

# SR116 Corridor Safety Study



**City Council Meeting  
August 3, 2021**

## Outline for Presentation

1. Purpose and Need for Phase 2 Study
2. Background – Phase 1 Study
3. Recommendations – Phase 2
4. Concept Plans
5. 116/Covert Lane Intersection Control Evaluation.

## Council direction to staff for Phase 1 Study

**Petaluma Avenue/Depot Street** – Continue to work with Caltrans to remove the existing crosswalk and to install low fence rails should be installed on both side of the street to channelize pedestrians.

**South Main Street/Burnett Street** – Prioritize improvements at the intersection and complete a concept plan for crossing improvements.

**Petaluma Avenue/McKinley Street** – Continue to work with Caltrans to enhance safety conditions at this pedestrian crossing. Complete a concept plan for crossing improvements.

**Missing Sidewalk Sections** – The City should budget sidewalk improvements at the five locations referenced in the report which currently have sidewalk gaps.

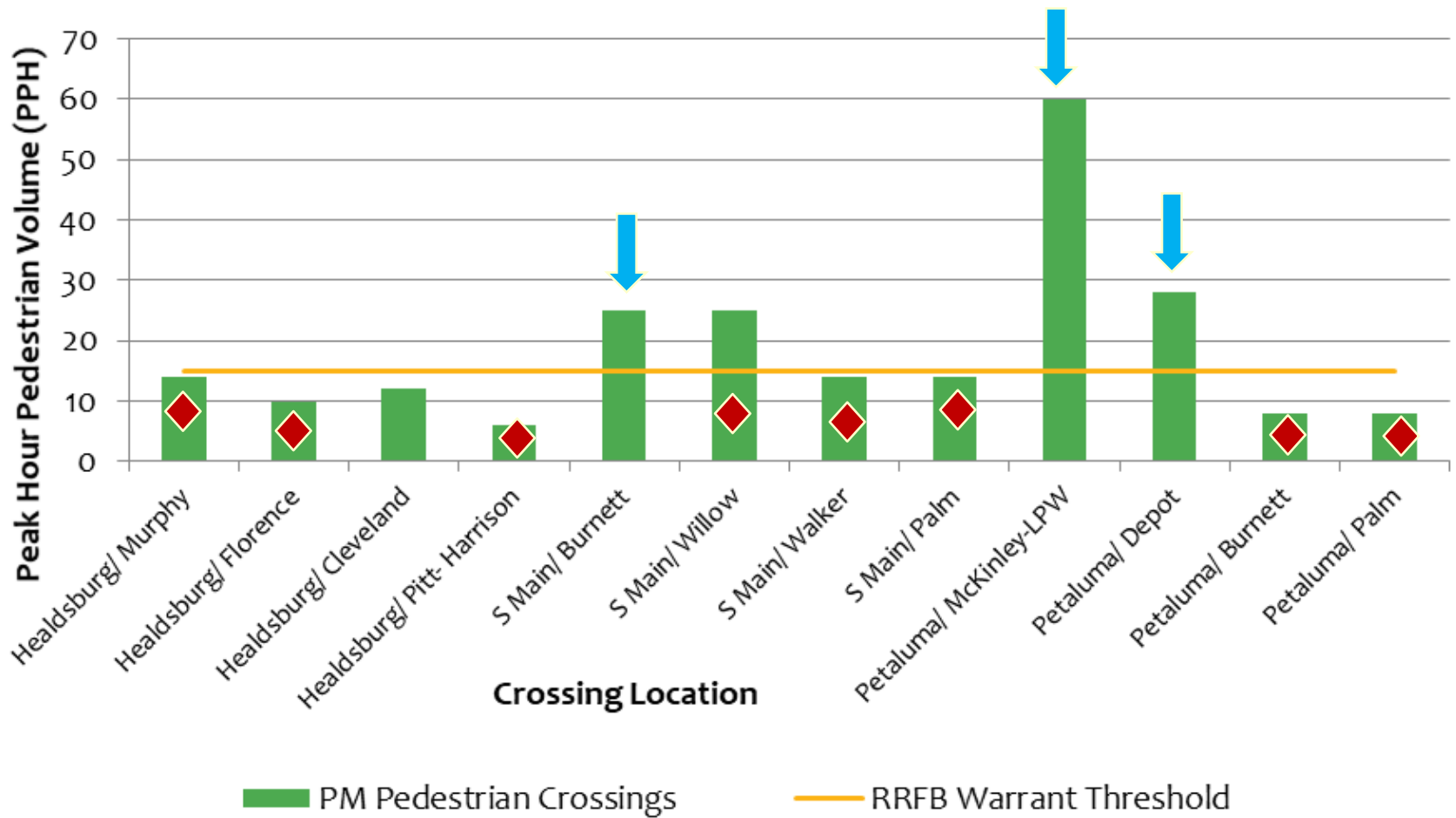
**Covert Lane Eastside Sidewalk Frontage** - The City should budget sidewalk improvements on the east side of Gravenstein Highway North and Healdsburg Avenue between Soll Court and Lyding Lane.

**SR116/Covert Lane** – Proceed with the completion of an Intersection Control Evaluation (ICE) as part of the Phase II process. In this case, the ICE would evaluate a traffic signal vs. a roundabout with geometric footprints of both, consideration for geometric construction feasibility and construction costs.

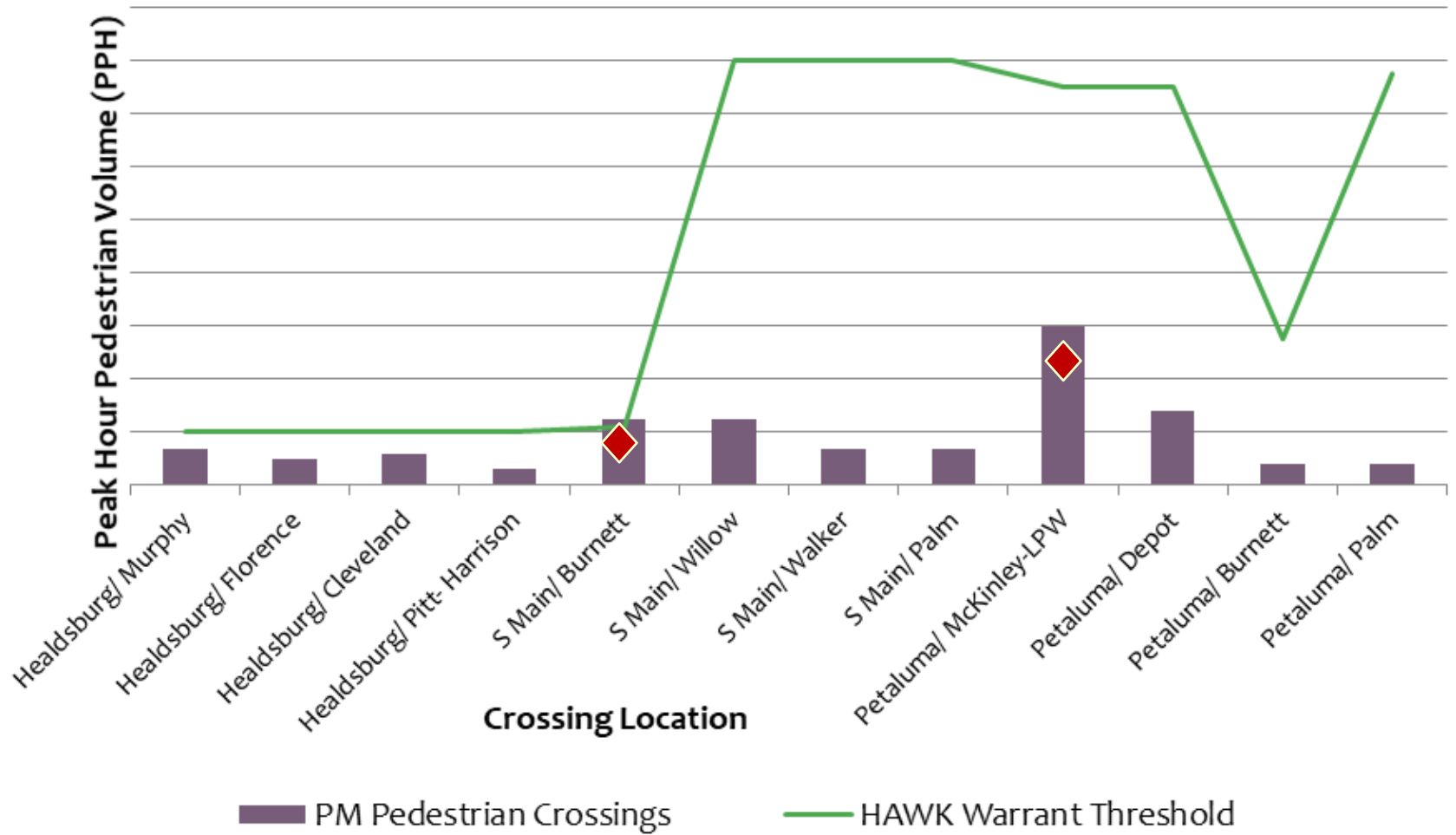
**Gravenstein Highway/Fellers Lane** – Complete a concept plan for crossing improvements.

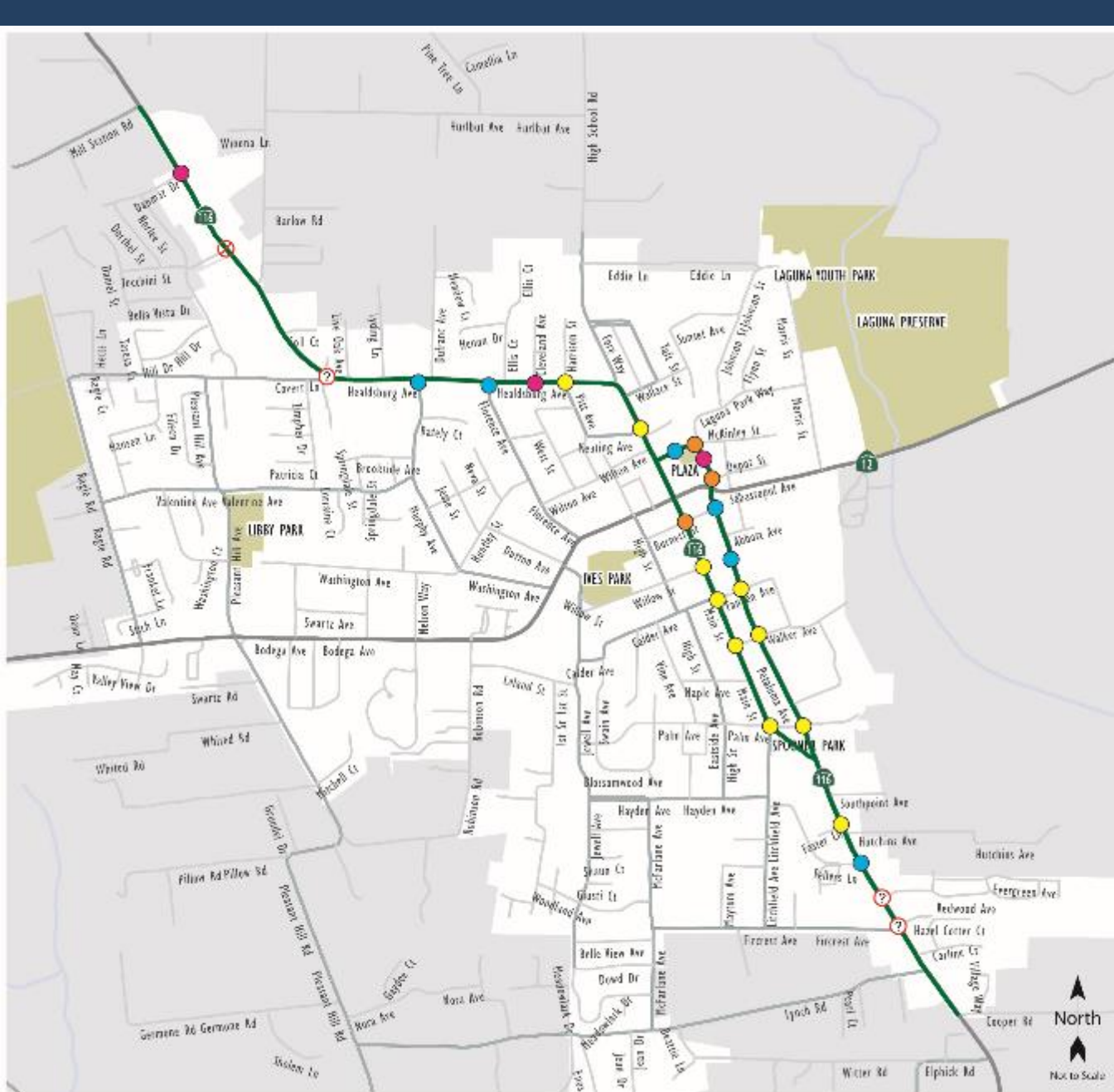
**Gravenstein Highway/Fircrest Avenue** - Complete a concept plan for crossing improvements.

## Warning Beacon Warrant Thresholds



# HAWK Warrant Thresholds

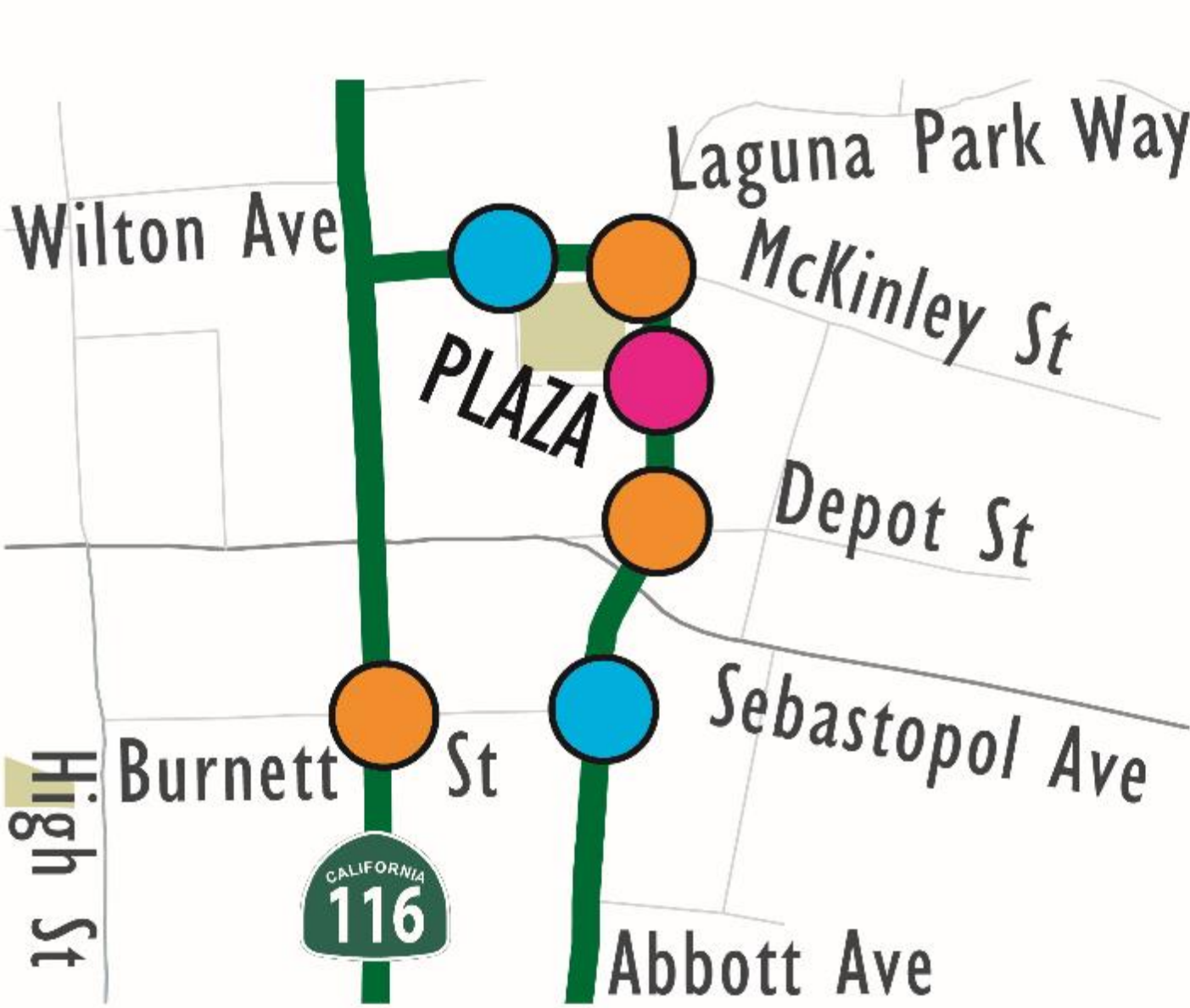




### LEGEND

- Study Area
- Completed Improvements
- Plans for Improvements
- New Recommendations
- ⊘ No Marked Crosswalk
- ⊙ Consideration of New Crosswalks
- Caltrans Review





**LEGEND**

- Study Area
- Completed Improvements
- New Recommendations
- Caltrans Review

# SR116 Corridor Safety Study

## Recommendations



# Uncontrolled Crosswalks

- Ped Activated Warning Beacon on both sides of each crosswalk
- Double-sided pedestrian crossing signs on both sides of each crosswalk
- Advanced yield markings (also known as “shark’s teeth”) approaching each crosswalk

165 Petaluma Ave  
Sebastopol, California

Google

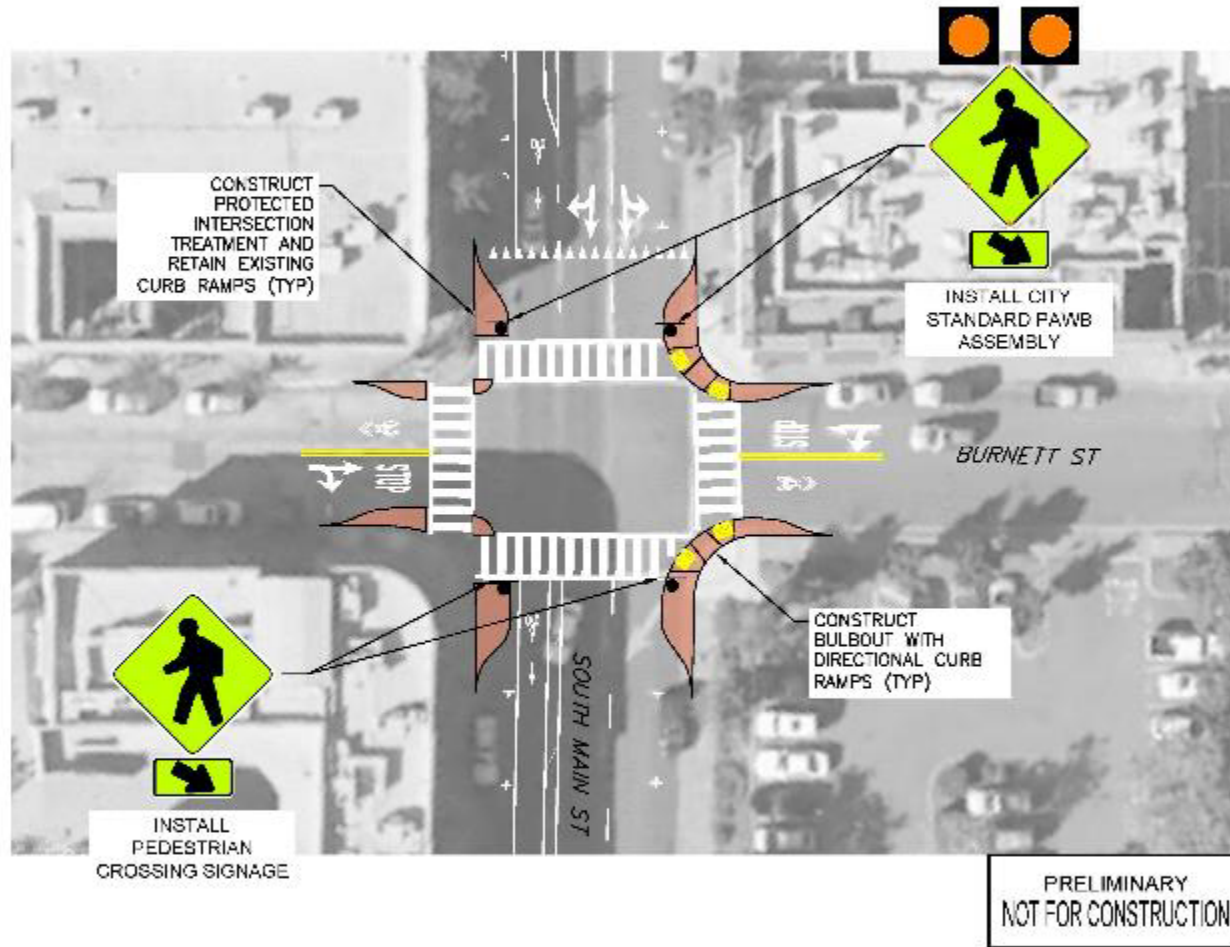
Street View



# South Main Street/Burnett Street

*South Main Street/Burnett Street – Prioritize improvements at the intersection and complete a concept plan for crossing improvements.*





### South Main St & Burnett Ave

Concept Design

### SR 116 CORRIDOR SAFETY STUDY

Recommended Improvements

## New Enhanced Crosswalks

*Gravenstein Highway/Fellers Lane – Complete a concept plan for crossing improvements.*

*Gravenstein Highway/Fircrest Avenue - Complete a concept plan for crossing improvements.*

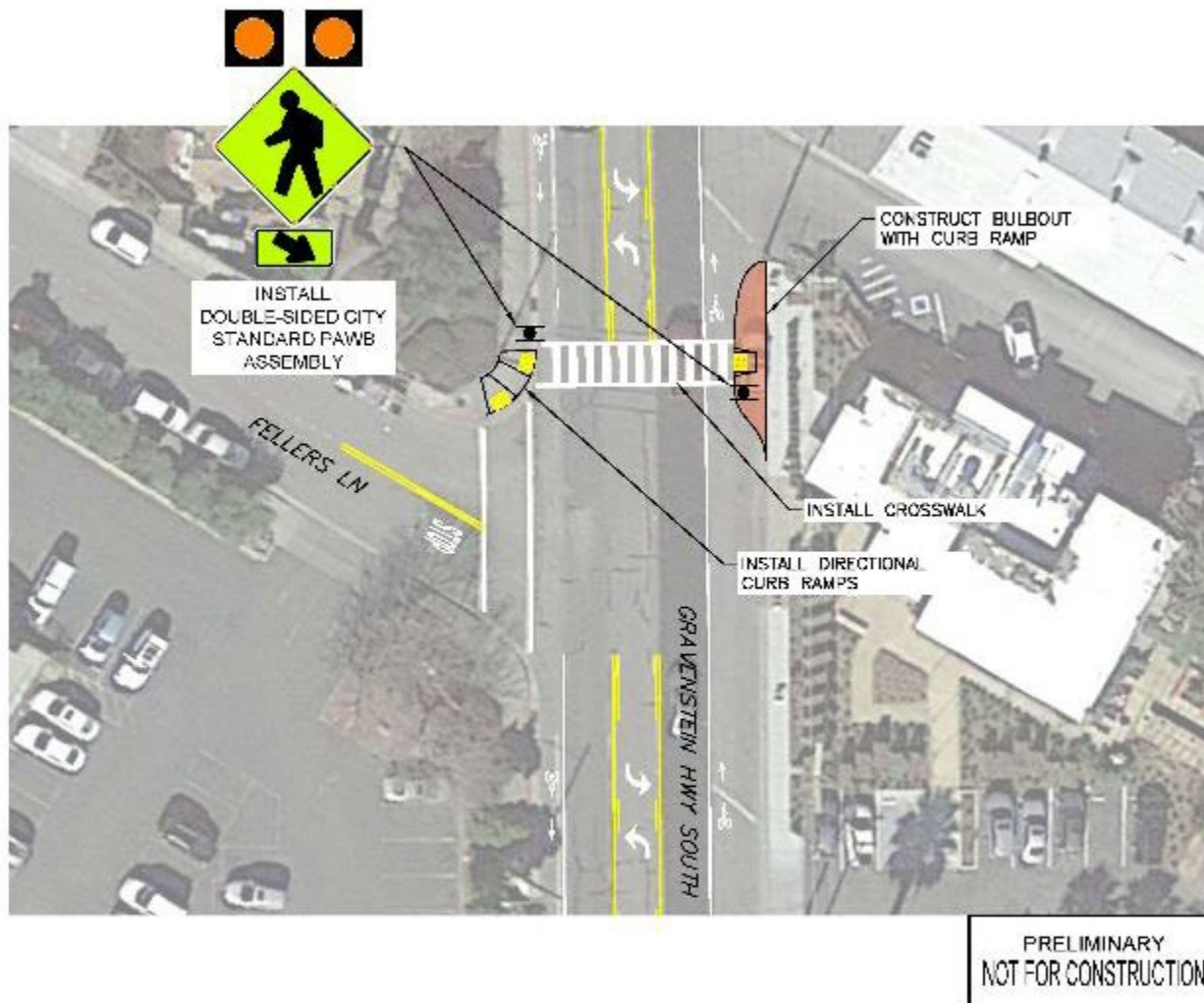
935 CA-116  
Sebastopol, California

Google

Street View



Google



## Gravenstein Hwy South & Fellers Ln

Concept Design

## SR 116 CORRIDOR SAFETY STUDY

Recommended Improvements

1000 Gravenstein Hwy S

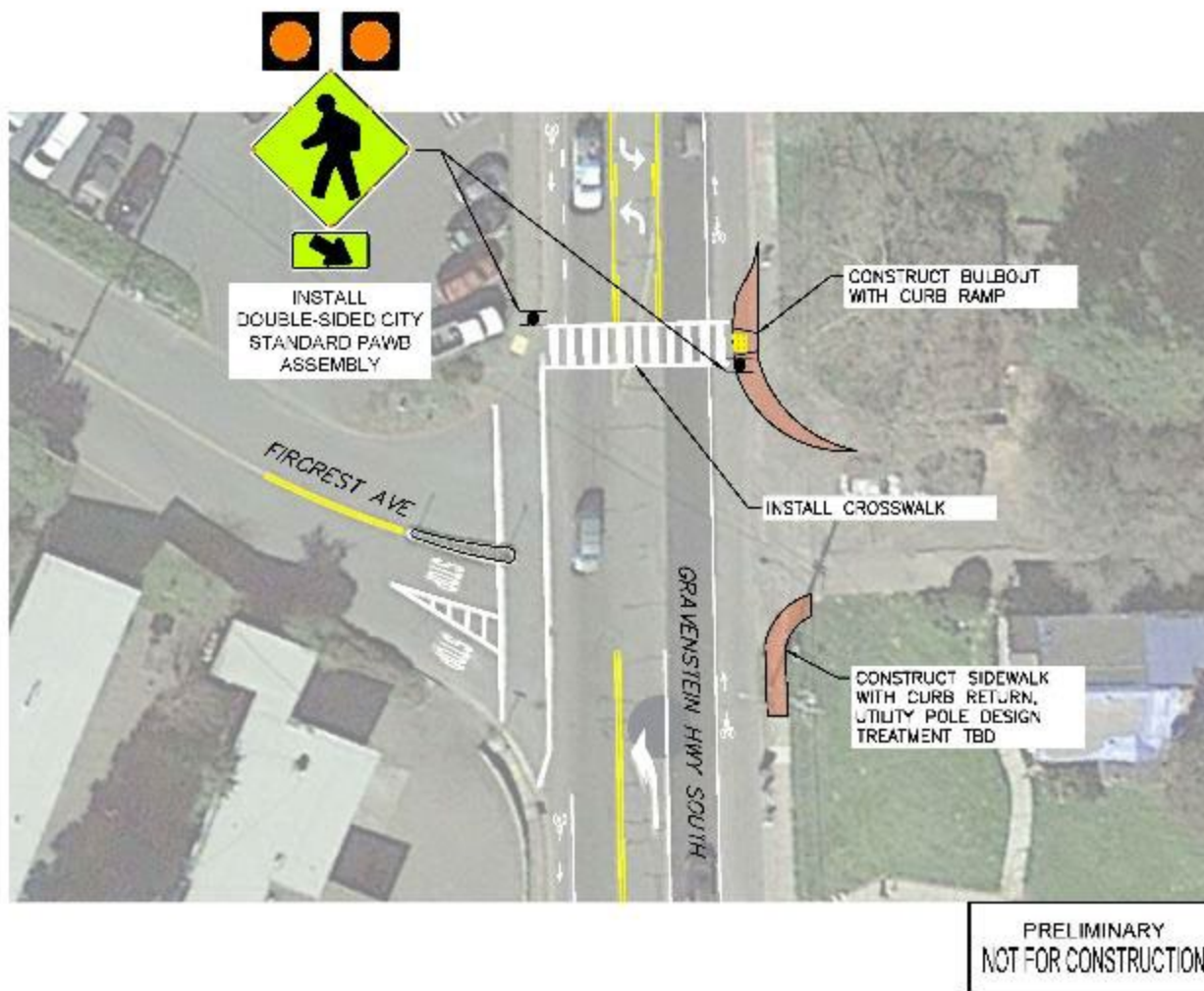
Sebastopol, California

Google

Street View







## Gravenstein Hwy South & Fircrest Ave

Concept Design

## SR 116 CORRIDOR SAFETY STUDY

Recommended Improvements

## Petaluma Avenue @ Depot & McKinley

*Petaluma Avenue/Depot Street – Continue to work with Caltrans to remove the existing crosswalk and to install low fence rails should be installed on both side of the street to channelize pedestrians.*

*Petaluma Avenue/McKinley Street – Continue to work with Caltrans to enhance safety conditions at this pedestrian crossing. Complete a concept plan for crossing improvements.*

34 Petaluma Ave

Sebastopol, California



Street View



Google

# Petaluma Avenue/McKinley Street

- ❑ The City should prioritize improvements at the intersection due to the high collision rate and warrants for improvements that are met.
- ❑ A pedestrian flashing beacon is warranted, but a HAWK installation is not.
- ❑ Work with Caltrans to install a bulb-out on the west side of the crossing
- ❑ Install double-sided pedestrian-activated flashing signs and warning beacons on both sides of SR 116.

122 Petaluma Ave

Sebastopol, California

Google

Street View



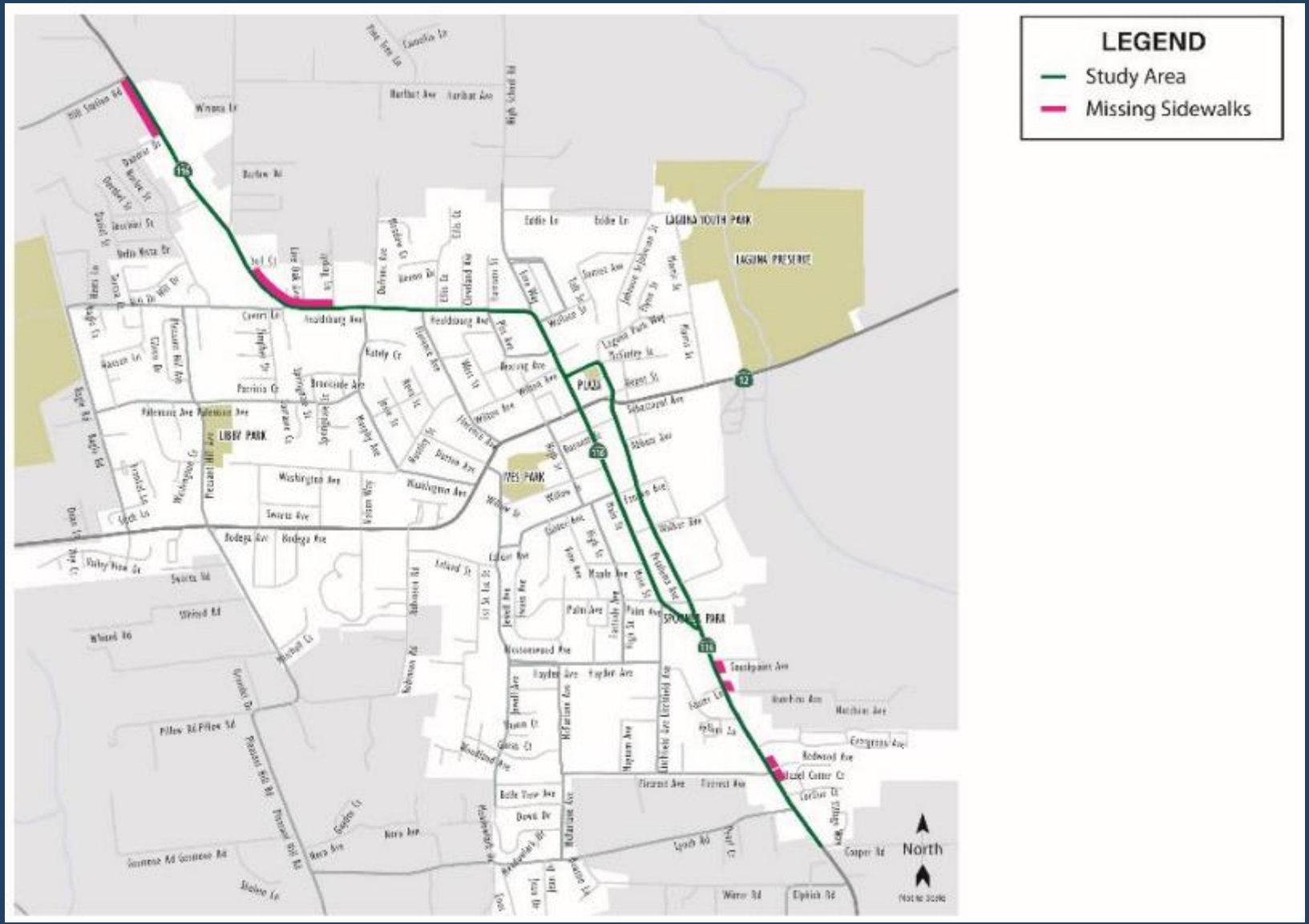
# Petaluma Avenue/McKinley Street

- A. Incorporate the crossing into the Sebastopol Avenue traffic signal. (Would require Depot Street traffic to run one-way eastbound or if remaining two-way, be restricted to right-turn only. (
- B. Eliminate the Depot Street crosswalk and channelize pedestrians (Alternative 1). Pedestrians would have to be directed to either the Sebastopol Avenue traffic signal or the McKinley Street crossing. Install railing long the edge of the western sidewalk. This railing would effectively close the section of Depot Street in front of Screamin' Mimi's.
- C. Eliminate the Depot Street crosswalk and channelize pedestrians (Alternative 2). Pedestrians would have to be directed to either the Sebastopol Avenue traffic signal or to a new midblock crossing to the north. Railing would need to be installed along the edge of the western sidewalk between Sebastopol Avenue and the Weeks Way crosswalk.

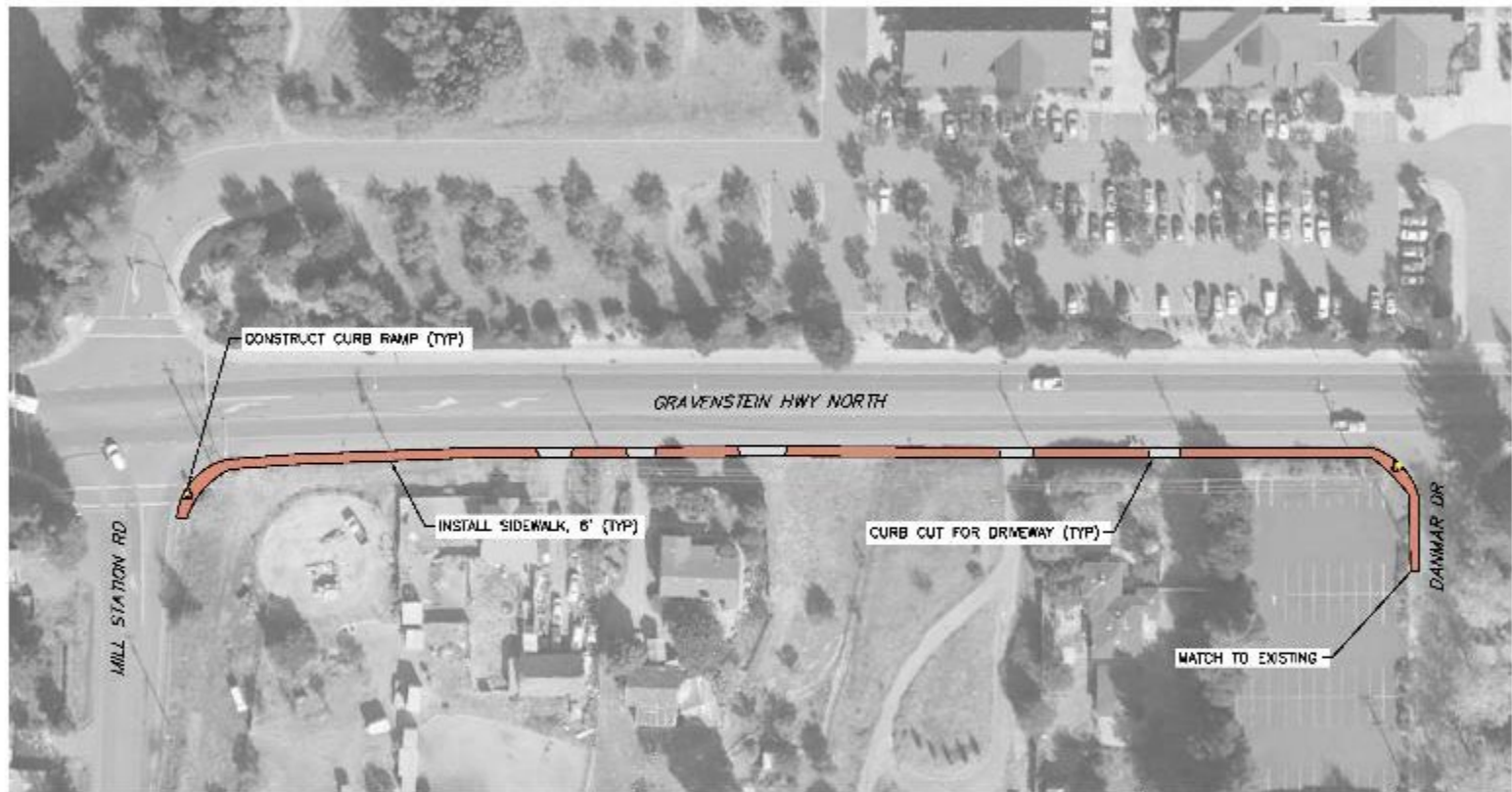
# Missing Sidewalk Sections

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# Elimination of Sidewalk Gaps







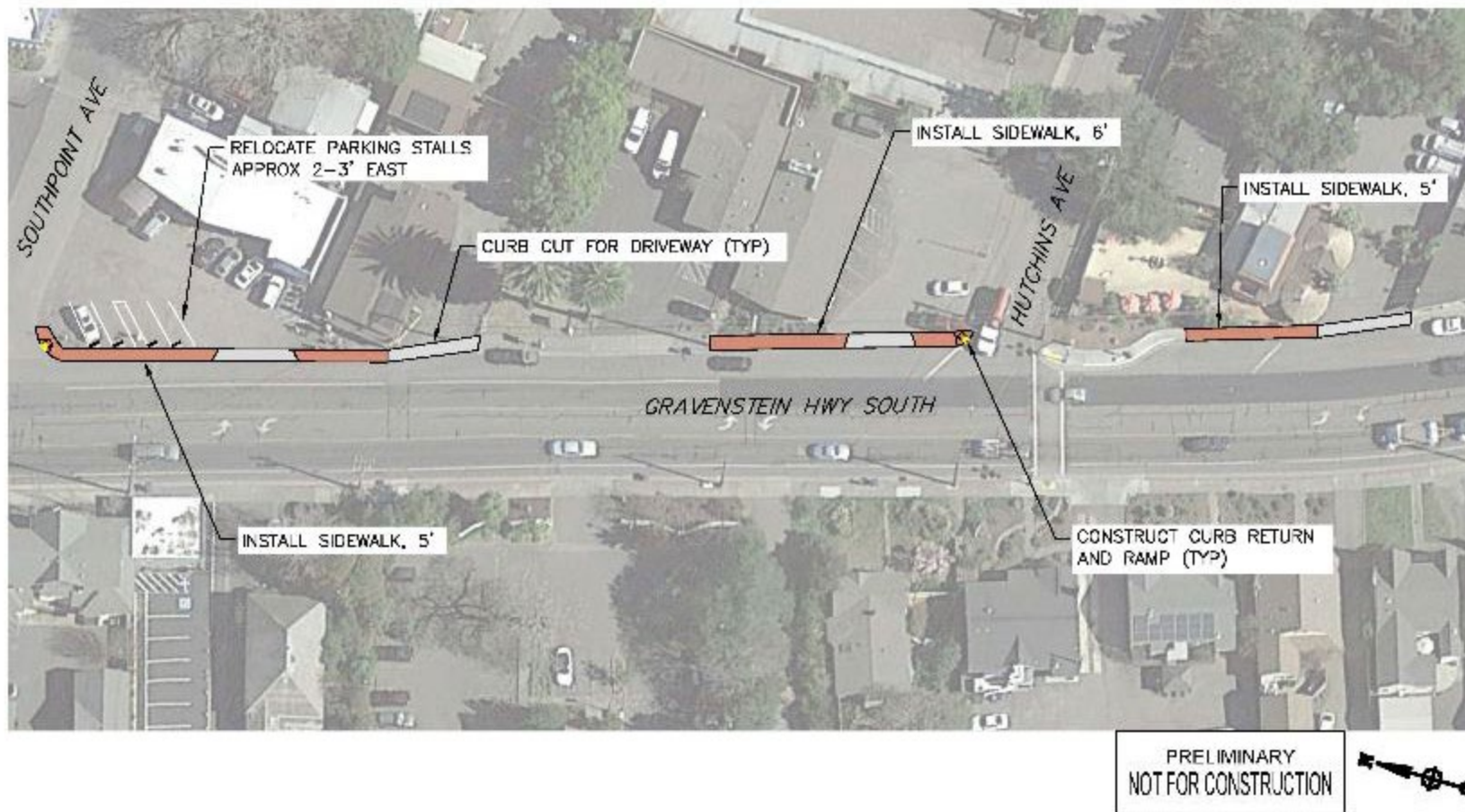
PRELIMINARY  
NOT FOR CONSTRUCTION

## Mill Station Rd to Danmar Dr

Concept Design

## SR 116 CORRIDOR SAFETY STUDY

Recommended Improvements



### Southpoint Ave to Hutchins Ave

Concept Design

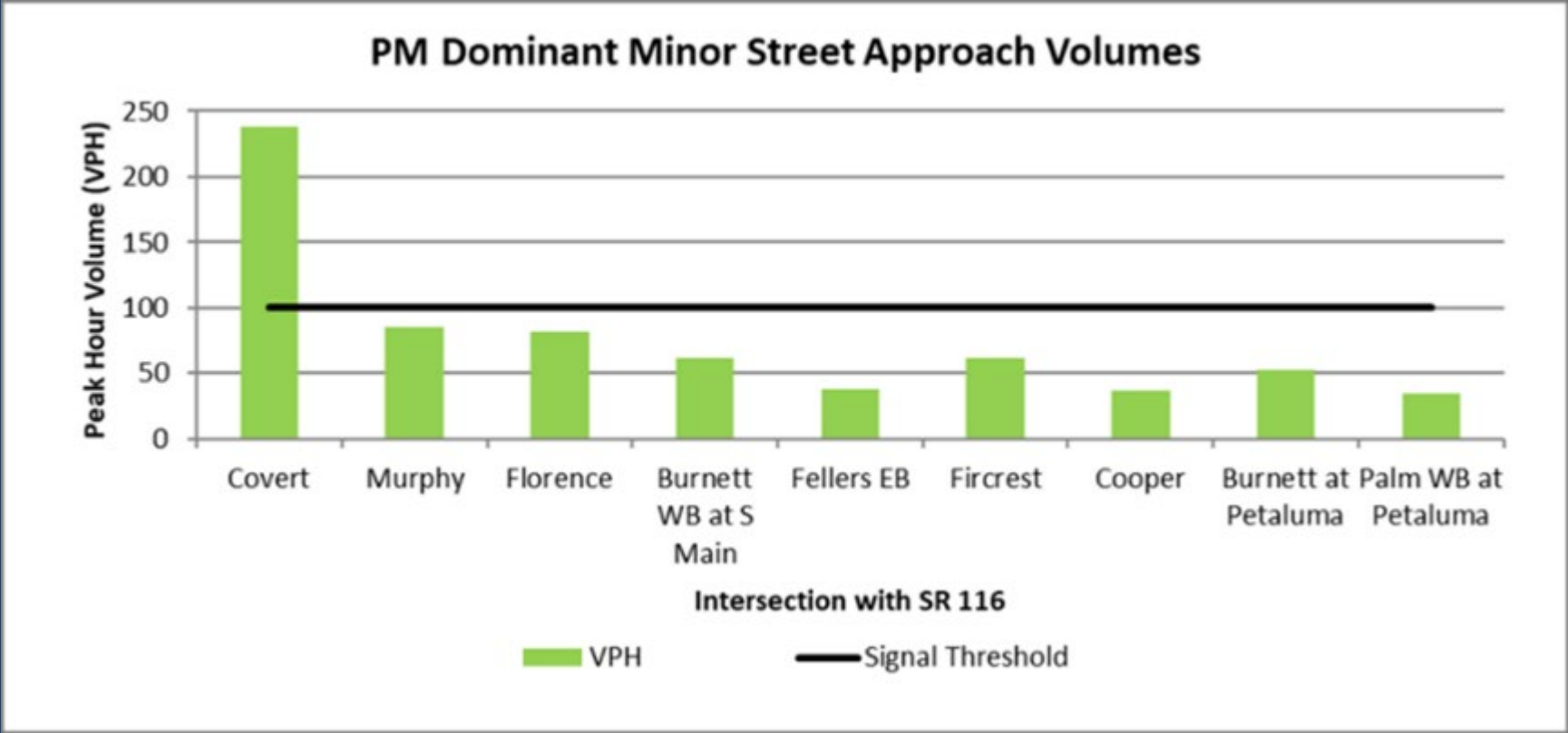
### SR 116 CORRIDOR SAFETY STUDY

Recommended Improvements

# Traffic Control Evaluation

- **Intersection Control Evaluation (ICE)** refers to the process and framework to provide a more balanced or holistic approach to the consideration and selection of access strategies and concepts that contemplate the addition, expansion or full control of major intersections.
- **Traffic Operations Policy Directive 13-02**
- **Yield-controlled roundabouts** are now recognized as a standard intersection type and control strategy to be considered during business processes & activities that identify the need to add, expand and/or fully control intersections

# Traffic Control Evaluation



# 116/Covert Lane

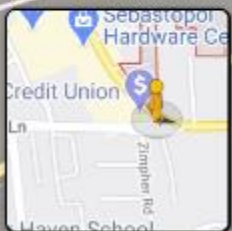
- *SR116/Covert Lane – Proceed with the completion of an Intersection Control Evaluation (ICE) as part of the Phase II process. In this case, the ICE would evaluate a traffic signal vs. a roundabout with geometric footprints of both, consideration for geometric construction feasibility and construction costs*

519 Gravenstein Hwy N

Sebastopol, California

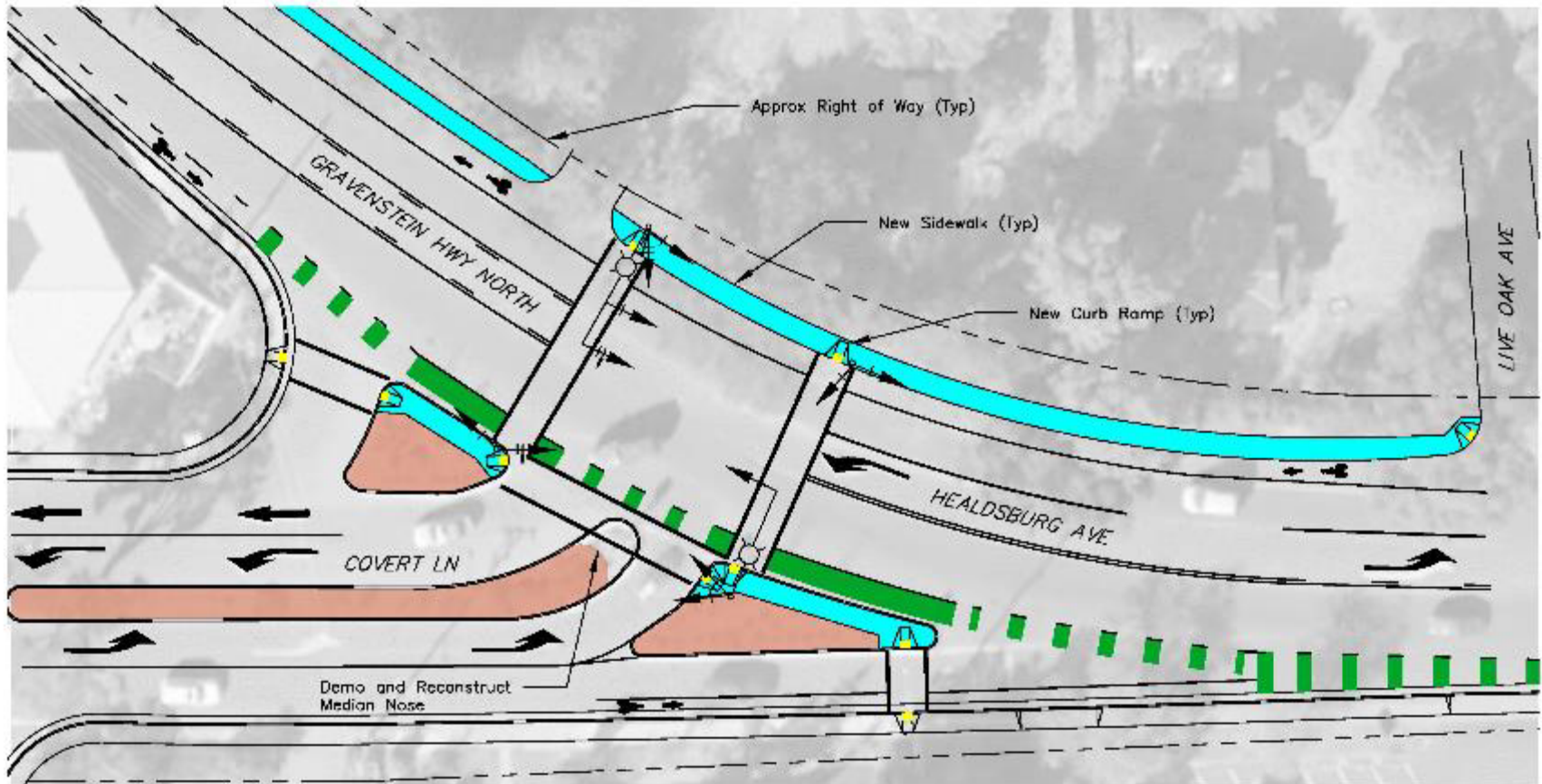


Street View



Google





PRELIMINARY  
NOT FOR CONSTRUCTION



### Traffic Signal Alternative

### SR 116/COVERT LANE ICE

Concept Design

June 2021



PRELIMINARY  
NOT FOR CONSTRUCTION



### Roundabout Alternative

SR 116/COVERT LANE ICE



# 116/Covert Lane

- Both alternatives would result in acceptable traffic operations, meet applicable warrants and design standards, and appear to be reasonably constructible. (Traffic Signal - LOS B-C, Roundabout - LOS A-C).
- The traffic signal alternative would fall short in the City's desire to reduce travel speeds and improve safety and while the roundabout alternative would provide the desired safety and traffic calming benefits, it would result in access impacts to adjacent parcels and require additional right-of-way on the northwest corner.
- Both alternatives would improve circulation for alternative transportation modes. However, the roundabout would provide for more convenient pedestrian and bicycle connectivity between the Covert Lane corridor and the east side of SR 116 which would provide access to the Joe Rodota Trail.
- The roundabout would have an estimated construction cost that exceeds that for the traffic signal alternative by more than two million dollars.

# Next steps

- **Questions**
- **Public input**
- **Council input**
- **Phase 2 Study report and Covert Lane ICE will be revised, as necessary, to incorporate Council comments**