

CITY OF SEBASTOPOL
CITY COUNCIL
STAFF REPORT

Meeting Date: October 4, 2016
 To: Honorable Mayor and Honorable City Councilmembers
 From: Henry Mikus, Engineering Manager
 Subject: Informational Item: Traffic and Safety Issues (Bodega Avenue Areas/Willow/Jewell Street Intersection)
 Recommendation: Provide direction for further analysis for follow-up discussion at the November 1, 2016 Council meeting.
 Funding: Currently Budgeted: Yes No N/A
 Net General Fund Cost: \$ none
 \$99,267 total cost for all four projects would be paid for from several sources:
 Traffic Impact Fund, Pavement Fund, and CVS settlement

INTRODUCTION: W-Trans, an engineering consulting firm, has been retained by the City via several amendments to the firm’s master agreement with the City, to provide assistance and technical expertise on the following projects:

- a. Local Streets Bicycle/Pedestrian Pathways Design.
- b. Pedestrian Crossings Safety Study for Bodega Avenue (Stop Light Discussions)
- c. Discussion and Action on Results of the W-Trans Study and Recommendations for Willow Street/Jewell Avenue Intersection
- d. Traffic Synchronization Study (funded by CVS settlement)

Steve Weinberger, W-Trans Principal, will be presenting a report to the Council on the above-listed projects. His written report is attached.

BACKGROUND: All four projects have some history that is pertinent to discussion:

- a. Bike pathways: The City, as part of its Bicycle and Pedestrian Plan, seeks to improve its bicycle and pedestrian pathways, including providing a safe but relatively direct connection between the two Class 1 pathways that reach the City. These are the east-west Joe Rodota Trail, and the north-south West County Trail. W-trans is providing the design for those pathways that traverse our own locally owned streets.
- b. Bodega Avenue Safety Study: As a result of citizen input over concerns about the Bodega/Nelson intersection, W-Trans was retained to do a corridor safety study with a focus traffic calming and crosswalks.
- c. Willow-Jewell Intersection: Also due to citizen input, in this case concern over near-misses at the Willow-Jewell intersection, W-Trans is providing some alternate alignments to enhance safety.
- d. Traffic Synchronization: The “center city” intersections between SR 116 and SR 12 are being examined, together with adjacent intersections, to see if traffic flow can improve via synchronized signals.

DISCUSSION: W-Trans is seeking Council feedback in order to return with more details and information for the Council's November 1, 2016 meeting:

- a. Bike pathways: W-Trans has developed cross sections, and will discuss the effects of bike paths on parking, lane widths, turn lanes, and medians.
- b. Bodega Avenue Safety Study: various traffic counts will be used to assess each intersection tallied against state standards (warrants) to see what manner of traffic control would be suitable. Input is sought to allow fine-tuning of recommendations for November 1, 2016.
- c. Willow-Jewell intersection: W-Trans is developing up to five possible scenarios, and would like to focus on the two that are preferred.
- d. Traffic synchronization: initial study results will be presented, looking for comment and input prior to a final report.

RECOMMENDATION: Provide direction on key questions as outlined in the W-Trans report for further work by staff and W-Trans.

Attachment(s):

W-Trans Report



Memorandum

Date: September 15, 2016
To: Mr. Henry Mikus
City of Sebastopol
Project: SEB042,046,048,050
From: Steve Weinberger
sweinberger@w-trans.com
Subject: W-Trans Staff Report for Oct 4 Council Meeting

As discussed, on October 4th, I will attend the Sebastopol City Council meeting to present a status report on our ongoing projects. Here is a summary for your staff report.

Steve Weinberger, of W-Trans, will present a status report on their current ongoing transportation projects for the City including:

- Bike Facility Designs for Local Streets
- Pedestrian Crossings Safety Study for Bodega Avenue
- Intersection Alternatives for Jewell Avenue/Willow Street
- Traffic Signal Coordination Review

Following is a summary of the project task, the current status and next steps. Note: Steve Weinberger is also scheduled to provide a followup on these items at the November 1, 2016 Council meeting.

Bike Facility Designs for Local Streets

Project Task

The work in progress includes the production of design plans for Class II (bike lanes) and Class III (Sharrows or Bike Route Signage) on local City streets. (This work does not include the design of Class II bike lanes on State Route 116 through the City. That work is separate and on a different work course.) W-Trans completed the *Bike Lane Feasibility Study* in 2011, so developed the initial concepts for these local streets. Following are the streets which are planned for the various levels of bike facilities.

Streets to Receive Class II Bike Lanes

- North Main Street (Healdsburg Avenue to Eddie Lane)
- Laguna Park Way
- Morris Street (Sebastopol Road to Eddie Lane)
- Covert Lane (Healdsburg Avenue to Ragle Road)
- Bodega Avenue (Washington Avenue to City Limits)

Streets to Receive Sharrow Markings (Class III)

- Washington
- Murphy
- Valentine
- Pleasant Hill
- Bodega
- Ragle
- Willow
- Sebastopol Avenue

Streets to Receive Route Sign Installation (Class III)

- Burnett
- High
- Pitt
- Wilton
- Jewell
- Washington
- Zimpher
- Pleasant Hill
- Fellers
- Hayden
- Woodland
- McFarlane
- Lynch
- Lynch
- Danmar
- Norlee

Current Status

A first draft of the Class II bike lane designs will be complete at the time of the hearing. Sections of these roadways will be shown with highlights of areas which will result in altered conditions such as: Loss of Parking, Narrow Travel Lanes, Loss of Turn Lanes, Loss of Medians, etc.

Next Steps

Based on comments received from Council, the design plans will be updated as appropriate. These updated plans can be brought back to Council on November 1.

Pedestrian Crossings Safety Study for Bodega Avenue

Project Task

The work task includes an evaluation of existing marked crosswalks at 'uncontrolled' (i.e., non-signalized) intersections on Bodega Avenue in order to improve pedestrian crossing safety at these locations. Although the study will consider the corridor as a whole, the following intersections will receive detailed analysis:

1. Bodega Avenue/Florence Avenue
2. Bodega Avenue/Washington Avenue
3. Bodega Avenue/Robinson Road
4. Bodega Avenue/Nelson Way-Gold Ridge Farm
5. Bodega Avenue/Ragle Road

The process includes vehicle traffic volume data counts, pedestrian crossing counts, vehicle speed surveys on Bodega Avenue, examination of collision records, and field reviews.

“Warrant Evaluations” will be completed for each of the focused study intersection using the State of California *Manual on Uniform Traffic Control Devices* (CA MUTCD) or national pedestrian safety improvement warrants published by the National Cooperative Highway Research Program (NCHRP) for each of the following improvement alternatives.

- Traffic signal
- Pedestrian hybrid beacon (HAWK)
- In-Roadway Warning Lights (IRWL)
- Rectangular Rapid Flashing Beacon (RRFB)
- High Visibility crosswalk markings and signs

Current Status

Vehicle and pedestrian traffic counts were completed in mid-September. The results of this data is currently under analysis. The results of the warrant study for each of the locations and recommendations for improvement measures will be presented at the hearing.

Next Steps

Based on comments received from Council, additional issues will be investigated and recommendations will be fine-tuned. These updated recommendations and graphics showing the modifications will be brought back to Council on November 1 for final review and approval.

Intersection Alternatives for Jewell Avenue/Willow Street

Project Task

W-Trans has been tasked with developing alternative intersection geometrics for the intersection of Jewell Avenue/Willow Street. Up to four or five alternatives will consider the use of the excess pavement currently available at the intersection and will incorporate geometrics which slow traffic, process vehicle turning movements, accommodate bicycles and create safer pedestrian crossings.

Current Status

The design of five alternatives are in progress and will be unveiled at the hearing. These will include:

1. Closure of the northern curved section of Willow Street while maintaining the existing island.
2. Creation of a new T intersection with the Willow Street alignment relocated to the center area, eliminating the existing island with narrowing on each side.
3. Closure of the southern straight section of Willow Street with realignment of the northern section to eliminate the curve while maintaining the existing island.
4. Redesign of the intersection as a mini-roundabout.
5. Conversion of Willow Street to one-way sections on either side of the existing median with some narrowing on either side.

Issues such as pedestrian connectivity and crossings, parking, vehicle speeds, neighborhood driveway access, impact to utilities, etc. will be discussed for each option.

Next Steps

Based on comments received from Council, up to two of the alternatives will be updated with additional design details. These updated concept plans will be brought back to Council on November 1 for final review and approval.

Traffic Signal Coordination Review

Project Task

W-Trans has been tasked with reviewing traffic signal operations at intersections on the State Route 12 and State Route 116 junction in the City of Sebastopol, then recommending operational improvement options.

The study intersections in the evaluation includes:

- SR 12 (Sebastopol Avenue)/Morris Street
- SR 12 (Sebastopol Avenue)/SR 116 (Petaluma Avenue)
- Bodega Avenue-SR 12 (Sebastopol Avenue)/SR 116 (N Main Street)
- Bodega Avenue/Dutton Avenue-Jewell Avenue
- SR 116 (N Main Street)/SR 116 (McKinley Street)
- SR 116 (N Main Street)-SR 116 (Healdsburg Avenue)/N Main Street-High School Road

The process includes field reviews, review of collision data, a review of signal operations using a Synchro modeling program, and a report presenting:

- cost-benefit comparison of alternatives
- recommend optimum alternative
- findings and recommendations

Current Status

An overview of the process and initial findings of the traffic signal operations will be presented.

Next Steps

If the Council wishes, more definitive recommendations to the signal timing can be brought back to the Council on the November 1st hearing.