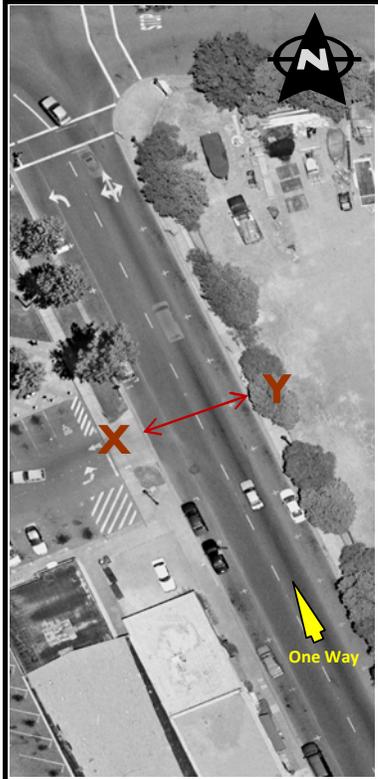
Segment: 5-From Sebastopol Ave to McKinley St

### Street Characteristics

Length (ft): 485' | Posted Speed Limit (MPH): 25

ADT: 13,000 | Sidewalk Width (ft): 6'

Street Class: Arterial | Number of PED XINGS within segment: 3



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	12	-	12	-	8	40	N/A
Alternatives									
Bike Lanes									
A	8	-	10.5	-	10.5	4	7	40	0
B	7	-	10.5	-	10.5	5	7	40	0
C	8	-	13.5	-	13.5	5	-	40	0
D									
Shared Lane Markings									
E	8	-	12	-	SLM	8		40	0
					20				
Combination or Class III									
F									
G									

### Recommendations

Improvement Estimate:

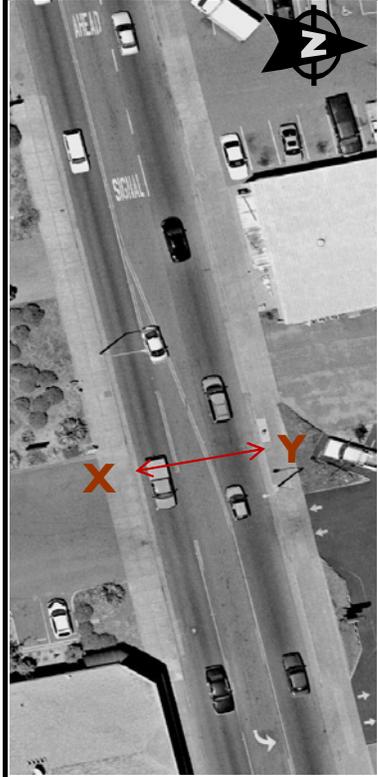
Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	Alt A & B requires discussion with Caltrans on 10.5 foot travel lanes and 7 foot parking lanes.  Alt C would require elimination of parking on east side.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Sebastopol Avenue      Jurisdiction: State of California  
 Segment: 6-From Morris St to Brown St

### Street Characteristics

Length (ft): 930'      Posted Speed Limit (MPH): 35  
 ADT: 24,000      Sidewalk Width (ft): 9'  
 Street Class: Arterial      Number of PED XINGS within segment: 1



Alternatives										
Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance	
Existing Conditions										
	-	-	14.5	14	14.5	-	-	43	N/A	
Alternatives										
Bike Lanes										
A	-	5	11	11	11	5	-	43	0	
B										
C										
D										
Shared Lane Markings										
E	-	SLM	14	SLM	-			43	0	
		14.5		14.5						
Combination or Class III										
F										
G										

### Recommendations

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared
Caltrans	8	5	12	11	11	15
City Residential	7	5	10	N/A	10	N/A
City Arterial	7	5	11	11	10	14

**Notes:**  
 Alt A 11 foot lanes would require Caltrans design exception.

## Lane Configuration Worksheet

Street: Sebastopol Avenue      Jurisdiction: State of California  
 Segment: 7-From Brown St to Petaluma Ave

### Street Characteristics

Length (ft): 185'      Posted Speed Limit (MPH): 35  
 ADT: 24,000      Sidewalk Width (ft): 10'  
 Street Class: Arterial      Number of PED XINGS within segment: 2



Alternatives										
Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance	
Existing Conditions										
	-	-	12.5	12.5	15	-	-	40	N/A	
Alternatives										
Bike Lanes										
A	-	4	10.5	10.5	11	4	-	40	0	
B	-	5	12	12	12	5	-	46	-6	
C										
D										
Shared Lane Markings										
E	-	SLM	12.5	SLM	-	-	-	40	0	
		12.5				15				
Combination or Class III										
F										
G										

### Recommendations

Improvement Estimate:

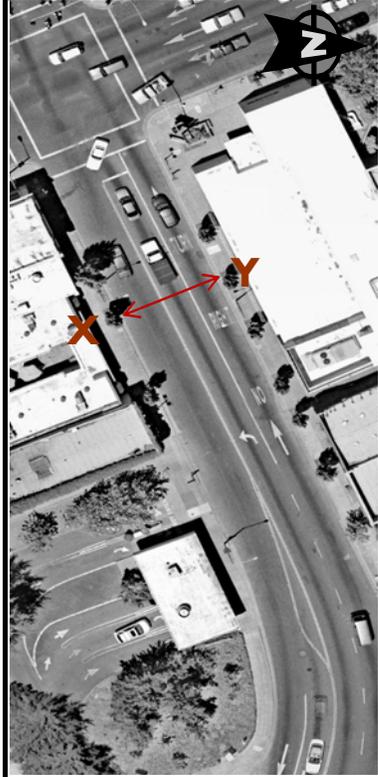
Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	Alt A 4 foot bike lanes and 10.5 foot travel lanes requires discussion with Caltrans.  Alt B requires 6 feet of widening.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Sebastopol Avenue      Jurisdiction: State of California  
 Segment: 8-From Petaluma Ave to Main St

**Street Characteristics**

Length (ft): 355'      Posted Speed Limit (MPH): 25  
 ADT: 24,000      Sidewalk Width (ft): 10'  
 Street Class: Arterial      Number of PED XINGS within segment: 2



Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
<b>Existing Conditions</b>									
	-	-	20	12	14	-	-	46	N/A
<b>Alternatives</b>									
<b>Bike Lanes</b>									
A	-	5	12	12	12	5	-	46	0
B	-	5	14	11	11	5	-	46	0
C									
D									
<b>Shared Lane Markings</b>									
E	-	SLM	12	SLM	-			46	0
		20				14			
<b>Combination or Class III</b>									
F									
G									

**Recommendations**

Improvement Estimate:

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	Alt B Configuration is intended to assist with truck turns for southbound SR 116 to eastbound SR 12. 11 foot lanes would require Caltrans design exception.  Alt A & B Sebastopol Ave may need to be widened on the south side, 100 feet west of Petaluma Ave to fit bike lanes at intersection.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	



## Lane Configuration Worksheet

Street: McKinley Street | Jurisdiction: State of California

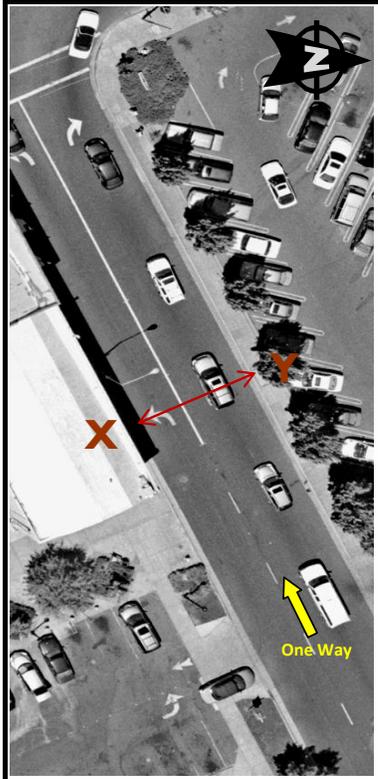
Segment: 10-From Weeks Wy to North Main St

### Street Characteristics

Length (ft): 185' | Posted Speed Limit (MPH): 25

ADT: 12,800 | Sidewalk Width (ft): 6'

Street Class: Arterial | Number of PED XINGS within segment: 1



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Shoulder	Curb to Curb	Balance
Existing Conditions									
	-	-	13.5	-	12	-	8	33.5	N/A
Alternatives									
Bike Lanes									
A	-	-	13.5	-	14	6	-	33.5	0
B									
C									
D									
Shared Lane Markings									
E									
Combination or Class III									
F									
G									

### Recommendations

Improvement Estimate:

### Design Guidelines

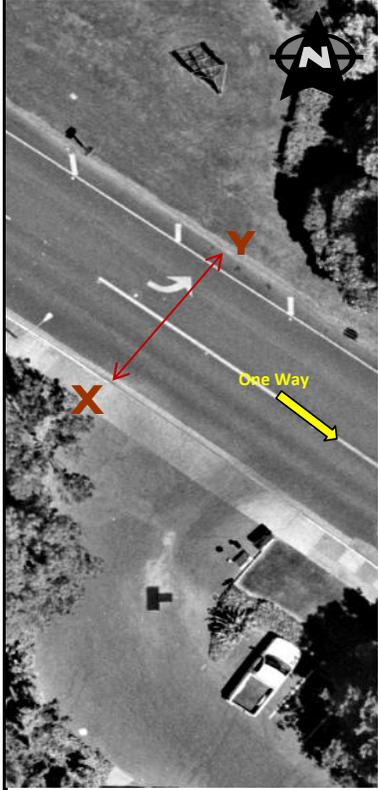
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: South Main Street      Jurisdiction: State of California  
 Segment: I I-From Petaluma Ave to Palm Ave

### Street Characteristics

Length (ft): 450'      Posted Speed Limit (MPH): 30  
 ADT: 14,500      Sidewalk Width (ft): 6'6"-0'  
 Street Class: Arterial      Number of PED XINGS within segment: 0



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Striped Shoulder	Curb to Curb	Balance
<b>Existing Conditions</b>									
	-	-	16	-	15	-	5	36	N/A
<b>Alternatives</b>									
<b>Bike Lanes</b>									
A	-	5	13	-	13	-	5	36	0
B									
C									
D									
<b>Shared Lane Markings</b>									
E									
<b>Combination or Class III</b>									
F									
G									

### Recommendations

Improvement Estimate:

### Design Guidelines

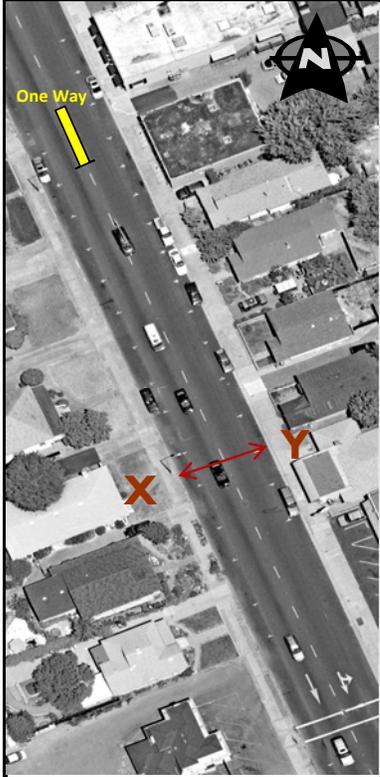
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: South Main Street      Jurisdiction: State of California  
 Segment: I2-From Palm Ave to Willow St

### Street Characteristics

Length (ft): 1,775'      Posted Speed Limit (MPH): 30  
 ADT: 14,500      Sidewalk Width (ft): 9.5'  
 Street Class: Arterial      Number of PED XINGS within segment: 1



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	17	-	17	-	8	50	N/A
Alternatives									
Bike Lanes									
A	8	6	14	-	14	-	8	50	0
B	8	5	14.5	-	14.5	-	8	50	0
C									
D									
Shared Lane Markings									
E									
Combination or Class III									
F									
G									

### Recommendations

Improvement Estimate:

### Design Guidelines

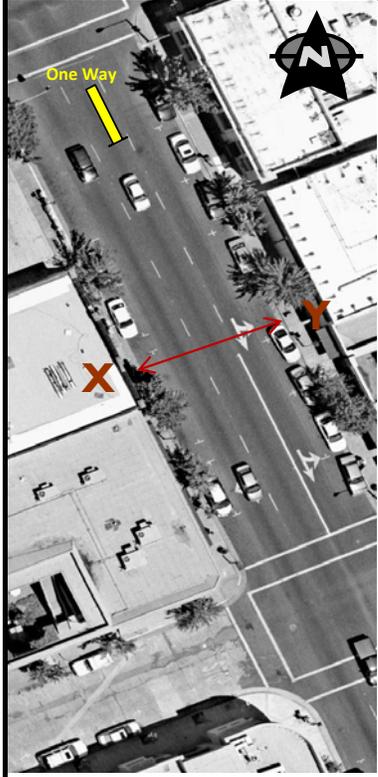
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: South Main Street      Jurisdiction: State of California  
 Segment: I3-From Willow St to Bodega Ave

### Street Characteristics

Length (ft): 750'      Posted Speed Limit (MPH): 25  
 ADT: 14,500      Sidewalk Width (ft): 10'  
 Street Class: Arterial      Number of PED XINGS within segment: 4



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Travel Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	13	12.5	13	-	8	54.5	N/A
Alternatives									
Bike Lanes									
A	8	5	11	11	11.5	-	8	54.5	0
B	7.5	5	11.5	11.5	11.5	-	7.5	54.5	0
C									
D									
Shared Lane Markings									
E									
Combination or Class III									
F									
G									

### Recommendations

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared
Caltrans	8	5	12	11	11	15
City Residential	7	5	10	N/A	10	N/A
City Arterial	7	5	11	11	10	14

**Notes:**  
 Alt A & B 11 foot and 11.5 foot travel lanes would require Caltrans design exception.

## Lane Configuration Worksheet

Street: North Main St | Jurisdiction: State of California

Segment: I4-From Sebastopol Ave to McKinley St

### Street Characteristics

Length (ft): 420' | Posted Speed Limit (MPH): 25

ADT: 22,300 | Sidewalk Width (ft): 9.5'

Street Class: Arterial | Number of PED XINGS within segment: 2

Alternatives										
Alternatives	Parking	Bike Lane	Travel Lane	Travel Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance	
Exsting Conditions										
	8	0	12	18	12	0	8	58	N/A	
Alternatives										
Bike Lanes										
A	8	6	12	12	12	-	8	58	0	
B	8	6	11	11	14	-	8	58	0	
C										
D										
Shared Lane Markings										
E										
Combination or Class III										
F										
G										
Recommendations										
Improvement Estimate:										

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	Alt B configuration would help to facilitate truck turns from southbound SR 116 to eastbound SR 12, though 11 foot travel lanes would require Caltrans design exception.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: North Main Street | Jurisdiction: State of California

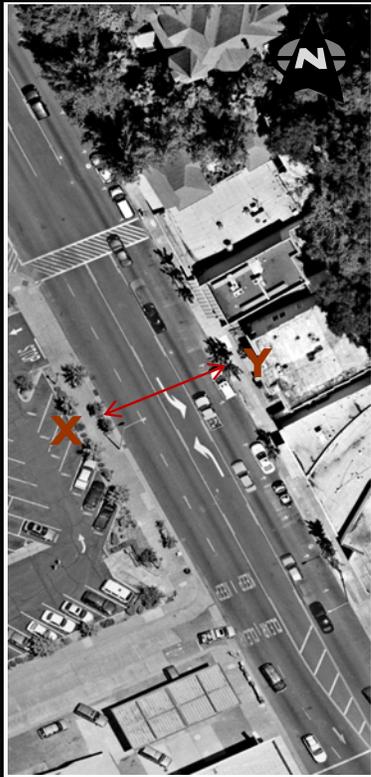
Segment: 15-From McKinley St to Healdsburg Ave

### Street Characteristics

Length (ft): 850' | Posted Speed Limit (MPH): 25

ADT: 22,300 | Sidewalk Width (ft): 10'

Street Class: Arterial | Number of PED XINGS within segment: 2



Alternatives	Bike Lane	Travel Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
--------------	-----------	-------------	-------------	-----------	-------------	-----------	---------	--------------	---------

### Existing Conditions

-	14	11.5	12.5	13	-	8	59	N/A
---	----	------	------	----	---	---	----	-----

### Alternatives

#### Bike Lanes

A	4.5	10.5	10.5	11	10.5	5	7	59	0
B	5	10.5	10.5	10.5	10.5	5	7	59	0
C	5	-	14	13	14	5	8	59	0
D	5	12	12	12	12	5	8	66	-7

#### Shared Lane Markings

E									
---	--	--	--	--	--	--	--	--	--

#### Combination or Class III

F	5	11	11	11	SLM	7			
					21		59	0	

### Recommendations

	Improvement Estimate:
--	-----------------------

### Design Guidelines

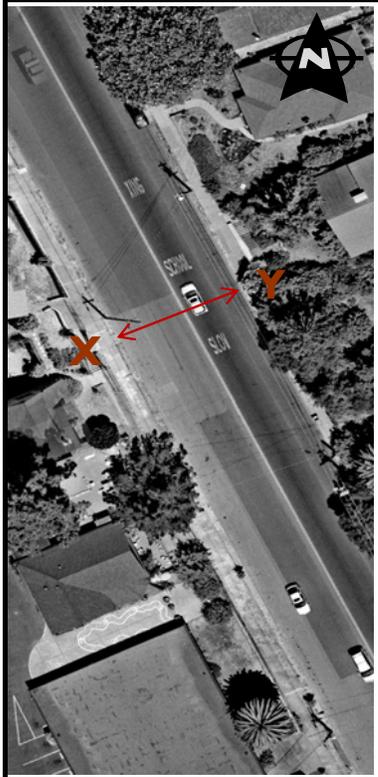
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes:
Caltrans	8	5	12	11	11	15	Alt A & B requires discussion with Caltrans on 10.5 foot travel lanes and 7 foot parking lane.  Alt C would require elimination of one of the southbound lanes.  Alt D would require 7 feet of widening.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: North Main Street      Jurisdiction: City of Sebastopol  
 Segment: I6A-From Healdsburg Ave to Analy Ave

### Street Characteristics

Length (ft): 660'      Posted Speed Limit (MPH): 25  
 ADT: 6,000      Sidewalk Width (ft): 8'  
 Street Class: Arterial      Number of PED XINGS within segment: 3



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	21	-	18	-	8	55	N/A
Alternatives									
Bike Lanes									
A	8	5	14.5	-	14.5	5	8	55	0
B									
C									
D									
Shared Lane Markings									
E									
Combination or Class III									
F									

### Recommendations

Improvement Estimate:

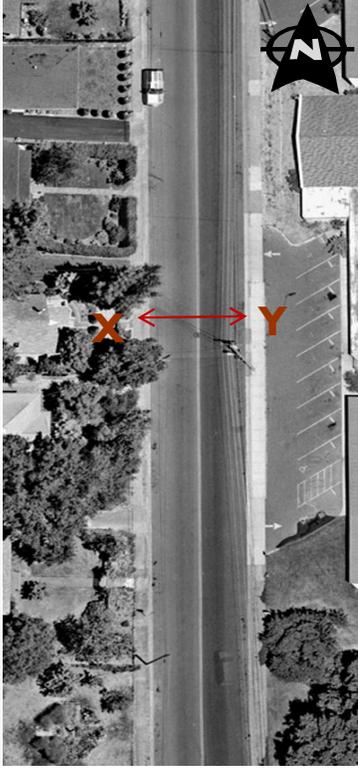
Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: North Main Street      Jurisdiction: City of Sebastopol  
 Segment: I6B-From Analy Ave to Eddie Ln

**Street Characteristics**

Length (ft): 660'      Posted Speed Limit (MPH): 25  
 ADT: 6,000      Sidewalk Width (ft): 8'  
 Street Class: Arterial      Number of PED XINGS within segment: 3



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	6	-	14	-	14	-	6	40	N/A
Alternatives									
Bike Lanes									
A	7	5	11.5	-	11.5	5	-	40	0
B									
C									
D									
Shared Lane Markings									
E	8	SLM			SLM		8		0
		20			20			40	
Combination or Class III									
F									
Recommendations									
					Improvement Estimate:				

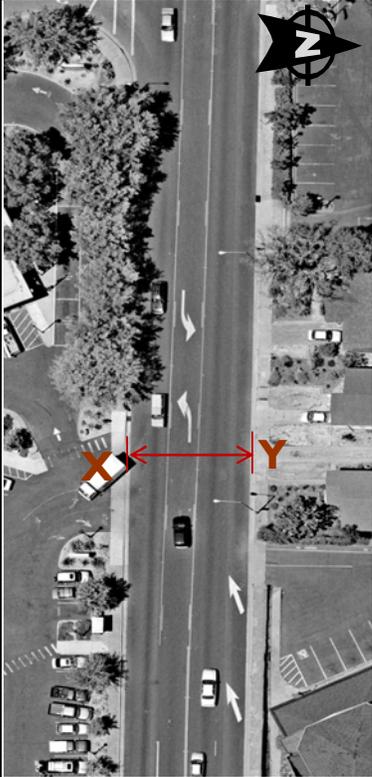
Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Alt A requires removal of parking on one side of street.
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Healdsburg Avenue      Jurisdiction: State of California  
 Segment: 17-From North Main St to Pitt Ave

### Street Characteristics

Length (ft): 510'      Posted Speed Limit (MPH): 30  
 ADT: 22,000      Sidewalk Width (ft): 6'  
 Street Class: Arterial      Number of PED XINGS within segment: 0



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	-	-	20	13	20	-	-	53	N/A
Alternatives									
Bike Lanes									
A	-	5	15	13	15	5	-	53	0
B									
C									
D									
Shared Lane Markings									
E									
Combination or Class III									
F									
G									
Recommendations									
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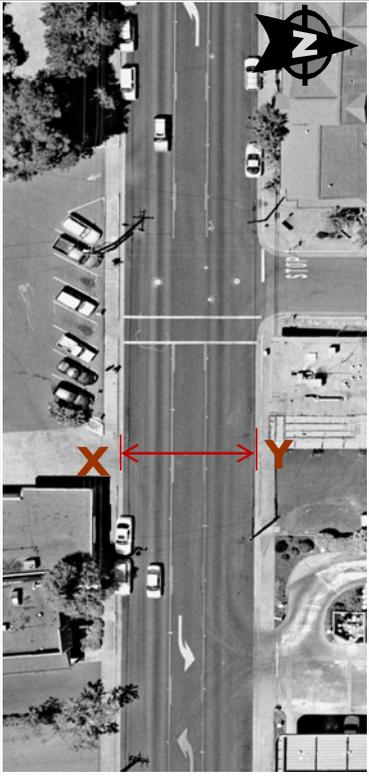
Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Healdsburg Avenue      Jurisdiction: State of California  
 Segment: 18-From Pitt Ave to Florence Ave

**Street Characteristics**

Length (ft): 765'      Posted Speed Limit (MPH): 30  
 ADT: 22,000      Sidewalk Width (ft): 6'  
 Street Class: Arterial      Number of PED XINGS within segment: 1



Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	0	12	13	13	0	8	54	N/A
Alternatives									
Bike Lanes									
A	7	4	10.5	11	10.5	4	7	54	0
B	8	5	12	12	12	5	-	54	0
C									
D									
Shared Lane Markings									
E	7	SLM		10	SLM		7		
		22			22			54	0
Combination or Class III									
F									
G									
Recommendations									
					Improvement Estimate:				

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	
Caltrans	8	5	12	11	11	15	Alt A would require Caltrans design exception.  Alt B would require elimination of parking on one side.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Healdsburg Avenue | Jurisdiction: State of California

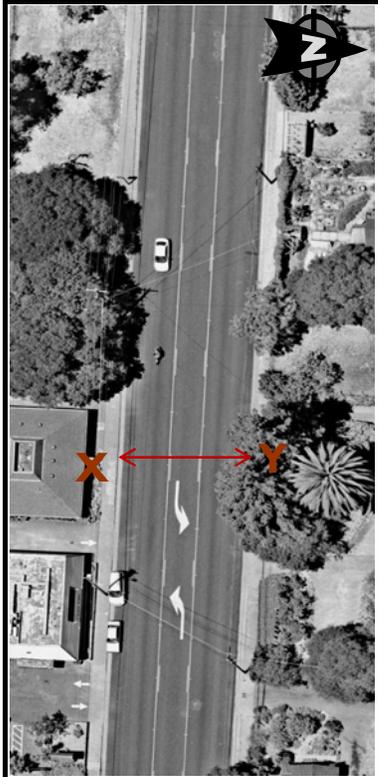
Segment: 19-From Florence Ave to Murphy Ave

### Street Characteristics

Length (ft): 700' | Posted Speed Limit (MPH): 30

ADT: 22,000 | Sidewalk Width (ft): 5'6"

Street Class: Arterial | Number of PED XINGS within segment: 1



X ← → Y										
Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance	
Existing Conditions										
	7	-	14	12.5	14	-	7	54.5	N/A	
Alternatives										
Bike Lanes										
A	7	4.5	10.5	11	10.5	4	7	54.5	0	
B	8	5	12	12.5	12	5	-	54.5	0	
C										
D										
Shared Lane Markings										
E	7	SLM		10	SLM		7			
	22			22.5				54.5	0	
Combination or Class III										
F										

### Recommendations

Improvement Estimate:

### Design Guidelines

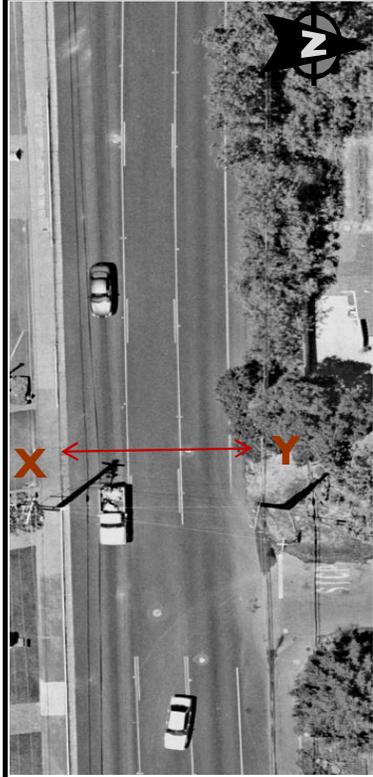
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes:
Caltrans	8	5	12	11	11	15	Alt A would require Caltrans design exception.  Alt B would require elimination of parking on one side.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Healdsburg Avenue      Jurisdiction: State of California  
 Segment: 20-From Murphy Ave to Covert Ln

### Street Characteristics

Length (ft): 850      Posted Speed Limit (MPH): 30  
 ADT: 22,000      Sidewalk Width (ft): 6'6"-0'  
 Street Class: Arterial      Number of PED XINGS within segment: 1



Alternatives										
Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Shoulder	Curb to Curb	Balance	
Existing Conditions										
	-	-	18.5	12.5	12	-	9	52	N/A	
Alternatives										
Bike Lanes										
A	-	5	11.5	12	11.5	5	7	52	0	
B										
C										
D										
Shared Lane Markings										
E										
Combination or Class III										
F										
G										

### Recommendations

Construction Estimate  
 Engineering Estimate  
 Project Mgmt Estimate  
**Total Impr. Estimate:**

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	Alt A 11.5 foot travel lanes and 7 foot parking lane would require Caltrans design exception.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Bodega Avenue | Jurisdiction: City of Sebastopol

Segment: 21A-From North Main St to High St

### Street Characteristics

Length (ft): 435' | Posted Speed Limit (MPH): 25

ADT: 12,000 | Sidewalk Width (ft): 10'-9"

Street Class: Arterial | Number of PED XINGS within segment: 2

	<b>X</b>	←-----→							<b>Y</b>	
	Alternatives	Parking	Bike Lane	Travel Lane	Travel Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
	Existing Conditions									
		-	-	11	11	14	-	8	44	N/A
	Alternatives									
	Bike Lanes									
	A	-	5	11.5	11	11.5	5	-	44	0
	B									
	C									
	D									
Shared Lane Markings										
E	-	SLM			SLM		8		44	0
		11		11	22					
Combination or Class III										
F										

### Recommendations

Improvement Estimate:

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Alt A would require elimination of parking on north side.
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Bodega Avenue | Jurisdiction: City of Sebastopol

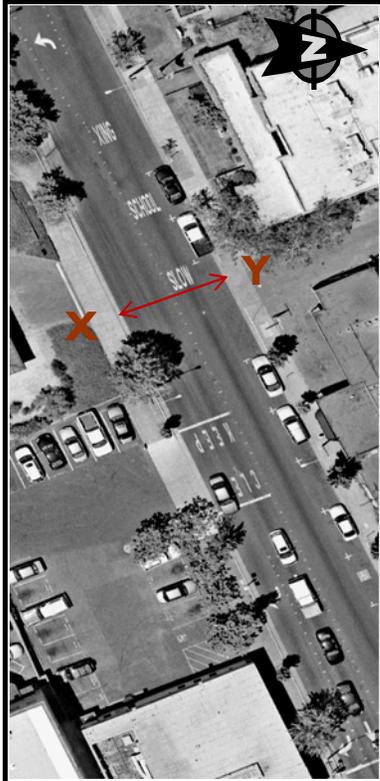
Segment: 21B-From North Main St to High St

### Street Characteristics

Length (ft): 435' | Posted Speed Limit (MPH): 25

ADT: 12,000 | Sidewalk Width (ft): 10'-9"

Street Class: Arterial | Number of PED XINGS within segment: 2



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane		Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	-	-	22	-	14	-	8	44	N/A
Alternatives									
Bike Lanes									
A	-	5	14	-	13	5	7	44	0
B									
C									
D									
Shared Lane Markings									
E	-	SLM	-	SLM	8				
	22			22		44		0	
Combination or Class III									
F									

### Recommendations

Improvement Estimate:

### Design Guidelines

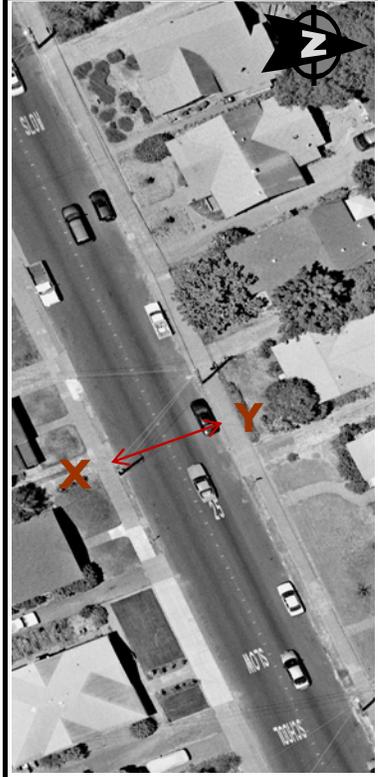
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Bodega Avenue      Jurisdiction: City of Sebastopol  
 Segment: 22-From High St to Florence Ave

### Street Characteristics

Length (ft): 615'      Posted Speed Limit (MPH): 25  
 ADT: 12,000      Sidewalk Width (ft): 9'  
 Street Class: Arterial      Number of PED XINGS within segment: 1



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	11	-	11	-	8	38	N/A
Alternatives									
Bike Lanes									
A	-	5	10.5	-	10.5	5	7	38	0
B	-	5	14	-	14	5	-	38	0
C									
D									
Shared Lane Markings									
E	8	SLM		-	SLM	8			
	19				19			38	0
Combination or Class III									
F									

### Recommendations

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes:
Caltrans	8	5	12	11	11	15	Alt A would require the elimination of parking on one side.  Alt B would require the elimination of parking on both sides.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Bodega Avenue | Jurisdiction: City of Sebastopol

Segment: 23-From Florence Ave to Washington Ave

### Street Characteristics

Length (ft): 545' | Posted Speed Limit (MPH): 25

ADT: 12,000 | Sidewalk Width (ft): 6'-8'

Street Class: Arterial | Number of PED XINGS within segment: 3

	Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance	
	Existing Conditions										
	-	-	14	12	14	-	-	40	N/A		
	Alternatives										
	Bike Lanes										
	A	-	5	10	10	10	5	-	40	0	
	B	-	4	11	10	11	4	-	40	0	
	C										
	D										
	Shared Lane Markings										
E	-	SLM	12	SLM	-	-	-	40	0		
	14			14							
Combination or Class III											
F											

### Recommendations

Alternative E: Shared Lane Markings

	Improvement Estimate:
--	-----------------------

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	Alt B would have substandard 4 foot bike lanes.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Bodega Avenue | Jurisdiction: City of Sebastopol

Segment: 24-From Washington Ave to Robinson Ave

### Street Characteristics

Length (ft): 1,035' | Posted Speed Limit (MPH): 25

ADT: 12,000 | Sidewalk Width (ft): 0'-7"

Street Class: Arterial | Number of PED XINGS within segment: 1

	<b>X</b> ← → <b>Y</b>	<b>X</b> ← → <b>Y</b>									
	Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance	
	Existing Conditions										
		-	-	14	12	14	-	-	40	N/A	
	Alternatives										
	Bike Lanes										
	A	-	5	10	10	10	5	-	40	0	
	B	-	4	11	10	11	4	-	40	0	
	C										
	D										
Shared Lane Markings											
E	-	SLM		12	SLM		-				
		14			14			40	0		
Combination or Class III											
F											

### Recommendations

Alternative E: Shared Lane Markings

	Improvement Estimate:
--	-----------------------

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	Alt B would have substandard 4 foot bike lanes.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Bodega Avenue | Jurisdiction: City of Sebastopol

Segment: 25-From Robinson Ave to 250' of West of Robinson Ave

### Street Characteristics

Length (ft): 350' | Posted Speed Limit (MPH): 25

ADT: 12,000 | Sidewalk Width (ft): 0'-6"

Street Class: Arterial | Number of PED XINGS within segment: 1

	<b>X</b> ← → <b>Y</b>	<b>Alternatives</b>	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance	
	Existing Conditions											
	-	-	14	12	14	-	-	40	N/A			
	Alternatives											
	Bike Lanes											
	A	-	5	10	10	10	5	-	40	0		
	B	-	4	11	10	11	4	-	40	0		
	C											
	D											
	Shared Lane Markings											
E	-	SLM		12	SLM		-	40	0			
		14			14							
Combination or Class III												
F												

### Recommendations

Alternative E: Shared Lane Markings

	Improvement Estimate:
--	-----------------------

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared
Caltrans	8	5	12	11	11	15
City Residential	7	5	10	N/A	10	N/A
City Arterial	7	5	11	11	10	14

**Notes:**  
Alt B would have substandard 4 foot bike lanes.

## Lane Configuration Worksheet

Street: Bodega Avenue | Jurisdiction: City of Sebastopol

Segment: 26-From 250' West of Robinson to Nelson Wy

### Street Characteristics

Length (ft): 240' | Posted Speed Limit (MPH): 25

ADT: 12,000 | Sidewalk Width (ft): 6'

Street Class: Arterial | Number of PED XINGS within segment: 1

	X	←————→								Y
	Alternatives	Parking	Bike Lane	Travel Lane	Median	Turn Lane	Travel Lane	Bike Lane	Curb to Curb	Balance
	Existing Conditions									
		-	-	21	6	12	18	-	57	N/A
	Alternatives									
	Bike Lanes									
	A	-	5	16	6	12	13	5	57	0
	B									
	C									
	D									
Shared Lane Markings										
E	-	SLM		6	SLM		-			
		21			30			57	0	
Combination or Class III										
F										

### Recommendations

Alternative E: Shared Lane Markings

	Improvement Estimate:
--	-----------------------

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Bodega Avenue	Jurisdiction: City of Sebastopol
Segment: 27-From Nelson Wy to 300' West of Nelson Wy	
Street Characteristics	
Length (ft): 300'	Posted Speed Limit (MPH): 35
ADT: 12,000	Sidewalk Width (ft): 6'
Street Class: Arterial	Number of PED XINGS within segment: 0

Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Median	Travel Lane	Bike Lane	Curb to Curb	Balance
Existing Conditions									
	-	-	23	11	6	19	-	59	N/A
Alternatives									
Bike Lanes									
A	-	5	18	11	6	14	5	59	0
B									
C									
D									
Shared Lane Markings									
E	-	SLM		11	SLM		-		
		23			25			59	0
Combination or Class III									
F									
Recommendations									
Alternative E: Shared Lane Markings									
					Improvement Estimate:				

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	



## Lane Configuration Worksheet

Street: Bodega Avenue | Jurisdiction: City of Sebastopol

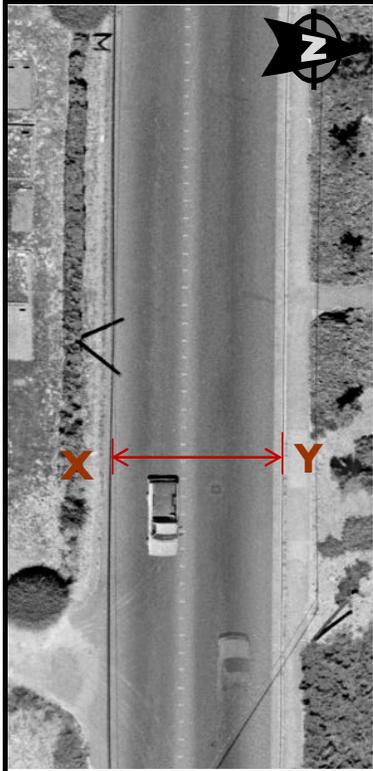
Segment: 29-From Virginia Ave to Golden Ridge Ave

### Street Characteristics

Length (ft): 725' | Posted Speed Limit (MPH): 35

ADT: 12,000 | Sidewalk Width (ft): 0'-5'6"

Street Class: Arterial | Number of PED XINGS within segment: 0



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	-	-	16	-	12	-	8	36	N/A
Alternatives									
Bike Lanes									
A	-	4.5	10	-	10	4.5	7	36	0
B	-	5	13	-	13	5	-	36	0
C									
D									
Shared Lane Markings									
E	-	SLM			SLM		8		
		16			20			36	0
Combination or Class III									
F									

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes:
Caltrans	8	5	12	11	11	15	Alt A results in substandard 4.5 foot bike lane.  Alt B requires elimination of parking on the north side.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Bodega Avenue | Jurisdiction: City of Sebastopol

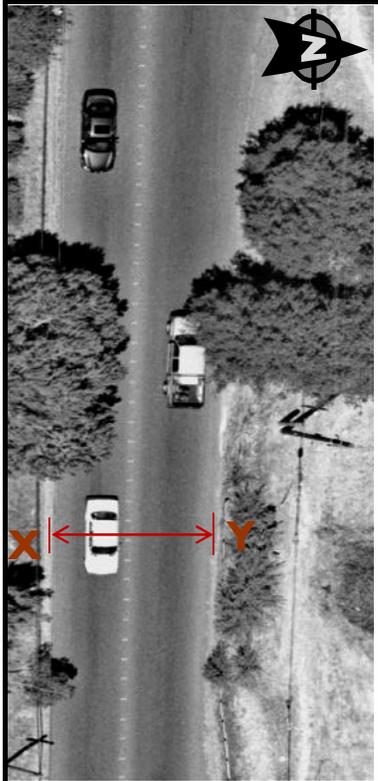
Segment: 30-From Golden Ridge Ave to 300' West of Golden Ridge Ave

### Street Characteristics

Length (ft): 300' | Posted Speed Limit (MPH): 25

ADT: 12,000 | Sidewalk Width (ft): 0'-5'6"

Street Class: Arterial | Number of PED XINGS within segment: 0



Alternatives										
Alternatives	Parking	Bike Lane	Travel Lane	Travel Lane	Turn Lane	Bike Lane	Parking	Curb to Curb	Balance	
Existing Conditions										
	-	-	15	16	12	-	-	43		N/A
Alternatives										
Bike Lanes										
A	-	5	11	11	11	5	-	43		0
B										
C										
D										
Shared Lane Markings										
E	-	SLM		16	SLM		-			
		15			12			43		0
Combination or Class III										
F										

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Bodega Avenue | Jurisdiction: City of Sebastopol

Segment: 31-300' West of Golden Ridge Ave to Pleasant Hill Ave North

### Street Characteristics

Length (ft): 300' | Posted Speed Limit (MPH): 25

ADT: 12,000 | Sidewalk Width (ft): None

Street Class: Arterial | Number of PED XINGS within segment: 0

	<b>X</b>	←-----→							<b>Y</b>	
	Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
	Existing Conditions									
		-	-	15	-	15	-	-	30	N/A
	Alternatives									
	Bike Lanes									
	A	-	5	10	-	10	5	-	30	0
	B	-	4.5	10.5	-	10.5	4.5	-	30	0
	C									
	D									
Shared Lane Markings										
E	-	SLM			SLM			-	30	0
		15			15					
Combination or Class III										
F										

### Recommendations

Alternative E: Shared Lane Markings

	Improvement Estimate:
--	-----------------------

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	Alt B results in substandard 4.5 foot bike lane.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Bodega Avenue | Jurisdiction: City of Sebastopol

Segment: 32A-From Pleasant Hill Ave North to W Hills Cir

### Street Characteristics

Length (ft): 910' | Posted Speed Limit (MPH): 40

ADT: 12,000 | Sidewalk Width (ft): 8'

Street Class: Arterial | Number of PED XINGS within segment: 1

	<b>X</b>	←-----→							<b>Y</b>	
	Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
	Existing Conditions									
		-	-	18	13	16	-	-	47	N/A
	Alternatives									
	Bike Lanes									
	A	-	5.5	12	12	12	5.5	-	47	0
	B									
	C									
	D									
Shared Lane Markings										
E										
Combination or Class III										
F										

### Recommendations

Alternative E: Shared Lane Markings

	Improvement Estimate:
--	-----------------------

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Bodega Avenue	Jurisdiction: City of Sebastopol
Segment: 32B-From W Hills Cir to Ragle Rd	
Length (ft): 910'	Posted Speed Limit (MPH): 40
ADT: 12,000	Sidewalk Width (ft): 8'
Street Class: Arterial	Number of PED XINGS within segment: 1

Alternatives	Shoulder	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	10	-	13	12	12	-	8	55	N/A
Alternatives									
Bike Lanes									
A	7	5	10	10	10	5	8	55	0
B									
C									
D									
Shared Lane Markings									
E	8	SLM		13	SLM		8	55	
		21			21				
Combination or Class III									
F									
Recommendations									
Alternative E: Shared Lane Markings									
					Improvement Estimate:				

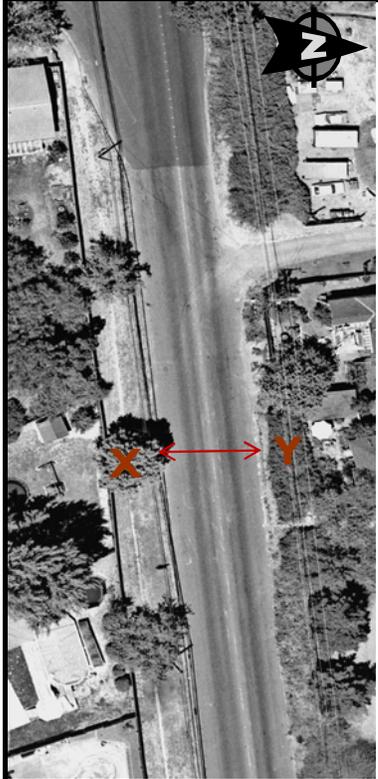
Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Bodega Avenue      Jurisdiction: City of Sebastopol  
 Segment: 33-From Ragle Rd to Valley View Ct

### Street Characteristics

Length (ft): 1,165'      Posted Speed Limit (MPH): 40  
 ADT: 6,838      Sidewalk Width (ft): 0'-0"  
 Street Class: Arterial      Number of PED XINGS within segment: 0



Street Characteristics									
Alternatives	Shoulder	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	13	-	17	-	-	38	N/A
Alternatives									
Bike Lanes									
A	8	5	10	-	10	5	-	38	0
B									
C									
D									
Shared Lane Markings									
E	8	SLM		-	SLM		-	38	0
		21			17				
Class I or Class III									
F	8	13			17			38	
Class I on south side + exist. 38' configuration									

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5		11	11	15	Alt B would require the elimination of parking on the south side.  Alt F would require construction of Class I path on south side of street, to match existing County Class I facility.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Bodega Avenue      Jurisdiction: City of Sebastopol  
 Segment: 34-From Valley View Ct to City Limits

**Street Characteristics**

Length (ft): 710'      Posted Speed Limit (MPH): 40  
 ADT: 6,838      Sidewalk Width (ft): 0'  
 Street Class: Arterial      Number of PED XINGS within segment: 0



Alternatives	Parking/Shoulder	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
<b>Existing Conditions</b>									
	8	-	25	-	11.5	-	-	44.5	N/A
<b>Alternatives</b>									
<b>Bike Lanes</b>									
A	8	5	13	-	13.5	5	-	44.5	0
B									
C									
D									
<b>Shared Lane Markings</b>									
E	8	SLM		-	SLM		-	44.5	0
		33			11.5				
<b>Combination or Class III</b>									
F	Class I on south side + exist. 38' configuration								

**Recommendations**

Alternative E: Shared Lane Markings

Improvement Estimate:

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	
Caltrans	8	5	12	11	11	15	Alt F would require construction of Class I path on south side of street, to match existing County Class I facility.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Jewell Avenue | Jurisdiction: City of Sebastopol

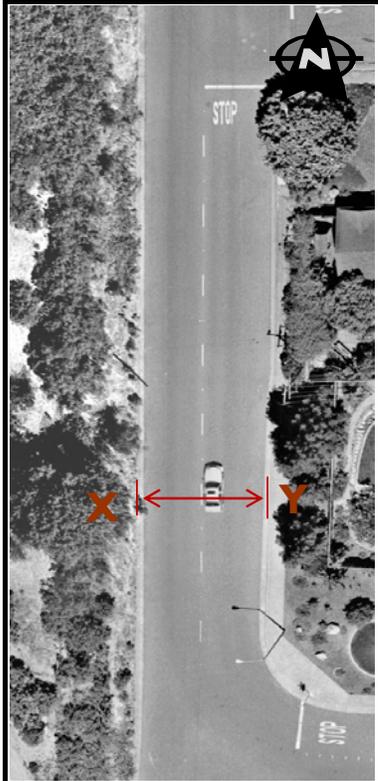
Segment: 35-From Meadowlark Dr to Woodland Ave

### Street Characteristics

Length (ft): 670' | Posted Speed Limit (MPH): 25

ADT: 970 | Sidewalk Width (ft): 0'-5'6"

Street Class: Collector | Number of PED XINGS within segment: 1



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	13	-	14	-	8	43	N/A
Alternatives									
Bike Lanes									
A	6.5	5	10	-	10	5	6.5	43	0
B									
C									
D									
Shared Lane Markings									
E	8	SLM		-	SLM		8	43	0
		21			22				
Combination or Class III									
F	-	Class III		-	Class III		-	43	0
		21			22				

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

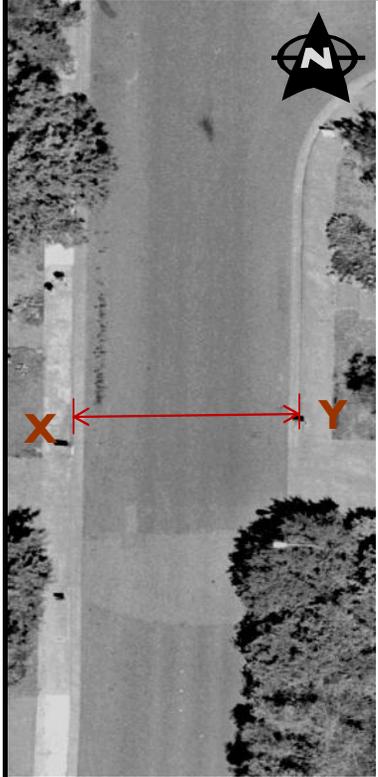
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Jewell Avenue      Jurisdiction: City of Sebastopol  
 Segment: 36-From Woodland Ave to Shaun Ct

**Street Characteristics**

Length (ft): 460'      Posted Speed Limit (MPH): 25  
 ADT: 970      Sidewalk Width (ft): 6'-5'6"  
 Street Class: Collector      Number of PED XINGS within segment: 1



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	12	-	12	-	8	40	N/A
Alternatives									
Bike Lanes									
A	6	5	9	-	9	5	6	40	0
B									
C									
D									
Shared Lane Markings									
E	8	SLM		-	SLM		8	40	0
	20				20				
Combination or Class III									
F	-	Class III		-	Class III		-	40	0
	20				20				

**Recommendations**

Alternative E: Shared Lane Markings

Improvement Estimate:

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Jewell Avenue      Jurisdiction: City of Sebastopol  
 Segment: 37-From Shaun Ct to Hayden Ave

**Street Characteristics**

Length (ft): 600'      Posted Speed Limit (MPH): 25  
 ADT: 970      Sidewalk Width (ft): 5'6"-5'  
 Street Class: Collector      Number of PED XINGS within segment: 1



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
<b>Existing Conditions</b>									
	8	-	12	-	12	-	8	40	N/A
<b>Alternatives</b>									
<b>Bike Lanes</b>									
A	6	5	9	-	9	5	6	40	0
B									
C									
D									
<b>Shared Lane Markings</b>									
E	8	SLM		-	SLM		8	40	0
		20			20				
<b>Combination or Class III</b>									
F	-	Class III		-	Class III		-	40	0
		20			20				

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

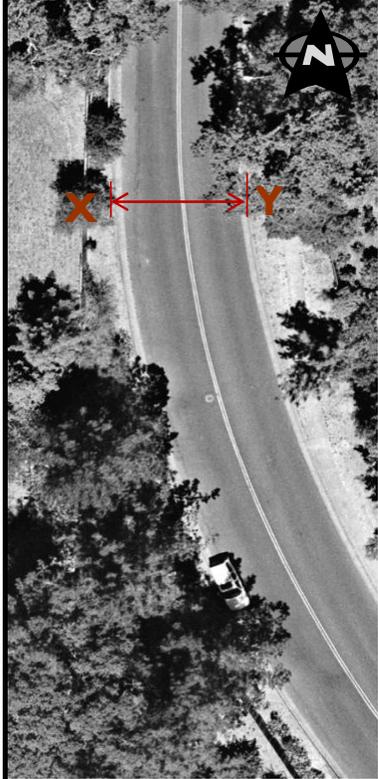
Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Jewell Avenue      Jurisdiction: City of Sebastopol  
 Segment: 38-From Hayden Ave to Palm Ave

### Street Characteristics

Length (ft): 570'      Posted Speed Limit (MPH): 25  
 ADT: 970      Sidewalk Width (ft): 4'6"  
 Street Class: Collector      Number of PED XINGS within segment: 0



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	11	-	11	-	8	38	N/A
Alternatives									
Bike Lanes									
A	8	5	10	-	10	5	-	38	0
B	-	5	14	-	14	5	-	38	0
C									
D									
Shared Lane Markings									
E	8	SLM		-	SLM		8		
		19			19			38	0
Combination or Class III									
F	8	Class III		-	Class III		8		
		19			19			38	0

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

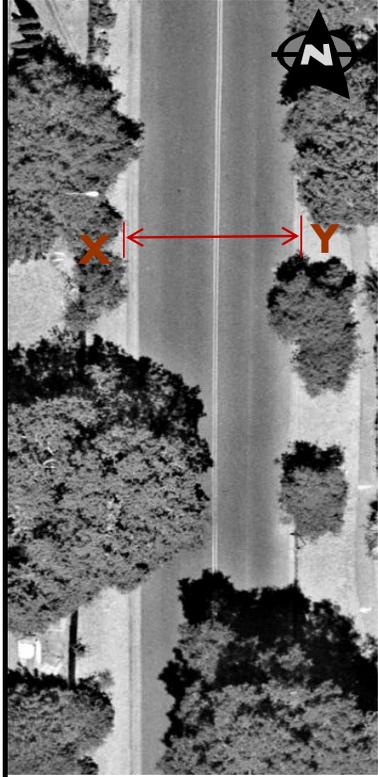
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	Alt A would require the prohibition of parking on one side of the street.  Alt B would require prohibition of parking on both sides of the street.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Jewell Avenue      Jurisdiction: City of Sebastopol  
 Segment: 39-From Palm Ave to Leland St

**Street Characteristics**

Length (ft): 600'      Posted Speed Limit (MPH): 25  
 ADT: 970      Sidewalk Width (ft): 0'  
 Street Class: Collector      Number of PED XINGS within segment: 0



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
<b>Existing Conditions</b>									
	-	-	18	-	18	-	-	36	N/A
<b>Alternatives</b>									
<b>Bike Lanes</b>									
A	-	5	13	-	13	5	-	36	0
B									
C									
D									
<b>Shared Lane Markings</b>									
E	-	SLM			SLM		-		
		18			18				
<b>Combination or Class III</b>									
F	-	Class III		-	Class III		-		
		18			18			36	0

**Recommendations**

Alternative E: Shared Lane Markings

Improvement Estimate:

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Jewell Avenue      Jurisdiction: City of Sebastopol  
 Segment: 40-From Leland St to Calder Ave

### Street Characteristics

Length (ft): 240'      Posted Speed Limit (MPH): 25  
 ADT: 970      Sidewalk Width (ft): 5'-5'6"  
 Street Class: Collector      Number of PED XINGS within segment: 0

Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	7	-	11.5	-	11.5	-	7	37	N/A
Alternatives									
Bike Lanes									
A	7	5	10	-	10	5	-	37	0
B									
C									
D									
Shared Lane Markings									
E	7.5	SLM		-	SLM		7.5	37	0
	18.5			18.5					
Combination or Class III									
F	7.5	Class III		-	Class III		7.5	37	0
	18.5			18.5					
Recommendations									
Alternative E: Shared Lane Markings									
					Improvement Estimate:				

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Alt A would require the prohibition of parking on one side of the street.
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Jewell Avenue | Jurisdiction: City of Sebastopol

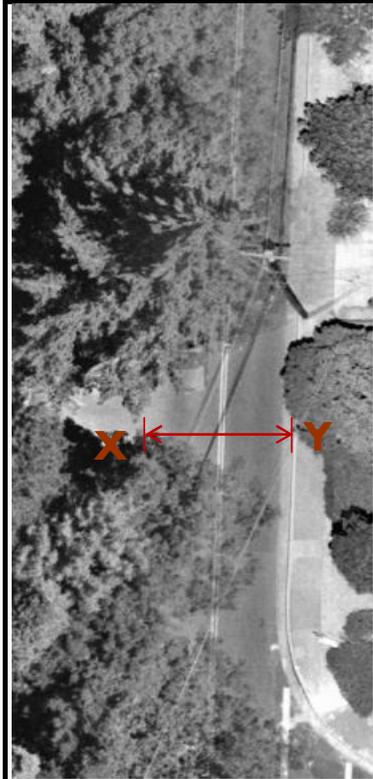
Segment: 41-From Calder Ave to 100' North of Calder Ave

### Street Characteristics

Length (ft): 100' | Posted Speed Limit (MPH): 25

ADT: 970 | Sidewalk Width (ft): 5'-5'6"

Street Class: Collector | Number of PED XINGS within segment: 0



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	-	-	19	-	11	-	-	30	N/A
Alternatives									
Bike Lanes									
A	-	5	10	-	10	5	-	30	0
B									
C									
D									
Shared Lane Markings									
E	-	SLM			SLM		-	30	0
		19			11				
Combination or Class III									
F	-	Class III		-	Class III		-	30	0
		19			11				

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Jewell Avenue | Jurisdiction: City of Sebastopol

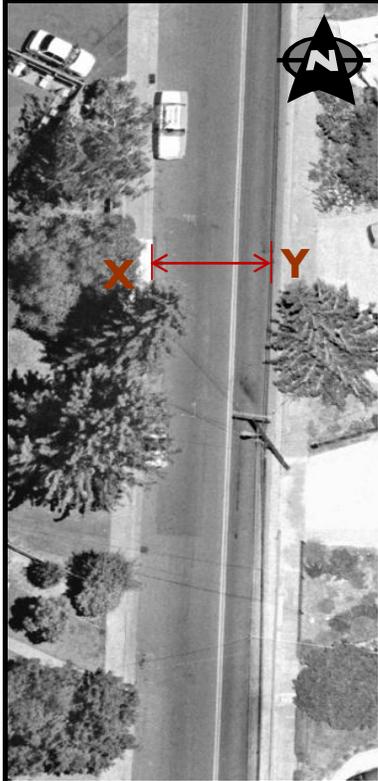
Segment: 42-From 100' North of Calder Ave to Willow St

### Street Characteristics

Length (ft): 400' | Posted Speed Limit (MPH): 25

ADT: 970 | Sidewalk Width (ft): 5'-6"

Street Class: Collector | Number of PED XINGS within segment: 1



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	11	-	11	-	-	30	N/A
Alternatives									
Bike Lanes									
A	-	5	10	-	10	5	-	30	0
B									
C									
D									
Shared Lane Markings									
E	8	SLM			SLM		-	30	0
		19			11				
Combination or Class III									
F	8	Class III		-	Class III		-	30	0
		19			11				

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	Alt A would require the prohibition of parking on the westside of the street.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Jewell Avenue      Jurisdiction: City of Sebastopol

Segment: 43-From Willow St to 150' South of Bodega

### Street Characteristics

Length (ft): 330'      Posted Speed Limit (MPH): 25

ADT: 3,500      Sidewalk Width (ft): 5'-5'6"

Street Class: Collector      Number of PED XINGS within segment: 0

	<b>X</b> ← → <b>Y</b>	<b>X</b> ← → <b>Y</b>								<b>Y</b>	
	Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance	
	Existing Conditions										
		7	-	11.5	-	11.5	-	7	37	N/A	
	Alternatives										
	Bike Lanes										
	A										
	B										
	C										
	D										
Shared Lane Markings											
E	7.5	SLM	-		SLM	7.5					
	18.5				18.5		37	0			
Combination or Class III											
F	7	Class III	-		Class III	7					
	18.5				18.5		37	0			

### Recommendations

Alternative E: Shared Lane Markings

	Improvement Estimate:
--	-----------------------

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Jewell Avenue | Jurisdiction: City of Sebastopol

Segment: 44-From 150' South of Bodega to Bodega Ave

### Street Characteristics

Length (ft): 150' | Posted Speed Limit (MPH): 25

ADT: 3,500 | Sidewalk Width (ft): 5'6"

Street Class: Collector | Number of PED XINGS within segment: 1



**X** ←————→ **Y**

Alternatives	Parking	Bike Lane	Travel Lane	Median	Travel Lanes (2)	Bike Lane	Parking	Curb to Curb	Balance
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### Existing Conditions

	8	-	28.5	8	28	-	8	<b>80.5</b>	N/A
--	---	---	------	---	----	---	---	-------------	-----

### Alternatives

#### Bike Lanes

A	8	5	23.5	8	23	5	8	<b>80.5</b>	0
B									
C									
D									

#### Shared Lane Markings

E	8	SLM	8	SLM	8			<b>80.5</b>	0
	36.5			36					

#### Combination or Class III

F	<b>8</b>	<b>Class III</b>	<b>8</b>	<b>Class III</b>	<b>8</b>			<b>80.5</b>	0
	<b>28.5</b>			<b>28</b>					

### Recommendations

Alternative E: Shared Lane Markings

	Improvement Estimate:
--	-----------------------

### Design Guidelines

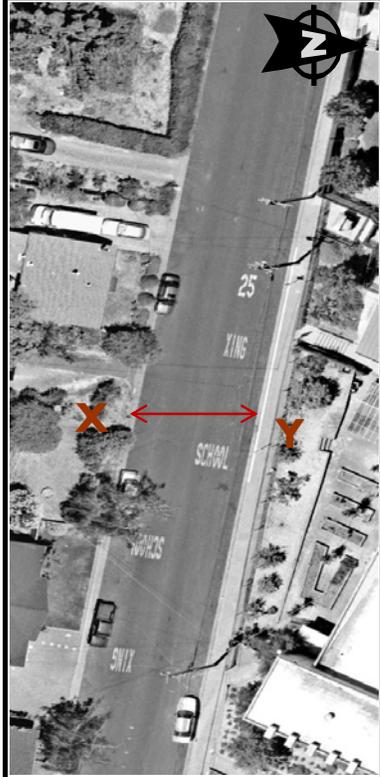
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Washington Avenue      Jurisdiction: City of Sebastopol  
 Segment: 45-From Bodega Ave to Murphy Ave

### Street Characteristics

Length (ft): 910'      Posted Speed Limit (MPH): 25  
 ADT: 1,000      Sidewalk Width (ft): 0'-5'  
 Street Class: Local      Number of PED XINGS within segment: 3



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	12	-	11	-	8	39	N/A
Alternatives									
Bike Lanes									
A									
B									
C									
D									
Shared Lane Markings									
E	8	SLM	-	SLM	8			39	0
	19.5			19.5					
Combination or Class III									
F	8	Class III	-	Class III	8			39	0
	20			19					

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Murphy Avenue      Jurisdiction: City of Sebastopol

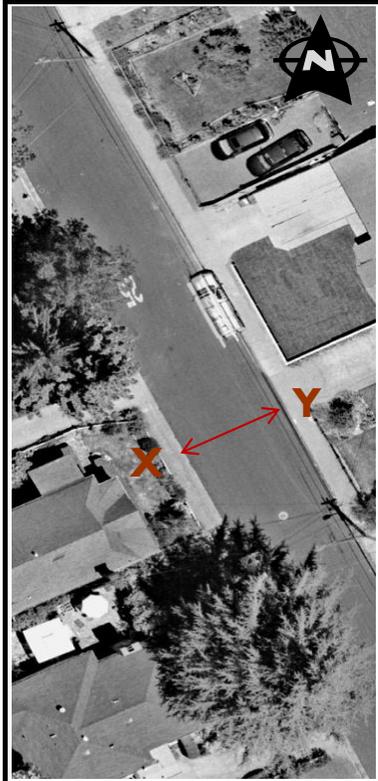
Segment: 46-From Washington Ave to Valentine Ave

### Street Characteristics

Length (ft): 1,025'      Posted Speed Limit (MPH): 25

ADT: 2,500      Sidewalk Width (ft): 5'

Street Class: Collector      Number of PED XINGS within segment: 2



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
--------------	---------	-----------	-------------	-------------	-------------	-----------	---------	--------------	---------

### Existing Conditions

	7	-	8	-	8	-	7	30	N/A
--	---	---	---	---	---	---	---	----	-----

### Alternatives

#### Bike Lanes

A									
B									
C									
D									

#### Shared Lane Markings

E	6	SLM	-	SLM	6	30	0
	15			15			

#### Combination or Class III

F	7	Class III	-	Class III	7	30	0
	15			15			

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

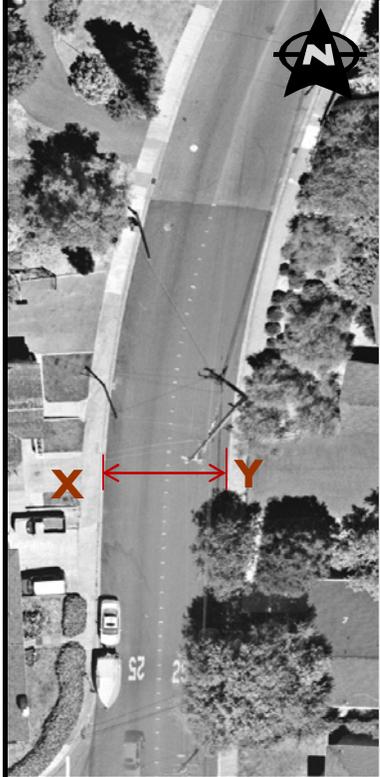
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: **Murphy Avenue**      Jurisdiction: **City of Sebastopol**  
 Segment: **47-From Valentine Ave to Bateley Ct**

### Street Characteristics

Length (ft): **610'**      Posted Speed Limit (MPH): **25**  
 ADT: **2,500**      Sidewalk Width (ft): **5'8"-5'**  
 Street Class: **Collector**      Number of PED XINGS within segment: **1**



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	12	-	12	-	8	40	N/A
Alternatives									
Bike Lanes									
A	6	5	9	-	9	5	6	40	0
B									
C									
D									
Shared Lane Markings									
E	8	SLM		-	SLM		8	40	0
	20				20			40	
Combination or Class III									
F	8	Class III			Class III		8	40	0
	20				20			40	

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

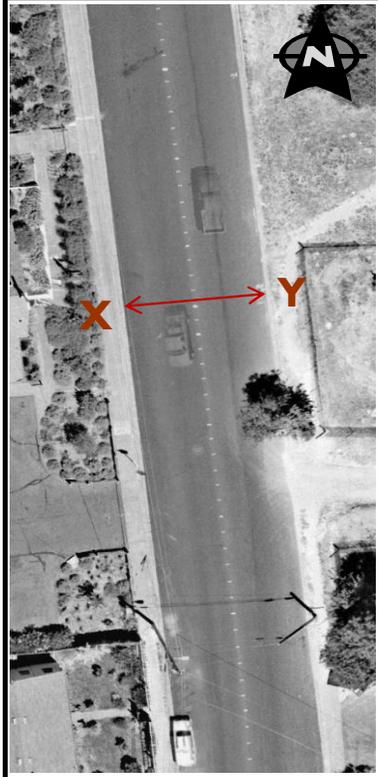
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: **Murphy Avenue**      Jurisdiction: **City of Sebastopol**  
 Segment: **48-From Bateley Ct to Healdsburg Ave**

### Street Characteristics

Length (ft): **375'**      Posted Speed Limit (MPH): **25**  
 ADT: **2,500**      Sidewalk Width (ft): **5'8"-0"**  
 Street Class: **Collector**      Number of PED XINGS within segment: **1**



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
<b>Existing Conditions</b>									
	8	-	12	-	12	-	8	40	N/A
<b>Alternatives</b>									
<b>Bike Lanes</b>									
A	6	5	9	-	9	5	6	40	0
B									
C									
D									
<b>Shared Lane Markings</b>									
E	8	SLM		-	SLM	8			
	20				20			40	0
<b>Combination or Class III</b>									
F	8	Class III			Class III	8			
	20				20			40	0

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

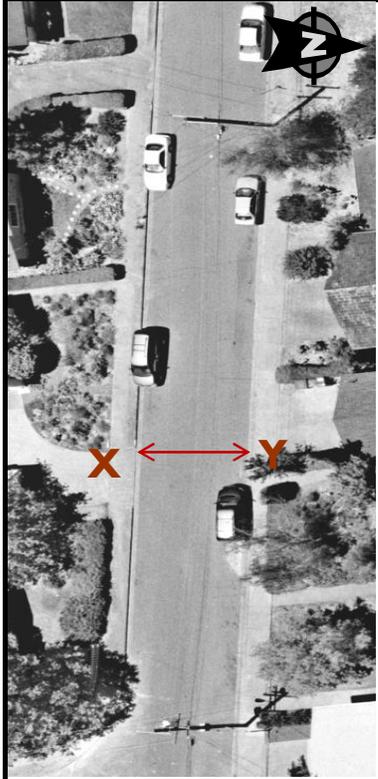


## Lane Configuration Worksheet

Street: Valentine Avenue      Jurisdiction: City of Sebastopol  
 Segment: 50-From 100' West of Springdale St to Zimpher Dr

### Street Characteristics

Length (ft): 460'      Posted Speed Limit (MPH): 25  
 ADT: 2,500      Sidewalk Width (ft): 6'6"-6'  
 Street Class: Collector      Number of PED XINGS within segment: 1



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	-	-	14	-	18	-	8	40	N/A
Alternatives									
Bike Lanes									
A	-	5	11	-	11	5	8	40	0
B									
C									
D									
Shared Lane Markings									
E		SLM			SLM		8	40	0
		14			26				
Combination or Class III									
F	-	Class III		-	Class III		8	40	0
		14			26				

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Valentine Avenue | Jurisdiction: City of Sebastopol

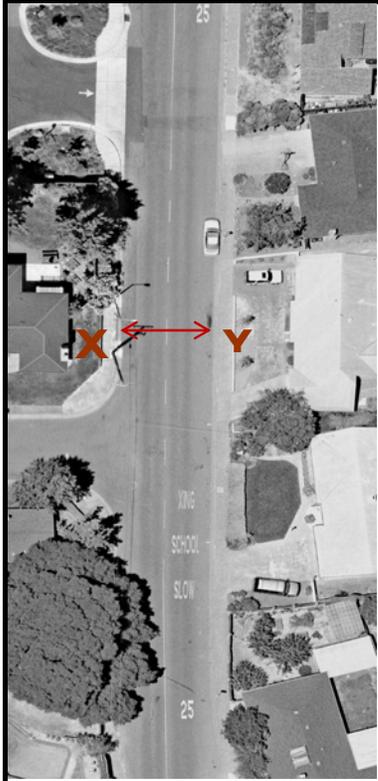
Segment: 51-From Zimpher Dr to Pleasant Hill Ave

### Street Characteristics

Length (ft): 945' | Posted Speed Limit (MPH): 25

ADT: 2,500 | Sidewalk Width (ft): 6'6"-6'

Street Class: Collector | Number of PED XINGS within segment: 3



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	12	-	12	-	8	40	N/A
Alternatives									
Bike Lanes									
A	6	5	9	-	9	5	6	40	0
B									
C									
D									
Shared Lane Markings									
E	8	SLM		-	SLM		8		
	20				20			40	0
Combination or Class III									
F		Class III			Class III				
		20			20			40	0
Recommendations									
Alternative E: Shared Lane Markings									
					Improvement Estimate:				

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	



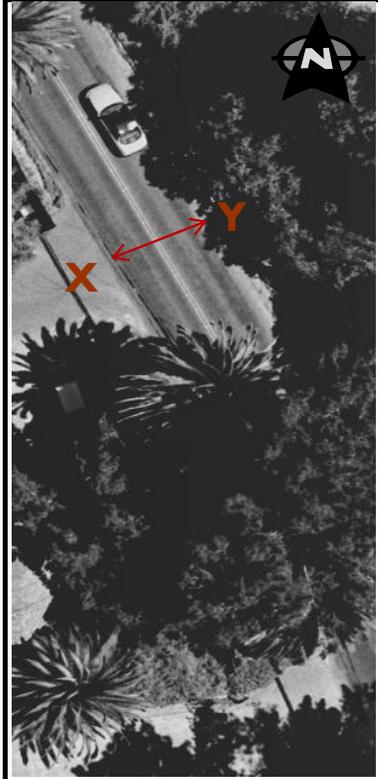


## Lane Configuration Worksheet

Street: Pleasant Hill Road | Jurisdiction: City of Sebastopol  
 Segment: 54-From City Limits to 100' North of Mitchell Ct

### Street Characteristics

Length (ft): 250' | Posted Speed Limit (MPH): 25  
 ADT: 2,400 | Sidewalk Width (ft): 0'-5'  
 Street Class: Collector | Number of PED XINGS within segment: 0



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	-	-	10	-	18.5	-	8	36.5	N/A
Alternatives									
Bike Lanes									
A	-	5	10	-	10	5	6.5	36.5	0
B	-	5	13	-	13.5	5	-	36.5	0
C									
D									
Shared Lane Markings									
E									
Combination or Class III									
F	-	Class III		-	SLM		8		
		15			21.5			36.5	0

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes: Alt B would require the removal of parking on the eastside of the street.
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Pleasant Hill Road | Jurisdiction: City of Sebastopol

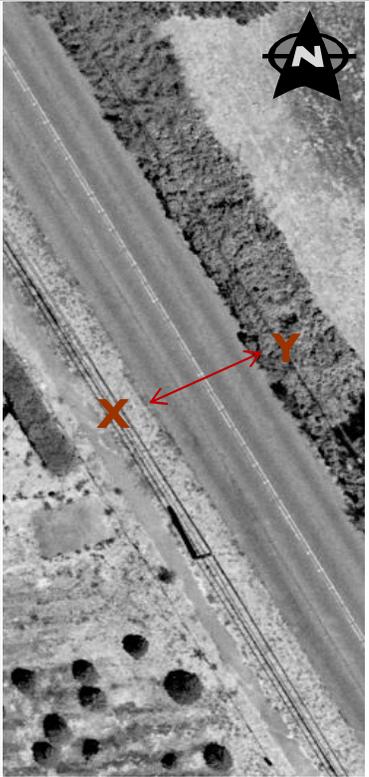
Segment: 55-From 100' North of Mitchell Ct to 250' South of Bodega

### Street Characteristics

Length (ft): 1,210' | Posted Speed Limit (MPH): 25

ADT: 2,400 | Sidewalk Width (ft): 0'-5'

Street Class: Collector | Number of PED XINGS within segment: 0



Alternatives									
Alternatives	Shoulder	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	2	-	10	-	10	-	-	22	N/A
Alternatives									
Bike Lanes									
A									
B									
C									
D									
Shared Lane Markings									
E									
Combination or Class III									
F	2	Class III		-	Class III		-	22	0
	12				10				
Recommendations									
Alternative E: Shared Lane Markings									
					Improvement Estimate:				

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Pleasant Hill Road | Jurisdiction: City of Sebastopol

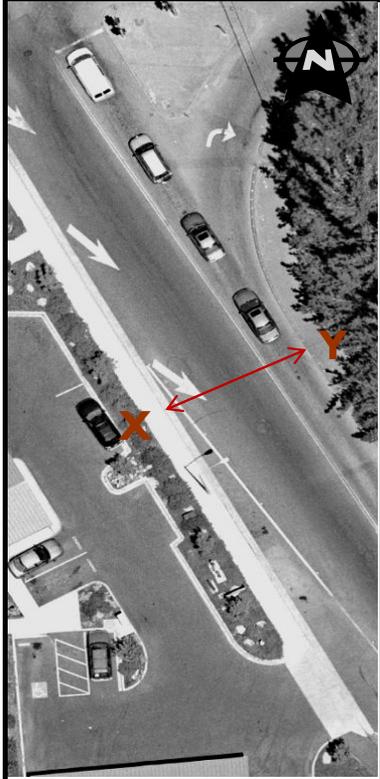
Segment: 56-From 250' South of Bodega Ave to Bodega Ave

### Street Characteristics

Length (ft): 250' | Posted Speed Limit (MPH): 25

ADT: 2,400 | Sidewalk Width (ft): 5'8"-0"

Street Class: Collector | Number of PED XINGS within segment: 0



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	28	-	12	-	-	48	N/A
Alternatives									
Bike Lanes									
A	8	5	18	-	12	5	-	48	0
B									
C									
D									
Shared Lane Markings									
E	8	SLM			SLM			48	0
		31			17				
Combination or Class III									
F	8	Class III		-	Class III		-	48	0
		31			17				

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Pleasant Hill Avenue North      Jurisdiction: City of Sebastopol  
 Segment: 57-From Bodega Ave to Valentine Ave

**Street Characteristics**

Length (ft): 1,485'      Posted Speed Limit (MPH): 25  
 ADT: 3,180      Sidewalk Width (ft): 10'-0"  
 Street Class: Collector      Number of PED XINGS within segment: 3

	<b>X</b> ← → <b>Y</b>									
	Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
	Existing Conditions									
		8	-	12	-	12	-	8	40	N/A
	Alternatives									
	Bike Lanes									
	A	6	5	9	-	9	5	6	40	0
	B	8	5	11	-	11	5	-	40	0
	C									
	D									
Shared Lane Markings										
E	8	SLM		-	SLM		8		0	
	20				20			40		
Combination or Class III										
F										

**Recommendations**

Alternative E: Shared Lane Markings

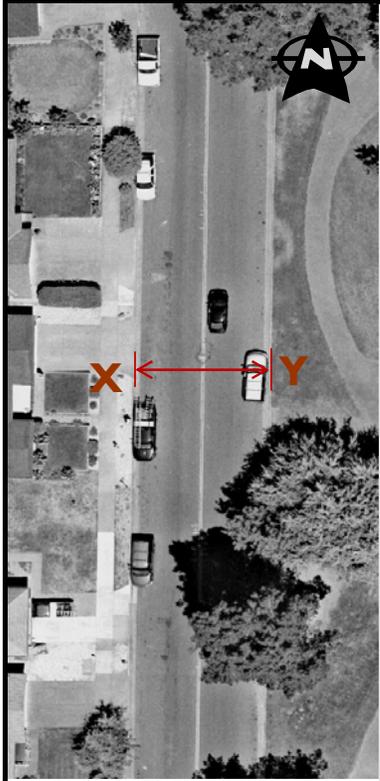
Improvement Estimate:

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Alt B would require the removal of parking on the eastside of the street.
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Pleasant Hill Avenue North	Jurisdiction: City of Sebastopol
Segment: 58-From Valentine Ave to Covert Ln	

Street Characteristics	
Length (ft): 1,130'	Posted Speed Limit (MPH): 25
ADT: 3,180	Sidewalk Width (ft): 5'5"-6'
Street Class: Collector	Number of PED XINGS within segment: 2



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	12.5	-	12.5	-	8	41	N/A
Alternatives									
Bike Lanes									
A	6	5	9.5	-	9.5	5	6	41	0
B									
C									
D									
Shared Lane Markings									
E	8	SLM		-	SLM		8	41	0
	20.5				20.5				
Combination or Class III									
F									

Recommendations	
Alternative E: Shared Lane Markings	
	Improvement Estimate:

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	



## Lane Configuration Worksheet

Street: Covert Lane      Jurisdiction: City of Sebastopol

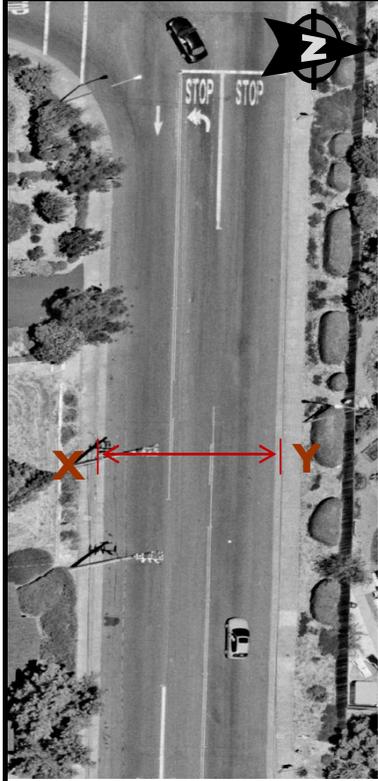
Segment: 60-From 150' East of Norlee St to Pleasant Hill Ave North

### Street Characteristics

Length (ft): 465'      Posted Speed Limit (MPH): 25

ADT: 4,200      Sidewalk Width (ft): 5'6"

Street Class: Collector      Number of PED XINGS within segment: 1



Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	13	12	12	-	8	53	N/A
Alternatives									
Bike Lanes									
A	6.5	5	10	10	10	5	6.5	53	0
B	8	5	13.5	-	13.5	5	8	53	0
C	8	5	11.5	12	11.5	5	-	53	0
D	7	4	10.5	10	10.5	4	7	53	0
Shared Lane Markings									
E	8	SLM		12	SLM		8	53	0
	20.5			20.5					
Combination or Class III									
F									

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	Alt B would require the removal of the center turn lane  Alt C would require the removal of parking on the northside of the street  Alt D would result in non-standard bike lanes
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Covert Lane	Jurisdiction: City of Sebastopol
Segment: 61-From Pleasant Hill Rd to 150' West of Teresa Ct	
Street Characteristics	
Length (ft): 755'	Posted Speed Limit (MPH): 25
ADT: 4,200	Sidewalk Width (ft): 5'8"
Street Class: Collector	Number of PED XINGS within segment: 1



Alternatives	Parking	Bike Lane	Travel Lane	Raised Median/Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Exsting Conditions									
	8	-	12	12	12	-	8	52	N/A
Alternatives									
Bike Lanes									
A	6	5	10	10	10	5	6	52	0
B	6	5	9	12	9	5	6	52	0
C	-	6	14	12	14	6	-	52	0
D									
Shared Lane Markings									
E	8	SLM		12	SLM		8		
	20			20				52	0
Combination or Class III									
F									

**Recommendations**

Alternative E: Shared Lane Markings

Improvement Estimate:

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	
Caltrans	8	5	12	11	11	15	Alt A would require median reconstruction. Alt C would require the removal of parking.
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Covert Lane      Jurisdiction: City of Sebastopol

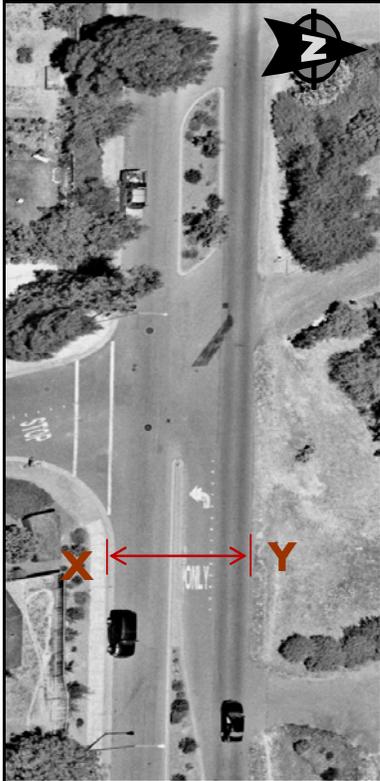
Segment: 62-From 150' West of Teresa Ct to Ragle Rd

### Street Characteristics

Length (ft): 610'      Posted Speed Limit (MPH): 25

ADT: 4,200      Sidewalk Width (ft): 5'8"-0"

Street Class: Collector      Number of PED XINGS within segment: 1



Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	8	-	12	12	14	-	-	46	N/A
Alternatives									
Bike Lanes									
A	6	5	10	10	10	5	-	46	0
B	8	5	14	-	14	5	-	46	0
C	6	5	9	12	9	5	-	46	0
D	6	4	10	12	10	4	-	46	0
Shared Lane Markings									
E	8	SLM		12	SLM			46	0
		20			14				
Combination or Class III									
F									

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

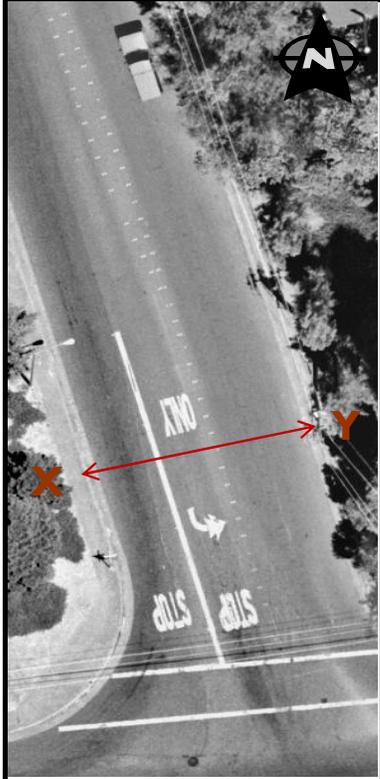
Design Guidelines							Notes:
	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Alt A would require median reconstruction. Alt B would require median removal. Alt D would result in non-standard bike lanes.
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Ragle Road      Jurisdiction: City of Sebastopol  
 Segment: 63-From Bodega Ave to 100' North of Bodega Ave

### Street Characteristics

Length (ft): 100'      Posted Speed Limit (MPH): 25  
 ADT: 3,600      Sidewalk Width (ft): 6'  
 Street Class: Collector      Number of PED XINGS within segment: 1



Alternatives	Parking	Bike Lane	Travel Lane	Turn Lane	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	-	-	14	12	20	-	-	46	N/A
Alternatives									
Bike Lanes									
A	-	5	12	12	12	5	-	46	0
B									
C									
D									
Shared Lane Markings									
E	-	SLM	12	SLM	-			46	0
	17			17					
Combination or Class III									
F									

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Ragle Road      Jurisdiction: City of Sebastopol

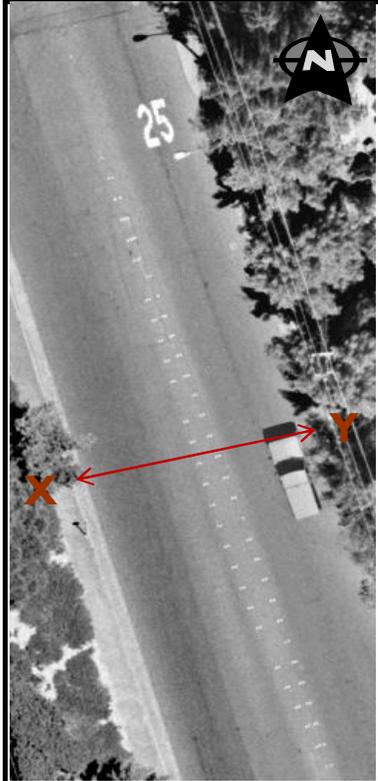
Segment: 64-From 100' North of Bodega Av to Holly Ct

### Street Characteristics

Length (ft): 125'      Posted Speed Limit (MPH): 25

ADT: 3,600      Sidewalk Width (ft): 6'

Street Class: Collector      Number of PED XINGS within segment: 0



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	-	-	21.5	-	19.5	-	-	41	N/A
Alternatives									
Bike Lanes									
A	-	5	15.5	-	15.5	5	-	41	0
B									
C									
D									
Shared Lane Markings									
E	-	SLM			SLM		-	4	
		20.5			20.5			41	0
Combination or Class III									
F									

### Recommendations

Alternative E: Shared Lane Markings

	Improvement Estimate:
--	-----------------------

### Design Guidelines

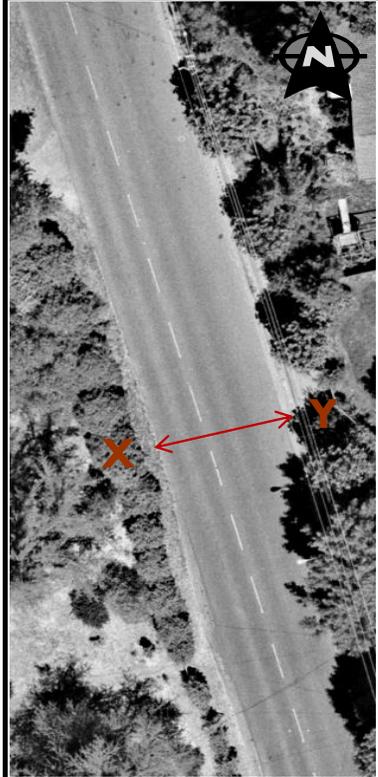
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Ragle Road      Jurisdiction: City of Sebastopol  
 Segment: 65-From Holly Ct to Frankel Ln

### Street Characteristics

Length (ft): 485'      Posted Speed Limit (MPH): 25  
 ADT: 3,600      Sidewalk Width (ft): 0'  
 Street Class: Collector      Number of PED XINGS within segment: 0



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Shoulder	Curb to Curb	Balance
Existing Conditions									
	-	-	10	-	13	-	6	29	N/A
Alternatives									
Bike Lanes									
A	-	5	9.5	-	9.5	5	-	29	0
B									
C									
D									
Shared Lane Markings									
E	-	SLM			SLM		-	29	0
		14.5			14.5				
Combination or Class III									
F									

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

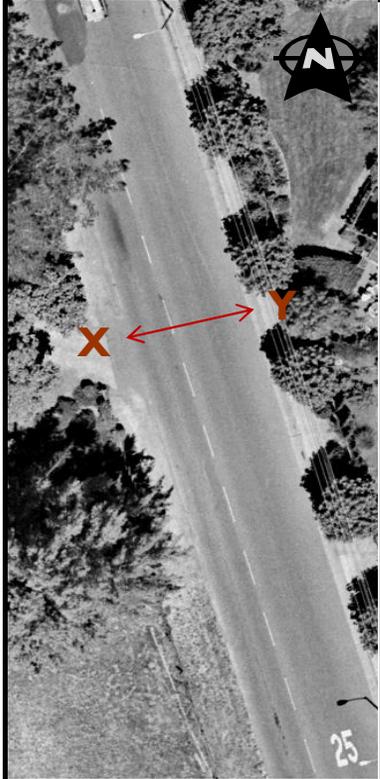
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Ragle Road      Jurisdiction: City of Sebastopol  
 Segment: 66-From Frankel Ln to Ragle Pl

**Street Characteristics**

Length (ft): 430'      Posted Speed Limit (MPH): 25  
 ADT: 3,600      Sidewalk Width (ft): 0'-5'6"  
 Street Class: Collector      Number of PED XINGS within segment: 0



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
<b>Existing Conditions</b>									
	-	-	10	-	11	-	8	29	N/A
<b>Alternatives</b>									
<b>Bike Lanes</b>									
A	-	5	9.5	-	9.5	5	-	29	0
B									
C									
D									
<b>Shared Lane Markings</b>									
E	-	SLM			SLM		8		
		10				19		29	0
<b>Combination or Class III</b>									
F									

**Recommendations**

Alternative E: Shared Lane Markings

Improvement Estimate:

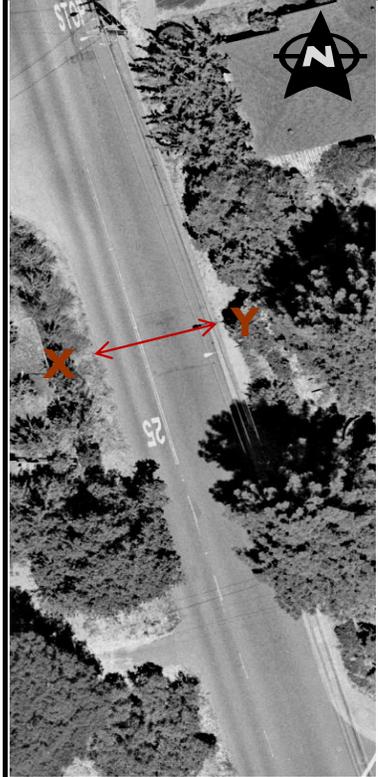
Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	
Caltrans	8	5	12	11	11	15	Alt A would require removal of parking on the eastside of the street
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Ragle Road      Jurisdiction: City of Sebastopol  
 Segment: 67-From Ragle Pl to Valentine Ave

**Street Characteristics**

Length (ft): 300'      Posted Speed Limit (MPH): 25  
 ADT: 3,600      Sidewalk Width (ft): 0'-5'6"  
 Street Class: Collector      Number of PED XINGS within segment: 0



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
<b>Existing Conditions</b>									
	-	-	11	-	13	-	8	32	N/A
<b>Alternatives</b>									
<b>Bike Lanes</b>									
A	-	5	11	-	11	5	-	32	0
B									
C									
D									
<b>Shared Lane Markings</b>									
E	-	SLM			SLM		8		
	12				20			32	0
<b>Combination or Class III</b>									
F									

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Alt A would require elimination of parking on east side of street.
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Ragle Road | Jurisdiction: City of Sebastopol

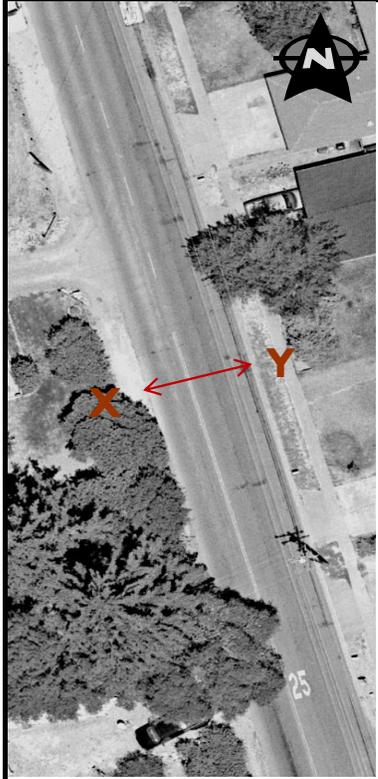
Segment: 68-From Valentine Ave to 450' North of Valentine Ave

### Street Characteristics

Length (ft): 450' | Posted Speed Limit (MPH): 25

ADT: 3,600 | Sidewalk Width (ft): 0'-10'

Street Class: Collector | Number of PED XINGS within segment: 0



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	-	-	12	-	11	-	8	31	N/A
Alternatives									
Bike Lanes									
A	-	5	10.5	-	10.5	5	-	31	0
B									
C									
D									
Shared Lane Markings									
E	-	SLM			SLM		8		
		12			19			31	0
Combination or Class III									
F									

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWVLT	Shared
Caltrans	8	5	12	11	11	15
City Residential	7	5	10	N/A	10	N/A
City Arterial	7	5	11	11	10	14

**Notes:**  
Alt A would require elimination of parking on east side of street.

## Lane Configuration Worksheet

Street: Ragle Road      Jurisdiction: City of Sebastopol

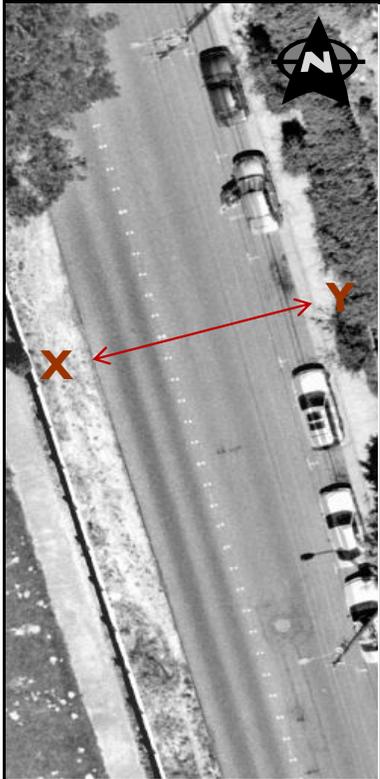
Segment: 69-From 450' North of Valentine Ave to 100' South of Covert Lane

### Street Characteristics

Length (ft): 675'      Posted Speed Limit (MPH): 25

ADT: 3,600      Sidewalk Width (ft): 0'-5'6"

Street Class: Collector      Number of PED XINGS within segment: 0



Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	-	-	10	-	12	-	8	30	N/A
Alternatives									
Bike Lanes									
A	-	5	10	-	10	5	-	30	0
B									
C									
D									
Shared Lane Markings									
E	-	SLM			SLM		8		
		11			19			30	0
Combination or Class III									
F									

### Recommendations

Alternative E: Shared Lane Markings

Improvement Estimate:

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLT	Shared	Notes: Alt A would require elimination of parking on east side of street.
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Ragle Road      Jurisdiction: City of Sebastopol

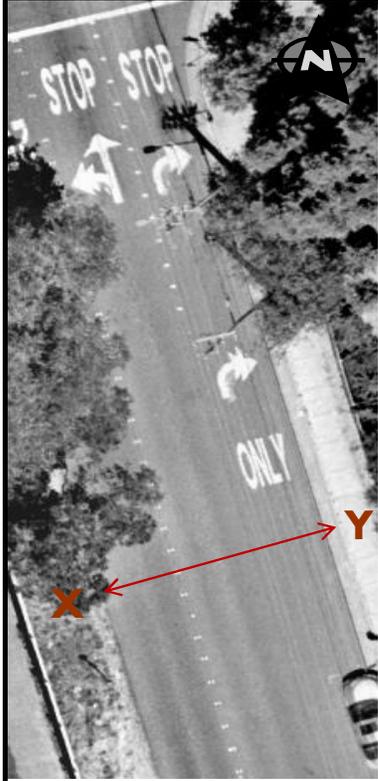
Segment: 70-From 100' South of Covert to Covert Lane

### Street Characteristics

Length (ft): 100'      Posted Speed Limit (MPH): 25

ADT: 3,600      Sidewalk Width (ft): 0'-5'6"

Street Class: Collector      Number of PED XINGS within segment: 1



Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	-	-	12.5	-	17.5	-	8	38	N/A
Alternatives									
Bike Lanes									
A	-	5	10.5	-	10.5	5	7	38	0
B									
C									
D									
Shared Lane Markings									
E	-	SLM			SLM		8	38	0
		12.5			17.5				
Combination or Class III									
F	-	5	10.5	-	SLM		8	38	0
		15.5			22.5				

### Recommendations

Alternative E: Shared Lane Markings

	Improvement Estimate:
--	-----------------------

### Design Guidelines

Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWLTL	Shared	Notes:
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

## Lane Configuration Worksheet

Street: Willow Street	Jurisdiction: City of Sebastopol
Segment: 40-From Jewell Ave to South Main St	

Street Characteristics	
Length (ft): 1,313	Posted Speed Limit (MPH): 25
ADT:	Sidewalk Width (ft):
Street Class: Collector	Number of PED XINGS within segment:

Alternatives									
Alternatives	Parking	Bike Lane	Travel Lane	Median/Turn	Travel Lane	Bike Lane	Parking	Curb to Curb	Balance
Existing Conditions									
	7.5		11		11		7.5	37	N/A
Alternatives									
Bike Lanes									
A								0	37
B									
C									
D									
Shared Lane Markings									
E		SLM	-	SLM				37	0
		18.5		18.5					
Combination or Class III									
F			-					0	37

**Recommendations**

Alternative E: Shared Lane Markings

Improvement Estimate:

Design Guidelines							Notes:
Jurisdiction / Roadway Type	Parking	Bike Lane	Travel Lane	Median	TWVLT	Shared	
Caltrans	8	5	12	11	11	15	
City Residential	7	5	10	N/A	10	N/A	
City Arterial	7	5	11	11	10	14	

### Fit Matrices





**Table 1  
Bike Lane Fit Matrix**

Lane Configuration Parking Condition	Parking Width (feet)	Bike Lane Width (feet)	Travel Lane Width (feet)	Center Lane Width (feet)	Travel Lane Width (feet)	Bike Lane Width (feet)	Parking Width (feet)	Total Curb-to-Curb Width (feet)	Street Classification Range of Travel Lane Widths			
									Caltrans	City Arterial	City Collector	City Local
<b>Two Lanes</b>												
<i>No Parking</i>												
		5	9	-	9	5		28			9	9
		5	9.5	-	9.5	5		29			9.5	9.5
		5	10	-	10	5		30		10	10	10
		5	10.5	-	10.5	5		31		10.5	10.5	
		5	11	-	11	5		32	11	11	11	
		5	11.5	-	11.5	5		33	11.5	11.5		
		5	12	-	12	5		34	12	12		
<i>Parking One Side</i>												
	6	5	9	-	9	5		34			9	9
	6	5	9.5	-	9.5	5		35			9.5	9.5
	6	5	10	-	10	5		36		10	10	10
	7	5	10	-	10	5		37		10	10	10
	7	5	10.5	-	10.5	5		38		10.5	10.5	
	7	5	11	-	11	5		39	11	11	11	
	8	5	11	-	11	5		40	11	11	11	
<i>Parking Both Sides</i>												
	6	5	9	-	9	5	6	40			9	9
	6	5	9.5	-	9.5	5	6	41			9.5	9.5
	6	5	10	-	10	5	6	42			10	10
	6.5	5	10	-	10	5	6.5	43		10	10	10
	7	5	10	-	10	5	7	44		10	10	10
	7	5	10.5	-	10.5	5	7	45		10.5	10.5	
	7	5	11	-	11	5	7	46	11	11	11	
	7.5	5	11	-	11	5	7.5	47	11	11	11	
	8	5	11	-	11	5	8	48	11	11	11	
	8	5	11.5	-	11.5	5	8	49	11.5	11.5		
	8	5	12	-	12	5	8	50	12	12		
<b>Three Lanes</b>												
<i>No Parking</i>												
		5	9	9	9	5		37			9	9
		5	9.5	9	9.5	5		38			9 or 9.5	9 or 9.5
		5	10	9	10	5		39			9 or 10	9 or 10
		5	10	10	10	5		40		10	10	10
		5	10.5	10	10.5	5		41		10 or 10.5	10 or 10.5	
		5	11	10	11	5		42		10 or 11	10 or 11	
<i>Parking One Side</i>												
	6	5	9	9	9	5		43			9	9
	6	5	9.5	9	9.5	5		44			9 or 9.5	9 or 9.5
	6	5	10	9	10	5		45			9 or 10	9 or 10
	6	5	10	10	10	5		46		10	10	10
	7	5	10	10	10	5		47		10	10	10
	7	5	10.5	10	10.5	5		48		10 or 10.5	10 or 10.5	
	7	5	11	10	11	5		49		10 or 11	10 or 11	
	7	5	11	11	11	5		50	11	11	11	
	7	5	11.5	11	11.5	5		51	11 or 11.5	11 or 11.5		
	7	5	12	11	12	5		52	11 or 12	11 or 12		
	7	5	12	12	12	5		53	12	12		
	8	5	12	11	12	5		53	11 or 12	11 or 12		
<i>Parking Both Sides</i>												
	6	5	9	9	9	5	6	49			9	9
	6	5	9.5	9	9.5	5	6	50			9 or 9.5	9 or 9.5
	6	5	10	9	10	5	6	51			9 or 10	9 or 10
	6	5	10	10	10	5	6	52		10	10	10
	6.5	5	10	10	10	5	6.5	53		10	10	10
	6.5	5	10.5	10	10.5	5	6.5	54		10 or 10.5	10 or 10.5	
	7	5	10.5	10	10.5	5	7	55		10 or 10.5	10 or 10.5	
	7	5	11	10	11	5	7	56		10 or 11	10 or 11	
	7	5	11	11	11	5	7	57	11	11	11	
	7	5	11.5	11	11.5	5	7	58	11 or 11.5	11 or 11.5		
	7	5	12	11	12	5	7	59	11 or 12	11 or 12		
	7.5	5	12	11	12	5	7.5	60	11 or 12	11 or 12		
	8	5	12	11	12	5	8	61	11 or 12	11 or 12		
	8	5	12	12	12	5	8	62	12	12		
	8	6	12	11	12	6	8	63	11 or 12	11 or 12		
	8	6	12	12	12	6	8	64	12	12		

**Table 2  
Shared Lane Fit Matrix**

Lane Configuration <i>Parking Condition</i>	Parking Width (feet)	Shared Lane Possible (Yes)	Travel Lane Width (feet)	Center Lane Width (feet)	Travel Lane Width (feet)	Shared Lane Possible (Yes)	Parking Width (feet)	Total Curb-to-Curb Width (feet)	Street Classification Range of Travel Lane Widths			
									Caltrans	City Arterial	City Collector	City Local
<b>Two Lanes</b>												
<i>No Parking</i>												
			9	-	9			18			9	9
			9.5	-	9.5			19			9.5	9.5
			10	-	10			20			10	10
			10.5	-	10.5			21		10.5		
			11	-	11			22	11	11		
			11.5	-	11.5			23	11.5	11.5		
<i>Parking One Side</i>												
	6		9	-	9			24			9	9
	6		9.5	-	9.5			25			9.5	9.5
	6		10	-	10			26		10	10	10
	7		10	-	10			27		10	10	10
	7		10.5	-	10.5			28		10.5	10.5	
	7		11	-	11			29	11	11	11	
<i>Parking Both Sides</i>												
	6	Yes	9	-	9	Yes	6	30			9	9
	6	Yes	9.5	-	9.5	Yes	6	31			9.5	9.5
	6	Yes	10	-	10	Yes	6	32		10	10	10
	6.5	Yes	10	-	10	Yes	6.5	33		10	10	10
	7	Yes	10	-	10	Yes	7	34		10	10	10
	7	Yes	10.5	-	10.5	Yes	7	35		10.5	10.5	
	7	Yes	11	-	11	Yes	7	36	11	11	11	
	7.5	Yes	11	-	11	Yes	7.5	37	11	11	11	
	8	Yes	11	-	11	Yes	8	38	11	11	11	
	8	Yes	11.5	-	11.5	Yes	8	39	11.5	11.5		
	8	Yes	12	-	12	Yes	8	40	12	12		
<b>Three Lanes</b>												
<i>No Parking</i>												
			9	9	9			27			9	9
			9.5	9	9.5			28			9 or 9.5	9 or 9.5
			10	9	10			29			9 or 10	9 or 10
			10	10	10			30		10	10	10
			10.5	10	10.5			31		10 or 10.5	10 or 10.5	
			11	10	11			32		10 or 11	10 or 11	
<i>Parking One Side</i>												
	6		9	9	9			33			9	9
	6		9.5	9	9.5			34			9 or 9.5	9 or 9.5
	6		10	9	10			35			9 or 10	9 or 10
	6		10	10	10			36		10	10	10
	7		10	10	10			37		10	10	10
	7		10.5	10	10.5			38		10 or 10.5	10 or 10.5	
	7		11	10	11			39		10 or 11	10 or 11	
	7		11	11	11			40	11	11	11	
	7		11.5	11	11.5			41	11 or 11.5	11 or 11.5		
	7		12	11	12			42	11 or 12	11 or 12		
	7		12	12	12			43	12	12		
	8		12	11	12			43	11 or 12	11 or 12		
<i>Parking Both Sides</i>												
	6	Yes	9	9	9	Yes	6	39			9	9
	6	Yes	9.5	9	9.5	Yes	6	40			9 or 9.5	9 or 9.5
	6	Yes	10	9	10	Yes	6	41			9 or 10	9 or 10
	6	Yes	10	10	10	Yes	6	42		10	10	10
	6.5	Yes	10	10	10	Yes	6.5	43		10	10	10
	6.5	Yes	10.5	10	10.5	Yes	6.5	44		10 or 10.5	10 or 10.5	
	7	Yes	10.5	10	10.5	Yes	7	45		10 or 10.5	10 or 10.5	
	7	Yes	11	10	11	Yes	7	46		10 or 11	10 or 11	
	7	Yes	11	11	11	Yes	7	47	11	11	11	
	7	Yes	11.5	11	11.5	Yes	7	48	11 or 11.5	11 or 11.5		
	7	Yes	12	11	12	Yes	7	49	11 or 12	11 or 12		
	7.5	Yes	12	11	12	Yes	7.5	50	11 or 12	11 or 12		
	8	Yes	12	11	12	Yes	8	51	11 or 12	11 or 12		
	8	Yes	12	12	12	Yes	8	52	12	12		
	7	Yes	13.5	12	13.5	Yes	7	53				

Public Input







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# COMMUNITY WORKSHOP for the BIKE LANE FEASIBILITY STUDY Sign-in Sheet

	Name / Organization	Address	Phone	Email
1	FOREST UNLIMITED	P.O. Box 12 CAZADERO CA 95924	707-632-6070	recoates@SONIC.NET
2	LYNN DEEDLER	1777 Bollinger Ln Sub 195472	707 823-3309	LYNDEED@SONIC.NET
3	GREG CENICEROZ	960 Mayton Sebastopol	829 6651	gregceniceroz@yahoo
4	Lyn Lemaire	P.O. Box 1732 95473	827-3139	smomabreeze@gmail.com
5	Jim Fain	244 Princeton Sebastopol	824-2955	jfaine@artillerymacy.com
6	Sarah Hoodle	501 1/2 Hewitt St. Santa Rosa CA 95401	527-5285	sjhodler@aol.com
7	Sarah Gurney	483 Vine Avenue	824-1871	sarahcoulde@yahoo.com
8				
9				
10				



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# COMMUNITY WORKSHOP for the BIKE LANE FEASIBILITY STUDY Sign-in Sheet

	Name / Organization	Address	Phone	Email
31	Patrick Slayter Bike Walk Sebastopol	PO Box 941 Sebastopol CA 95473	707-829-9090	ps.architect@gmail.com
32	Maureen Shea	7700 Bodoga Ave	707 490 4110	maureen.shea@mac.com
33	Dan Dehlinger	8011 Woodstone Ct	823-2597	
34	Luan Dehlinger	8011 Woodstone Ct	823-2597	
35	Linda Kelley	453 Eleanor Ave	824-1674	lkelly@sonic
36	Lynne March	7695 Atkinson Rd	823-1977	forestluz@comcast.net
37	June Brashares	7760 Dos Palos Lane	829-3460	junebrashares@gmail.com
38	Larkin Morgan Sub. Independent Charter School Bike Walk Sebastopol	6859 Fannin Ave.	824-0986	something@sonic.net
39	Gayle Skinner Bike Walk Sebastopol	7731 Stout St	823-0446	skinnerfird@gmail.com
40	PAT Munson	PO Box 397	823-2790	apemunsonsch@juno.com

October 28, 2010



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# COMMUNITY WORKSHOP for the BIKE LANE FEASIBILITY STUDY Sign-in Sheet

	Name / Organization	Address	Phone	Email
41	Mark Mills-Thyssen	337 Nevada St Seb	481 5788	millsthyssen@sbccglobal.net
42	Charidy Kirk	5498 Bravo Toro Ln SR. 95401	481-9137	
43	Rick Pepper	100 Browns St #240	824-4337	Rick@elevegear.com
44	Woody HASTINGS	7760 DOS PALOS LN SEBASTOPOL, CA	829-3460	WOODYHASTINGS@GMAIL.COM
45	Christine Culver	PO Box 3088 SR	545-0153	chris@bikeSonoma.org
46	Tim Gonzalez	609 Live Oak	823 7739	tgonzalez@sunr.net
47				
48				
49				
50				



# COMMENT CARD



City of Sebastopol - Bike Lane Feasibility Study

Please take this opportunity to submit your comments and ideas.

Although parking is certainly an issue, bike lanes on Petaluma will make it possible for safe North-South travel and should be kept in the plan. Sharrrows would benefit adults much more than kids.

I support the sharrrows marking as an educational / informational device - they will help make the City safer

The following information is optional and will be used to update you on the progress of the study.

NAME: Geoffrey Skinner PHONE: 823-2446  
ADDRESS: 7231 Straw St CITY: Sebastopol ZIP: 95472  
EMAIL: skinnerbid@gmail.com

Please direct your comments to: CITY OF SEBASTOPOL ENGINEERING DEPARTMENT Sue Kelly, Director  
By telephone: (707) 823-2151 or by e-mail: [suekelly@sonic.net](mailto:suekelly@sonic.net)



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Meeting information is available on the Engineering Department page on the City Web Site: <http://www.ci.sebastopol.ca.us/engineering.shtml>



# COMMENT CARD



City of Sebastopol - Bike Lane Feasibility Study

Please take this opportunity to submit your comments and ideas.

1) Bodega Ave between Main and Jewell: sidewalk is double-wide; this is good place to widen road to accommodate bike lanes (class II).

2) Analy ITS: class I entrance "ramp" needs to be widened and/or redesigned. It's shared w/ peds and hard to navigate by bikes.

The following information is optional and will be used to update you on the progress of the study.

NAME: Greg Cenicerioz PHONE: 829 6651  
ADDRESS: CITY: ZIP:  
EMAIL: gregceni@yahoo.com

Please direct your comments to: CITY OF SEBASTOPOL ENGINEERING DEPARTMENT Sue Kelly, Director  
By telephone: (707) 823-2151 or by e-mail: [suekelly@sonic.net](mailto:suekelly@sonic.net)



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Meeting information is available on the Engineering Department page on the City Web Site: <http://www.ci.sebastopol.ca.us/engineering.shtml>



# COMMENT CARD



City of Sebastopol - Bike Lane Feasibility Study

Please take this opportunity to submit your comments and ideas.

in front of Rite Aide
 A lgo we need a light or blinker walk to cross main st. from Wilton to whole foods shopping area. Thank you,

The following information is optional and will be used to update you on the progress of the study.

NAME: \_\_\_\_\_ PHONE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_ ZIP: \_\_\_\_\_

EMAIL: \_\_\_\_\_

Please direct your comments to: CITY OF SEBASTOPOL ENGINEERING DEPARTMENT Sue Kelly, Director  
By telephone: (707) 823-2151 or by e-mail: [suekelly@sonic.net](mailto:suekelly@sonic.net)



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Meeting information is available on the Engineering Department page on the City Web Site: <http://www.ci.sebastopol.ca.us/engineering.shtml>



# COMMENT CARD



City of Sebastopol - Bike Lane Feasibility Study

Please take this opportunity to submit your comments and ideas.

what happened to a connector from Bodega Ave to 116 South - the Lynn Deeler plan?

The following information is optional and will be used to update you on the progress of the study.

NAME: Mark Mills-Thyssen PHONE: 823 1428

ADDRESS: 337 Nava St J CITY: seb ZIP: \_\_\_\_\_

EMAIL: \_\_\_\_\_

Please direct your comments to: CITY OF SEBASTOPOL ENGINEERING DEPARTMENT Sue Kelly, Director  
By telephone: (707) 823-2151 or by e-mail: [suekelly@sonic.net](mailto:suekelly@sonic.net)



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# COMMENT CARD



City of Sebastopol - Bike Lane Feasibility Study

Please take this opportunity to submit your comments and ideas.

We strongly request a bike ramp  
From Jewell\* into Ives Park, for  
bike, stroller, & wheel chairs.

\*  
Fire  
Dept.

~~park~~ There are cement steps but  
~~Jewel~~ NO RAMP at present.

The following information is optional and will be used to update you on the progress of the study.

NAME: Margaret Mills-Dry PHONE: 823-1428  
ADDRESS: 337 Nava St CITY: \_\_\_\_\_ ZIP: \_\_\_\_\_  
EMAIL: \_\_\_\_\_

Please direct your comments to: CITY OF SEBASTOPOL ENGINEERING DEPARTMENT Sue Kelly, Director  
By telephone: (707) 823-2151 or by e-mail: [suekelly@sonic.net](mailto:suekelly@sonic.net)



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# COMMENT CARD



City of Sebastopol - Bike Lane Feasibility Study

Please take this opportunity to submit your comments and ideas.

In addition to framing the policy discussions around informing drivers about the presence of cyclists, these "class" decisions should consider that cyclists will assume the class decision reflects safety for the cyclist. For example, in the 1970s, when I started cycling, a "BIKE ROUTE" designation signaled the PREFERRED way for cyclists to travel. Calling Pleasant Hill a "bike route" would be a dangerous rejection of the traditional meaning.

The following information is optional and will be used to update you on the progress of the study.

NAME: As would calling Bodega Ave. a shared road w/ "sharrows" -  
ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_ ZIP: \_\_\_\_\_  
EMAIL: The signal to cars is one thing; the signal to cyclists should be paramount.

Please direct your comments to: CITY OF SEBASTOPOL ENGINEERING DEPARTMENT Sue Kelly, Director  
By telephone: (707) 823-2151 or by e-mail: [suekelly@sonic.net](mailto:suekelly@sonic.net)



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Anonymous comments received by mail on 11/2/10

## Transcription

In addition to framing the policy discussions around informing drivers about the presence of cyclists, these "class" decisions should consider that cyclists will assume the class decision reflects safety for the cyclist. For example, in the 1970s when I started cycling, a "BIKE ROUTE" designation signaled the PREFERRED way for cyclists to travel. Calling Pleasant Hill a "bike route" would be a dangerous rejection of the traditional meaning. As would calling Bodega Ave a shared road w/"sharrows" - the signal to cars is one thing; the signal to cyclists should be paramount.

**Mary Jo Yung**

---

**From:** Susan Kelly [suekelly@sonic.net]  
**Sent:** Monday, November 15, 2010 2:12 PM  
**To:** 'Sarah Emerson'  
**Cc:** Mary Jo Yung  
**Subject:** RE: proposed bike path feedback

Hi, Sarah,

Thank you for your message. We are collecting all of the public comments made in response to our study, so I am copying Mary Jo at WTrans to add yours to the stack.

My one off-hand comment today is just that Ragle Road is only within City limits from Covert Lane south to Bodega—not the part that goes north to Mill Station. We are looking at what we can do in the portion that the City has jurisdiction over.

The word you are looking for is a “Sharrows”. This is a shared lane for vehicles and bicycles, rather than a separate lane just for bikes. It is an option where there is not enough width on the roadway to accommodate separate lanes for vehicles and bikes both.

Sue

*Susan Kelly, Engineering Director  
City of Sebastopol  
714 Johnson Street  
Sebastopol, CA 95472  
Phone: (707) 823-2151  
Fax: (707) 823-4721  
e-mail: [suekelly@sonic.net](mailto:suekelly@sonic.net)*

**From:** Sarah Emerson [mailto:jewelmudra@gmail.com]  
**Sent:** Wednesday, November 03, 2010 7:59 PM  
**To:** suekelly@sonic.net  
**Subject:** proposed bike path feedback

Dear Sue,

I am a parent at Sebastopol Independent Charter School, and fan of biking around town. I have to say, though, that since we moved here several years ago, I have been amazed at how there are lots of sections of town I do not feel safe to bike on, and even less so with my daughter. I am excited about the bike lane proposals, especially through down town and down Ragle Rd. We live at Mill Station and Ragle, and it's such a short walk to the park that we often walk or bike there, but I always feel lucky that we survive even that short trip! (I know I sound dramatic here, but it's a genuine feeling.)

Ragle Rd. especially, has a lot of pedestrian traffic, and bikes too, but almost nowhere to go when the cars come barreling down. I have often wondered about maybe even having speed bumps on the road, since so many families and children in our community come and go from the park. But, having designated bike lanes would help too. I don't know what a "swallow" is (I think that's the term used on the map?), which is what's proposed for Ragle Rd., but I can say from experience that there needs to be either a physical boundary from the cars, or some addition of shoulder, somehow, to make that street safe.

Please let me know if there is more information I can help provide.  
I would like to support any improvement in bike safety around town.

Thanks very much for your efforts,

12/13/2010

Sarah Emerson  
8058 Mill Station Rd  
Sebastopol  
827-3757

**Mary Jo Yung**

**From:** Susan Kelly [suekelly@sonic.net]  
**Sent:** Monday, November 01, 2010 8:12 AM  
**To:** 'Tiburcio Gonzalez'; Mary Jo Yung; Steve Weinberger  
**Cc:** dhbetty@att.net  
**Subject:** RE: Bike lane feasibility study

Thank you, Tim. We appreciate your input.

Couple of responses, below in red.

Sue

*Susan Kelly, Engineering Director  
 City of Sebastopol  
 714 Johnson Street  
 Sebastopol, CA 95472  
 Phone: (707) 823-2151  
 Fax: (707) 823-4721  
 e-mail: suekelly@sonic.net*

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**From:** Tiburcio Gonzalez [mailto:tiburcio@sonic.net]  
**Sent:** Friday, October 29, 2010 7:39 PM  
**To:** Sue Kelly  
**Cc:** dhbetty@att.net  
**Subject:** Bike lane feasibility study

Sue,

The presentation made by you and the representative from W-Trans last night was good and exciting to see moving along. I wanted to make the following inputs:

1. I want to encourage the North extension of the class 2 lanes on 116 to the city limits. This will agree with the county plan and make getting to the Redwood Market place easier. **The reason they are not shown on the study map is that we already know that segment of highway can accommodate them. The maps in the workshop only focused on the segments under study. The segment is shown as proposed Class 2 in our master plan.**
2. I would like to suggest a road sign for use where traffic may be very congested. Like Bodega Hwy from Pleasant Hill to Main St. A photo of the sign is attached. It is in San Francisco, on Slout, just west of 19<sup>th</sup> Ave. going east. **Am passing this on to W-trans, and perhaps we would consider in a future project design.**
3. I suggested at the meeting that the bike plan note the bike improvements that would improve safe route to school, would like to add if any parts of the plan are part of the Bay Trail or Bay Area Ridge trail, those should also be noted. We did it on the County plan. **To the best of my knowledge, there are no segments on the Bay Trail or Bay Area Ridge trail on any of the segments under study.**
4. I did hear the concerns about parking removal. This needs to be looked at carefully. I would like to offer that when we ride bikes to do our business, we require less parking. Just as an example, I ride to shop about 2 times a week in town. On these shopping trips I usually go to the post office, Rite Aid, West America bank, Andy's and Lucky's. I also go to my doctors (near Palm Drive Hospital), the library, and other stores on occasion. I hope that what parking reductions can be offset by increased use of the improvements. **The Council will ultimately need to make the call about whether parking removal is justified, and where. I heard loud and clear at the meeting that there needs to be more study of this, and more public outreach to potentially affected businesses and residents.**

Thank you for your work,  
 Tim Gonzalez  
 609 Live Oak Ave.

12/13/2010

**Susan Kelly**

---

**From:** Richard Johnson [rmj52@sonic.net]  
**Sent:** Tuesday, October 26, 2010 4:45 PM  
**To:** Susan Kelly  
**Subject:** RE: Bike Lane Study

Sue,

Thanks for the quick response. Just to let you know, there can be considerable parking on weekends along Covert between Hansen and Pleasant Hill and from Teresa down about 1/2 way back towards Pleasant Hill. It all involves soccer and baseball at the park and people just don't want to pay the parking fee at Ragle. It is not at all uncommon to have cars parked along Hansen on a busy weekend as well as the parking on Covert.

But all this is not a huge deal. I love parks and recreation and bikes are already big users of Covert and designated lanes should improve safety. I do expect that a ban on parking will increase parking on our street, but that is ok with me. I live near a Regional Park ( I think we were actually here before Joe Rodota and Jim Angelo brought the park to its fruition with development of play fields) and understand and appreciate the fact it is widely used. It is an amenity to our community.

Yes! Go Giants. We have watched all season and this is great! take good care..

Richard

**On Tue 26/10/10 1:42 PM , "Susan Kelly" suekelly@sonic.net sent:**

Hi, Richard,

For Covert Lane the consultant is recommending striped bike lanes, but in order to accommodate them, parking has to be prohibited east of Pleasant Hill, to about Teresa Ct, adjacent to the long center median. I think that it is very rare that anyone parks there anyway, since it's all back-on to the subdivisions, and so far nobody has expressed any interest in that except yourself!

Then, to accommodate between Teresa Ct. and Ragle Road, they recommend removal of the medians, because we need to preserve the street parking that is there near the park, and we don't have full right of way on the North side. (That will drive up the cost for that segment, and probably thus relegate it to a lower priority than other easier-to-accomplish projects.)

I've attached a copy of the map with the City-wide recommendations.

A "Sharrow" is a shared bicycle and parking lane (i.e. extra wide parking lane with bike symbols in it.

That is the Readers Digest version. The excruciating details are all available from Engineering, upon request. You may submit written comments on any of it to me, any time, if you have them.

Stay well. Go Giants! Sue

*Susan Kelly, Engineering Director*

10/26/2010

City of Sebastopol  
714 Johnson Street  
Sebastopol, CA 95472  
Phone: (707) 823-2151  
Fax: (707) 823-4721  
e-mail: [suekelly@sonic.net](mailto:suekelly@sonic.net)

---

**From:** Richard Johnson [mailto:rmj52@sonic.net]  
**Sent:** Tuesday, October 26, 2010 1:12 PM  
**To:** [suekelly@sonic.net](mailto:suekelly@sonic.net)  
**Subject:** Bike Lane Study

Hello Sue,

I cannot attend the workshop on Thursday. Can you tell me what is planned for Covert Lane?  
( Reader's Digest version is good enough). My assumption is that parking would be eliminated since the roadway is already pretty narrow, but maybe something else is planned? And I have no idea what a "sharrow" is!

Thanks. Hope all is well with you

Richard Johnson

499 Hansen Lane

## Susan Kelly

---

**From:** Matthew and Larkin Morgan <somethin@sonic.net>  
**Sent:** Monday, November 29, 2010 2:15 PM  
**To:** Susan Kelly  
**Cc:** Matthew and Larkin Morgan  
**Subject:** Comments re: Bike Lane Feasibility Study

Susan,

Here is my response to the bike lane feasibility study.

Sincerely,

Larkin Morgan  
6859 Fannen Avenue  
Sebastopol, CA

As a resident of Sebastopol and a mother with two young children, who uses a bicycle for 95% of my transportation, I am grateful to know the City of Sebastopol is taking steps towards accommodating all forms of transportation through town. I look forward to a time when I do not have to bend the rules of the road in order to create safe bicycle routes through town for my children. After going through the details, I have found the recent bike lane feasibility study to be well thought out and it makes the best recommendations available, given the particular challenges of Sebastopol roads.

The only safety issue I have is this: I am an avid bicycle commuter but I will NOT ride Pleasant Hill Road between Elphick and Bodega Hwy. This is a very unsafe road for cyclists and I am concerned that posting signs labeling Pleasant Hill as a bike route will give a very wrong impression to cyclists who are unfamiliar with the dangers of this road. I look forward to a day when Pleasant Hill can be a safe path for cyclists but in it's current condition, I would want caution signs in a prominent position next to any posted bike route signs.

As brought up during the community workshop, parking will be one of the issues of contention when looking at the feasibility study recommendations. As a resident of the Fannen/Eleanor/Walker Avenue neighborhood, I would like to speak in favor of removing parking along Petaluma Avenue, between Walker and Fannen. As it is, the road is curved and parked cars limit visibility for car drivers heading North along Petaluma Avenue. This is the scariest section of Petaluma avenue for me as I cycle towards home when I do errands in the South end of town. Removing parking would not only provide room for a bike lane, but it will greatly improve visibility and safety for all road and sidewalk users along that section. All residents and businesses in this area have off-street parking access. I walked and confirmed this last week. They might like the convenience of parking on the street, but I hope all my neighbors recognize that safety is a high priority and very few Sebastopol residents enjoy the easy access to downtown that we ourselves enjoy.

I look forward to seeing the funding obtained to move forward with this project and I hope to see these on-street bike lanes making good connections with current class 1 bike lanes serving the City.

**Mary Jo Yung**

---

**From:** Susan Kelly [suekelly@sonic.net]  
**Sent:** Monday, November 15, 2010 2:56 PM  
**To:** 'Rick Pepper'  
**Cc:** Mary Jo Yung  
**Subject:** RE: Comments on the proposed Bike/ped plan

Thanks, Rick—I'm copying Mary Jo at W-Trans so she can bask in the nice comments. Sue

*Susan Kelly, Engineering Director*  
*City of Sebastopol*  
*714 Johnson Street*  
*Sebastopol, CA 95472*  
*Phone: (707) 823-2151*  
*Fax: (707) 823-4721*  
*e-mail: [suekelly@sonic.net](mailto:suekelly@sonic.net)*

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**From:** Rick Pepper [mailto:rick@ahavisual.com]  
**Sent:** Monday, November 15, 2010 2:52 PM  
**To:** suekelly@sonic.net  
**Subject:** Comments on the proposed Bike/ped plan

Hi, Sue

I think the folks at WTrans did some great work. I'm all for what they've done, with the possible exception of designating Pleasant Hill Road (S) as a Bike Route. I'm an experienced cyclist and navigate that road all the time, but it's narrow and traffic does really move on it, and the sight lines are short in places. It may be a mistake to route cyclists on that road until some attention can be paid to make it safer for the general cycling public.

Otherwise, great job, and I look forward to the day when it is implemented!

Show me a town that has a great cycling corridor/plan and I'll show you a town that is doing well. If you build it, they will come!

Kind regards,

-Rick

--

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## Sebastopol TrailMakers Bike Feasibility Response

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Sebastopol TrailMakers was delighted by the recommendations made for bike travel improvements along the roads of Sebastopol. These improvements will be a huge step toward easing the difficulty of getting around Sebastopol on a bike. Given the restrictions and obstacles that one has to work around, these recommendations are impressive.

The improvements suggested for the main corridors crossing Sebastopol are especially important. Sebastopol is a compact town where biking can be a reasonable way to travel once bikes are accommodated, and the Hwy 116 and 12 areas of town are the biggest problems. Unfortunately traffic lanes will be narrowed and parking lost to accomplish these goals. For bikes to be used in the heavy traffic area of our town people have to feel safe. We agree that it is essential to remove this parking to accomplish this. Given that biking has been given little or no accommodation in deference to the automobile, these are reasonable tradeoffs. When it does feel safe, all these improvements will be well used and appreciated by the whole town.

It would be of value to those reviewing the study to have the complete picture explained. Several routes of the master plan were not included in this study. Please include in the final report/map what the plan is for these routes.

The following are Sebastopol TrailsMakers comments and ideas relative to the Preliminary Bike Lane Feasibility Study presented on October 28.

- 1) The Class II lanes on 116 North and South beyond the study area.
- 2) Washington Ave thru to Pleasant Hill.
- 3) Pleasant Hill Road South was presented as a Class III. This road is a major connector to the rural environs of the city and provides access to both Twin Hills Middle School and Pleasant Hill Christian School. We would like a more rigorous study of the potential Class I or II trail on the City's portion of the road. Currently there is 4' class I path that is on the Westside opposite the Cemetery and then switches to the eastside south of the cemetery. Our group has spoken to the landowner of the cemetery to the east of Pleasant Hill and he was very open to potential trails. It is recommended that the County also should ....
- 4) It is recommended that the plan show the County's Bike Master Plan to ensure coordination to accommodate what is proposed by the County plan.

- 5) Concerns were raised about the loss of parking on Petaluma Avenue due to the proposed Class II bike lane. Our group's standard biking safety should be considered first in this decision. If parking and a Class II bike lane co-exist, we would find this acceptable. If not, we strongly prefer the consultant's removal of parking to accommodate the Class II bike lane.

While these recommendations may create a great improvement, since we have no designated bike corridors now, much more needs to be done. Getting across town on either the Hwy 12 or 116 corridor will still be limited to just the experienced and confident riders, as the bikers in areas will be riding three feet away from a stream of vehicle passing by 25 mph faster. Even for the experienced, this is nervous, uncomfortable riding.

We appreciate in advance your consideration of our group's recommendations and comments.

Thank you for your efforts. We are very hopeful of the city's efforts to improve safe bike access throughout the city and look forward to continuing to work with you toward this goal.

Sincerely,

Sebastopol Trailmakers

**Sebastopol Bike Lane Feasibility Study**  
**Community Workshop 10/28/10**  
**Summary of Verbal Comments**

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Bike lanes vs. shared lane markings on Petaluma Avenue? Loss of parking is an issue.

Are all public comments part of the project record?

Washington Extension as an alternate route?

What is a bike route?

City limit on Pleasant Hill?

What can be done on Pleasant Hill Road south of town?

Identify schools as a component of this effort. Prioritize those routes & connections

Can sidewalks work as bikeways?

Map legend should include class designation.

Is Sebastopol Avenue safe for Bicyclists? Alternate Route using the Joe Rodota?

Shared Lane marking – what purpose does it serve?

European Cycle Track Model?

Bike lanes help existing bicyclists & encourage more riders.

Parking displacement especially near Plaza is a concern.

Need better public notice of the proposed recommendations

Class I facility plan (by others) – how fit with this study?

Makes sense to connect state highway(s) Class II's. Existing on 116 North, planned for extensions north and south.

Any bike counts in Sebastopol?

Parking at St. Sebastian's heavily used, for numerous activities. Where displaced cars to park? Quantify loss of spaces where removal recommended.

Concerned about removal of southbound lane on North Main. Reduction in number of lanes is a concern, especially relative to driving a bleeding passenger in an emergency.

Without bike counts, how sure the bike lanes are necessary?

Build bike lanes for safe passage to/from places, especially schools.

Want all questions recorded.

Will you define 'bike route'?

Identify Safe Routes to School in Plan

Zimpher considered?

Bodega near library use sidewalks? Seems wide enough.

Nervous about encouraging bikes to use Sebastopol Avenue/Bodega in area recommended for Sharrows.

Will you define 'sharrows'?

Concerned about displacement of parking on Petaluma Avenue near hospital and at Plaza. Parking demand could be pushed onto side streets, for example.

What about bike lanes on Gravenstein HwyNorth?

Quantify & show on a map where parking will be removed.

City has insufficient data to show need for bike lanes.

Public notice of parking removal is essential.

### Parking Inventory







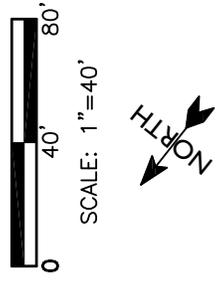
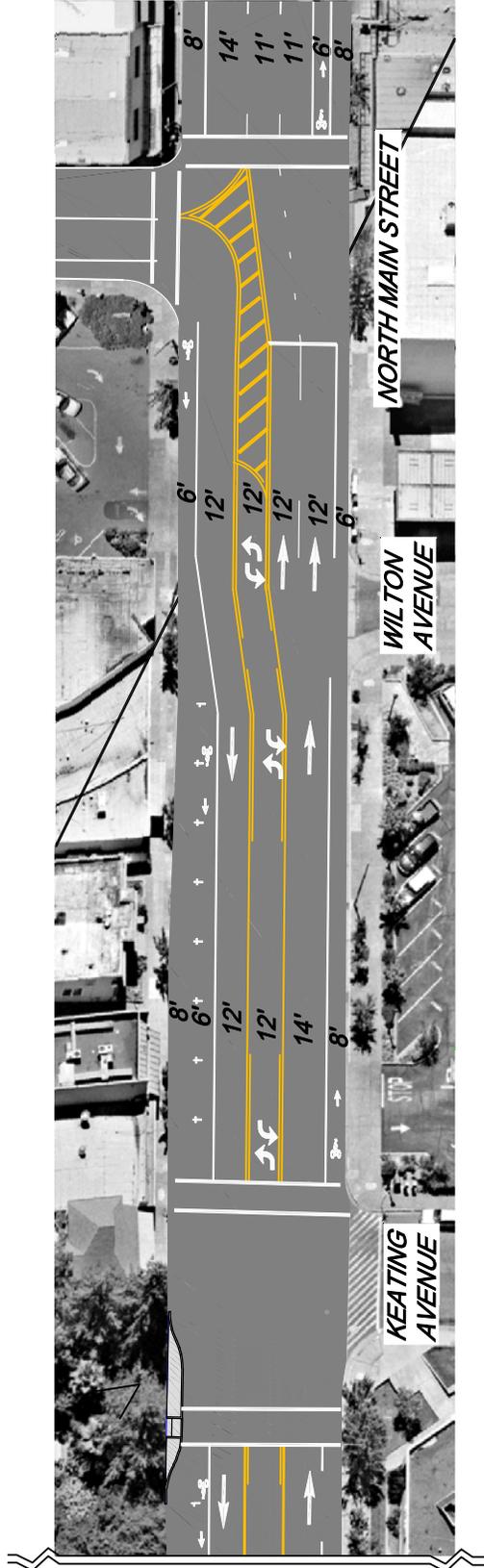
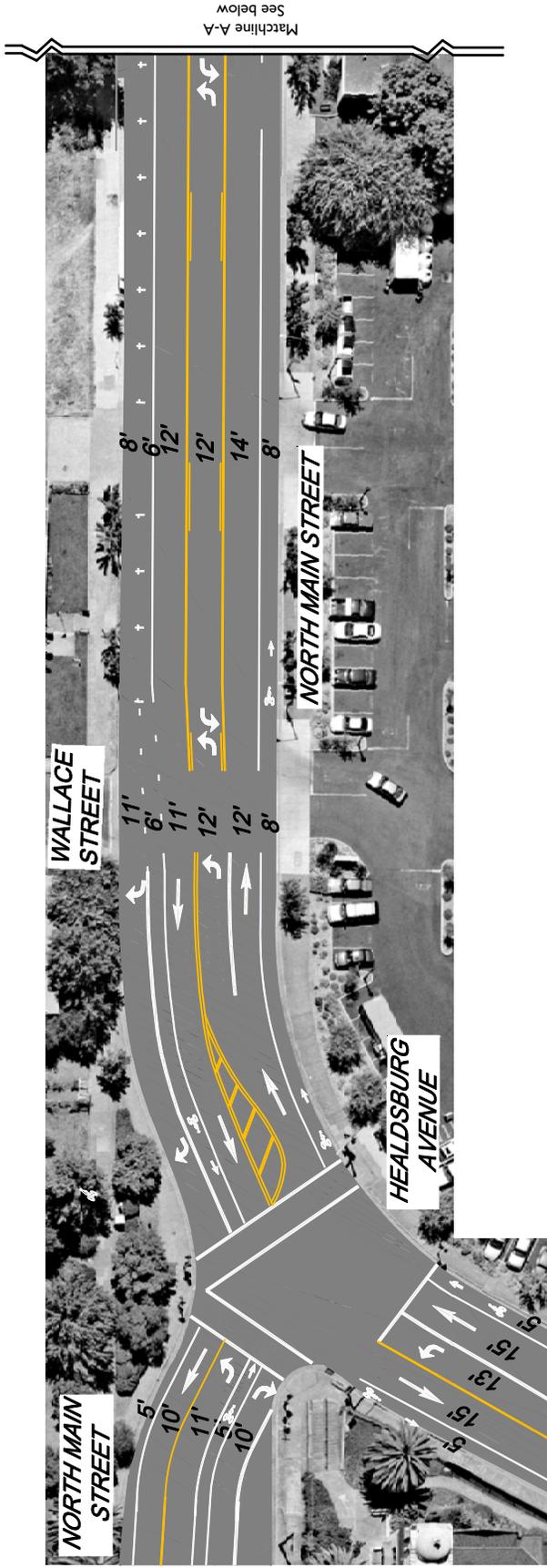


Petaluma Avenue and North Main Street Conceptual Designs



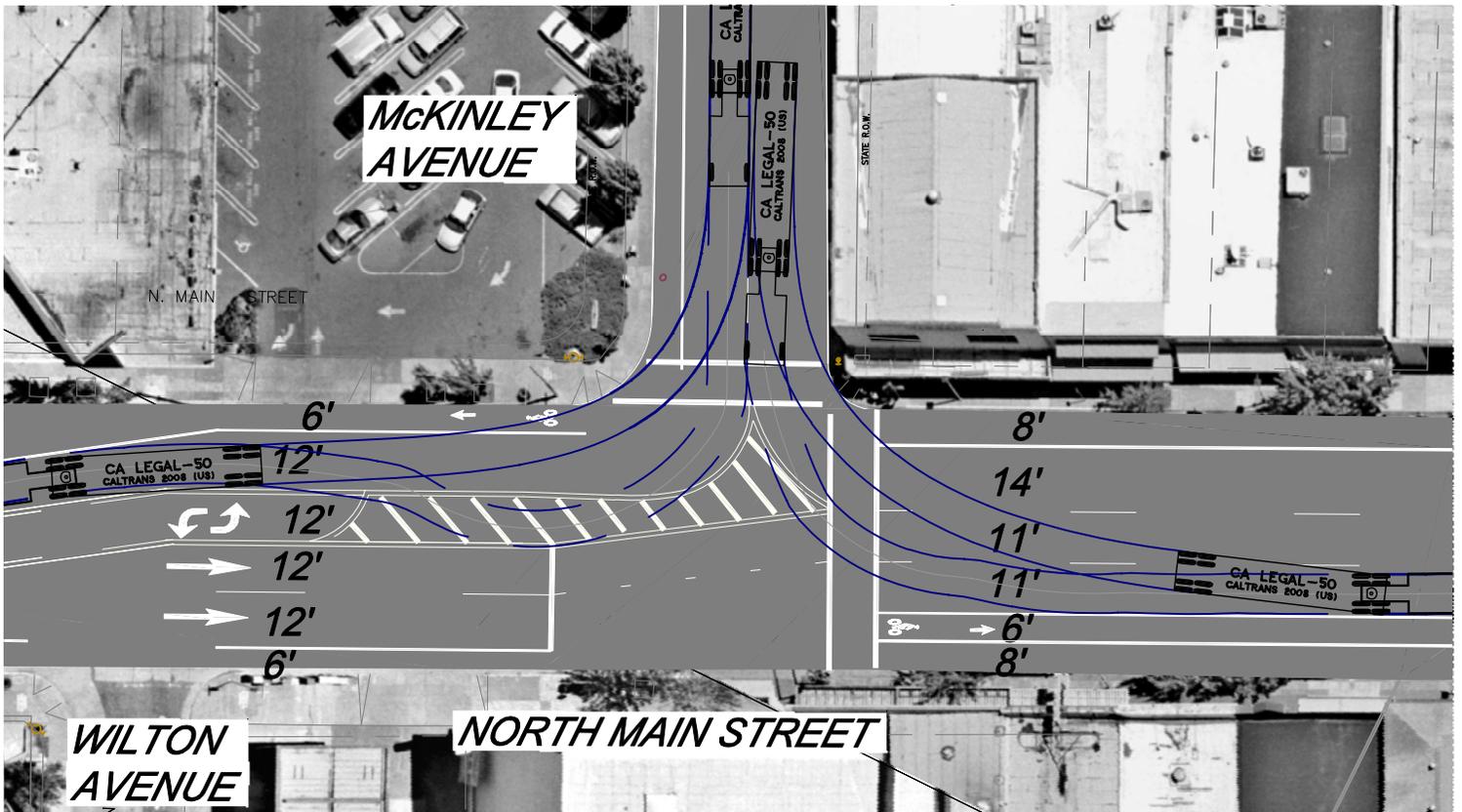
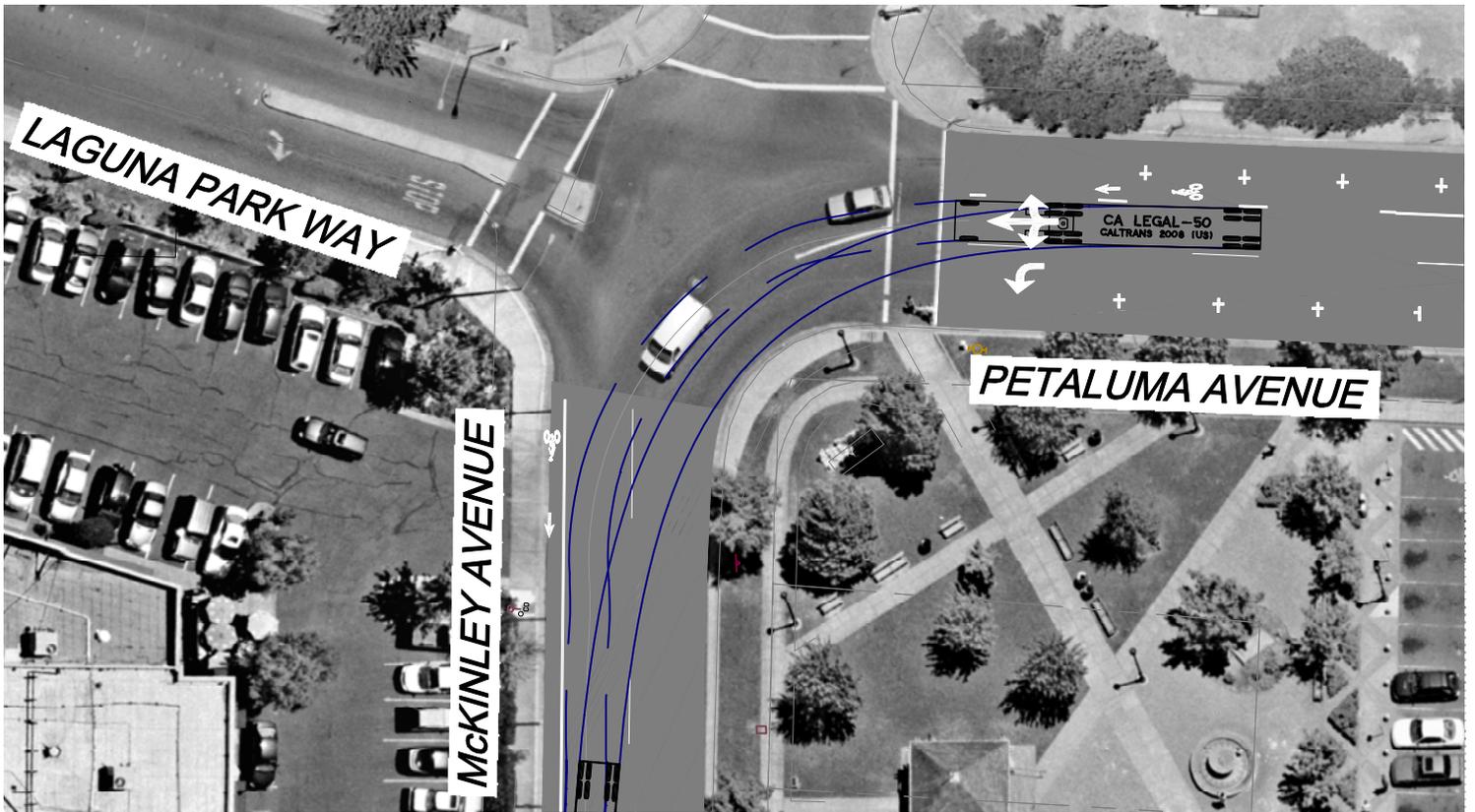


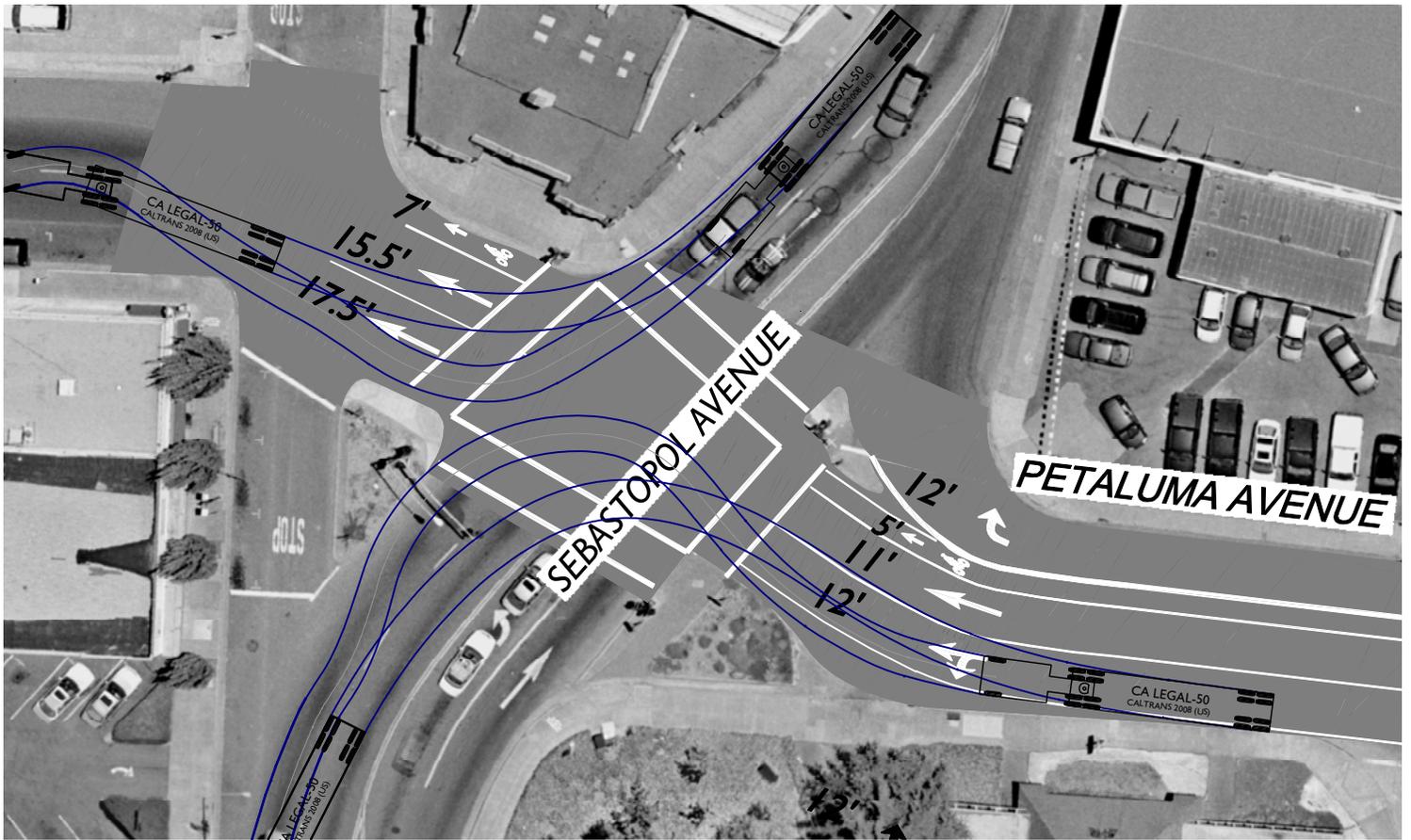




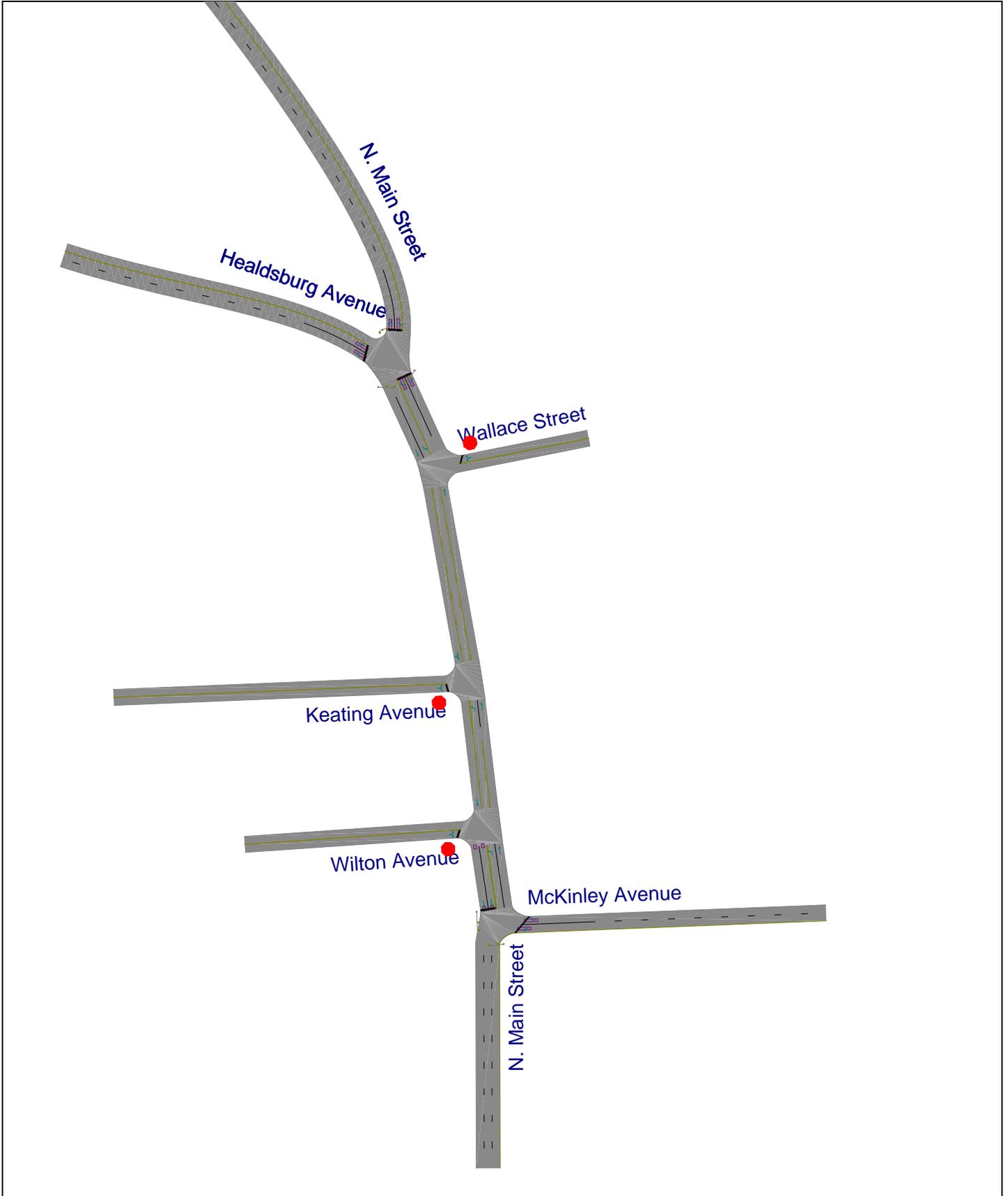
Bike Lane Feasibility Study  
City of Sebastopol

North Main Street Road Diet- Healdsburg Avenue to McKinley Avenue  
Conceptual Lane Configuration





Scale 1" = 40'



Lanes, Volumes, Timings  
 2: McKinley Avenue & N. Main Street



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø3	ø4	ø6
Lane Configurations									
Volume (vph)	164	869	0	0	0	887			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95			
Ped Bike Factor	0.99								
Frt		0.850							
Flt Protected	0.950								
Satd. Flow (prot)	1770	1583	0	0	0	3539			
Flt Permitted	0.950								
Satd. Flow (perm)	1753	1583	0	0	0	3539			
Right Turn on Red	Yes	Yes		Yes					
Satd. Flow (RTOR)	29								
Link Speed (mph)	30		30			30			
Link Distance (ft)	491		359			148			
Travel Time (s)	11.2		8.2			3.4			
Confl. Peds. (#/hr)	10								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Adj. Flow (vph)	178	945	0	0	0	964			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	178	945	0	0	0	964			
Turn Type		custom							
Protected Phases	8					2	3	4	6
Permitted Phases		2 3 4 8							
Detector Phase	8	2 3 4 8				2			
Switch Phase									
Minimum Initial (s)	4.0					4.0	4.0	4.0	4.0
Minimum Split (s)	20.0					8.0	8.0	20.0	20.0
Total Split (s)	28.0	78.0	0.0	0.0	0.0	22.0	8.0	20.0	22.0
Total Split (%)	56.0%	156.0%	0.0%	0.0%	0.0%	44.0%	16%	40%	44%
Maximum Green (s)	24.0					18.0	4.0	16.0	18.0
Yellow Time (s)	3.5					3.5	3.5	3.5	3.5
All-Red Time (s)	0.5					0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0			
Lead/Lag							Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	
Vehicle Extension (s)	3.0					3.0	3.0	3.0	3.0
Recall Mode	None					None	None	None	Min
Walk Time (s)	5.0							5.0	5.0
Flash Dont Walk (s)	11.0							11.0	11.0
Pedestrian Calls (#/hr)	0							0	0
Act Effct Green (s)	19.3	52.0				24.6			
Actuated g/C Ratio	0.37	1.00				0.47			
v/c Ratio	0.26	0.60				0.58			
Control Delay	9.4	1.7				12.1			
Queue Delay	0.0	0.0				0.0			
Total Delay	9.4	1.7				12.1			
LOS	A	A				B			
Approach Delay	2.9					12.1			

## Lanes, Volumes, Timings

### 2: McKinley Avenue & N. Main Street



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø3	ø4	ø6
Approach LOS	A					B			
Queue Length 50th (ft)	29	0				108			
Queue Length 95th (ft)	53	0				137			
Internal Link Dist (ft)	411		279			68			
Turn Bay Length (ft)									
Base Capacity (vph)	842	1581				1676			
Starvation Cap Reductn	0	0				0			
Spillback Cap Reductn	0	0				0			
Storage Cap Reductn	0	0				0			
Reduced v/c Ratio	0.21	0.60				0.58			

#### Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	52
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	7.1
Intersection LOS:	A
Intersection Capacity Utilization:	57.1%
ICU Level of Service:	B
Analysis Period (min):	15

#### Splits and Phases: 2: McKinley Avenue & N. Main Street

ø2	ø4	ø3
22 s	20 s	8 s
ø6	ø8	
22 s	28 s	

### Lanes, Volumes, Timings 3: Healdsburg Avenue & N. Main Street



Lane Group	EBL	EBR	SBL	SBR	NWL	NWR
Lane Configurations						
Volume (vph)	74	681	202	158	919	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.850		0.850		0.850
Flt Protected	0.950		0.950		0.950	
Satd. Flow (prot)	1770	1583	1770	1583	1770	1583
Flt Permitted	0.950		0.950		0.950	
Satd. Flow (perm)	1770	1583	1770	1583	1770	1583
Right Turn on Red		Yes		Yes		Yes
Satd. Flow (RTOR)		284		172		126
Link Speed (mph)	30		30		30	
Link Distance (ft)	530		665		157	
Travel Time (s)	12.0		15.1		3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	740	220	172	999	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	740	220	172	999	126
Turn Type		custom		custom		Perm
Protected Phases	7	4	1		8	
Permitted Phases				6		8
Detector Phase	7	4	1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	8.0	59.0	21.0	21.0	51.0	51.0
Total Split (%)	10.0%	73.8%	26.3%	26.3%	63.8%	63.8%
Maximum Green (s)	4.0	55.0	17.0	17.0	47.0	47.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead				Lag	Lag
Lead-Lag Optimize?	Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)		5.0		5.0	5.0	5.0
Flash Dont Walk (s)		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0	0
Act Effct Green (s)	4.0	52.8	13.8	13.8	44.7	44.7
Actuated g/C Ratio	0.05	0.71	0.18	0.18	0.60	0.60
v/c Ratio	0.83	0.62	0.67	0.40	0.94	0.13
Control Delay	96.7	6.1	40.0	7.7	33.3	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.7	6.1	40.0	7.7	33.3	1.9
LOS	F	A	D	A	C	A
Approach Delay	14.9		25.8		29.7	
Approach LOS	B		C		C	
Queue Length 50th (ft)	39	77	100	0	394	0

### Lanes, Volumes, Timings 3: Healdsburg Avenue & N. Main Street



Lane Group	EBL	EBR	SBL	SBR	NWL	NWR
Queue Length 95th (ft)	#123	182	170	48	#732	20
Internal Link Dist (ft)	450		585		77	
Turn Bay Length (ft)						
Base Capacity (vph)	96	1252	408	497	1127	1054
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.59	0.54	0.35	0.89	0.12

#### Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	74.7
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	23.9
Intersection LOS:	C
Intersection Capacity Utilization	76.2%
ICU Level of Service	D
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

#### Splits and Phases: 3: Healdsburg Avenue & N. Main Street



## Lanes, Volumes, Timings

### 2: McKinley Avenue & N. Main Street



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø3	ø4	ø6
Lane Configurations	↶	↷				↶↷			
Volume (vph)	167	934	0	0	0	960			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95			
Ped Bike Factor	0.99								
Frt		0.850							
Flt Protected	0.950								
Satd. Flow (prot)	1770	1583	0	0	0	3539			
Flt Permitted	0.950								
Satd. Flow (perm)	1753	1583	0	0	0	3539			
Right Turn on Red	Yes	Yes		Yes					
Satd. Flow (RTOR)	21								
Link Speed (mph)	30		30			30			
Link Distance (ft)	491		359			148			
Travel Time (s)	11.2		8.2			3.4			
Confl. Peds. (#/hr)	10								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Adj. Flow (vph)	182	1015	0	0	0	1043			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	182	1015	0	0	0	1043			
Turn Type		custom							
Protected Phases	8					2	3	4	6
Permitted Phases		2 3 4 8							
Detector Phase	8	2 3 4 8				2			
Switch Phase									
Minimum Initial (s)	4.0					4.0	4.0	4.0	4.0
Minimum Split (s)	20.0					8.0	8.0	20.0	20.0
Total Split (s)	28.0	78.0	0.0	0.0	0.0	22.0	8.0	20.0	22.0
Total Split (%)	56.0%	156.0%	0.0%	0.0%	0.0%	44.0%	16%	40%	44%
Maximum Green (s)	24.0					18.0	4.0	16.0	18.0
Yellow Time (s)	3.5					3.5	3.5	3.5	3.5
All-Red Time (s)	0.5					0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0			
Lead/Lag							Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	
Vehicle Extension (s)	3.0					3.0	3.0	3.0	3.0
Recall Mode	None					None	None	None	Min
Walk Time (s)	5.0							5.0	5.0
Flash Dont Walk (s)	11.0							11.0	11.0
Pedestrian Calls (#/hr)	0							0	0
Act Effct Green (s)	19.9	52.5				24.5			
Actuated g/C Ratio	0.38	1.00				0.47			
v/c Ratio	0.27	0.64				0.63			
Control Delay	9.8	2.0				13.2			
Queue Delay	0.0	0.0				0.0			
Total Delay	9.8	2.0				13.2			
LOS	A	A				B			
Approach Delay	3.2					13.2			

## Lanes, Volumes, Timings

### 2: McKinley Avenue & N. Main Street



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø3	ø4	ø6
Approach LOS	A						B		
Queue Length 50th (ft)	31	0							132
Queue Length 95th (ft)	56	0							153
Internal Link Dist (ft)	411		279						68
Turn Bay Length (ft)									
Base Capacity (vph)	830	1568							1650
Starvation Cap Reductn	0	0							0
Spillback Cap Reductn	0	0							0
Storage Cap Reductn	0	0							0
Reduced v/c Ratio	0.22	0.65							0.63

#### Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	52.5
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	7.9
Intersection LOS:	A
Intersection Capacity Utilization:	61.2%
ICU Level of Service:	B
Analysis Period (min):	15

#### Splits and Phases: 2: McKinley Avenue & N. Main Street

ø2	ø4	ø3
22 s	20 s	8 s
ø6	ø8	
22 s	28 s	

### Lanes, Volumes, Timings 3: Healdsburg Avenue & N. Main Street



Lane Group	EBL	EBR	SBL	SBR	NWL	NWR
Lane Configurations						
Volume (vph)	107	683	233	191	923	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.850		0.850		0.850
Flt Protected	0.950		0.950		0.950	
Satd. Flow (prot)	1770	1583	1770	1583	1770	1583
Flt Permitted	0.950		0.950		0.950	
Satd. Flow (perm)	1770	1583	1770	1583	1770	1583
Right Turn on Red		Yes		Yes		Yes
Satd. Flow (RTOR)		188		208		173
Link Speed (mph)	30		30		30	
Link Distance (ft)	530		665		157	
Travel Time (s)	12.0		15.1		3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	116	742	253	208	1003	173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	742	253	208	1003	173
Turn Type		custom		custom		Perm
Protected Phases	7	4	1		8	
Permitted Phases				6		8
Detector Phase	7	4	1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	11.0	69.0	21.0	21.0	58.0	58.0
Total Split (%)	12.2%	76.7%	23.3%	23.3%	64.4%	64.4%
Maximum Green (s)	7.0	65.0	17.0	17.0	54.0	54.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead				Lag	Lag
Lead-Lag Optimize?	Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)		5.0		5.0	5.0	5.0
Flash Dont Walk (s)		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0	0
Act Effct Green (s)	7.1	62.0	15.4	15.4	50.8	50.8
Actuated g/C Ratio	0.08	0.73	0.18	0.18	0.59	0.59
v/c Ratio	0.79	0.62	0.79	0.46	0.95	0.17
Control Delay	77.3	6.9	53.4	8.4	36.5	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.3	6.9	53.4	8.4	36.5	1.7
LOS	E	A	D	A	D	A
Approach Delay	16.4		33.1		31.4	
Approach LOS	B		C		C	
Queue Length 50th (ft)	66	123	137	0	483	0

### Lanes, Volumes, Timings 3: Healdsburg Avenue & N. Main Street



Lane Group	EBL	EBR	SBL	SBR	NWL	NWR
Queue Length 95th (ft)	#163	214	#250	57	#798	24
Internal Link Dist (ft)	450		585		77	
Turn Bay Length (ft)						
Base Capacity (vph)	147	1261	356	485	1131	1074
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.59	0.71	0.43	0.89	0.16

#### Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 85.5  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay: 26.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 80.0%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

#### Splits and Phases: 3: Healdsburg Avenue & N. Main Street

