


Agenda Report Reviewed by:  
City Manager: 

CITY OF SEBASTOPOL  
CITY COUNCIL  
AGENDA ITEM

**Meeting Date:** October 5, 2021  
**To:** Honorable Mayor and Honorable City Council Members  
**From:** Joe Gaffney, City Engineer  
**Subject:** Morris Street Bike Lanes  
**Recommendation :** By minute order, direct staff to remove the Class II bike lane on Morris Street and replace with sharrows.  
**Funding:** Currently Budgeted: \_\_\_\_\_ Yes XX No \_\_\_\_\_ N/A  
Net General Fund Cost:  
Budget Amendment Request \$8,000

Account Code 124-41-03-4210/Costs authorized in City Approved Budget (if applicable) AK (verified by Administrative Services Department)

**INTRODUCTION:**

This item will provide the Council an opportunity to revise the bike lanes on Morris Street in response to citizen complaints.

**BACKGROUND:**

The Sebastopol Bicycle & Pedestrian Master Plan was developed as a component of the Sonoma County Transportation Authority’s (SCTA’s) 2008 Countywide Bicycle & Pedestrian Master Plan. While part of the Master Plan, the Sebastopol plan is also a stand-alone document to be used by the City of Sebastopol to guide implementation of local projects and programs and document city policy. It is also designed to be a component of the SCTA Countywide Bicycle & Pedestrian Master Plan to improve coordination in realizing the countywide bicycle and pedestrian system.

The 2008 Sebastopol plan was developed over the course of a year through the coordinated efforts of the SCTA’s Bicycle and Pedestrian Advisory Committee, a focused project steering committee, Sebastopol staff, and input from the public through a series of public workshops and public review periods. The Project Steering Committee was established to oversee the development of the plan and consisted of representatives from the County and each of its cities. Public workshops were held throughout the County to collect input from interested members of the public. The workshops were advertised through various local and regional print media, mailings, the posting of public fliers, and government outreach efforts.

When the plan was approved, the City determined that additional study was needed to further refine the plan regarding designation of Class 2 bike facilities. The City completed a Bike Lane Feasibility Study in June 2011. This amendment to the plan incorporates the recommendations of the Bike Lane Feasibility Study as directed by the City Council, and updates other sections of the plan to include changes that have occurred since the plan was first adopted.

In 2017, the City installed bicycle lanes and signs on local City Streets in accordance with the Master Plan and the Feasibility Study. One of the streets, Morris Street, was particularly tight given the width of the existing improvements. Removing the parking on that street was not seen as an option. Staff compromised by reducing the through lanes to ten feet wide and the parking lane to 7 feet wide. This allowed a 5 foot wide bike lane on either side. The 10 foot travel lane and 5 foot bicycle lane meet Caltrans design standards; however, the 7 foot parking lane is less than optimal.

**DISCUSSION:**

Morris Street is 44 feet wide, with sidewalks on both sides. Morris Street gets a lot of parked vehicles, including employees and visitors to The Barlow, employees, and visitors to the commercial uses north of Laguna Park Way, and, more recently, the RVs that park along the street. The RVs are generally wider than 7 feet, and tend to overhang the bike lane, forcing bicyclists into the traffic lane. In addition, the 10 foot wide travel lane is sometimes inadequate for the truck traffic on the street, especially turning trucks which swing wide in order to complete their turn. The bicycle lanes on Morris Street receive more than average traffic because Morris Street is a connector route between the Joe Rodota Trail and the West County Bike Trail, via Eddy Lane and North Main Street.

One alternative that staff proposes is to remove the bike lane and parking lane striping on Morris Street, and install sharrows. The bike lane signage would be revised to show that cars must share the lane with bicycles. A second alternative would be to remove the parking on the west side of Morris Street (the Barlow side) and shift the lanes over to provide a wider parking lane on the east side, plus two 5 foot bike lanes.

**COUNCIL GOALS:**

Goal 4.1: Create a safe, healthy and attractive environment for residents and visitors.

Goal CIR2: Maintain and expand a safe and efficient pedestrian, bicycle and transit network that connects neighborhoods with key destinations to encourage travel by non-automotive modes while also improving public health.

**PUBLIC COMMENT:**

As of the writing of this staff report, the only public comment received has been from the Executive Director of the Sonoma County Bicycle Coalition. However, staff anticipates receiving public comment from interested parties following the publication and distribution of this staff report. Such comments will be provided to the City Council as supplemental materials before or at the meeting. In addition, public comments may be offered during the “Public Comment” portion of the City Council discussion.

**PUBLIC NOTICE:**

This item was noticed in accordance with the Ralph M. Brown Act and was available for public viewing and review at least 72 hours prior to schedule meeting date.

**FISCAL IMPACT:**

Staff has obtained proposals from three striping contractors to remove the bicycle lane striping and markings, and install sharrows on the street:

<u>Contractor</u>	<u>Proposal</u>
Striping Graphics	\$28,260
Sierra Traffic Markings	\$7,500
United Striping 101	\$6,440

This project is not currently included in the Public Works budget or the CIP. A Budget Amendment is requested to facilitate the work.

**ALTERNATIVES:**

1. Remove the bike lane striping on Morris Street and install sharrows.
2. Remove parking on one side of Morris Street and restripe the street to provide a 10 foot parking lane on the east side, a 5 foot bicycle lane, two 12 foot travel lanes, and a 5 foot bicycle lane on the west side.
3. Do nothing.

**RECOMMENDATION:**

By minute order, direct staff to remove the Class II bike lane on Morris Street and replace with sharrows.

By motion, pass a Resolution amending the Public Works Streets budget to add \$8,000 for the modified striping on Morris St.

**Attachments:**

Resolution amending the Public Works budget.

Photos of Morris Street

RESOLUTION NUMBER: \_\_\_\_\_

CITY OF SEBASTOPOL

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEBASTOPOL AUTHORIZING A BUDGET AMENDMENT TO THE PUBLIC WORKS BUDGET FOR THE RESTRIPING OF MORRIS STREET

WHEREAS, the bicycle lanes on Morris Street receive more than average traffic because Morris Street is a connector route between the Joe Rodota Trail and the West County Bike Trail, via Eddy Lane and North Main Street; and

WHEREAS, that staff proposes is to remove the bike lane and parking lane striping on Morris Street, and install sharrows, and the bike lane signage would be revised to show that cars must share the lane with bicycles; and

WHEREAS, this project is not currently included in the Public Works budget or the CIP. A Budget Amendment is requested to facilitate the work; and

WHEREAS, the City Council supports the proposal of the Budget Amendment to the Public Works Budget for the restriping of Morris Street.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Sebastopol does hereby approve a budget amendment in the amount of \$8,000 in account 124-4103-4210 (Public Works – Streets - Contracted Services)

The above and foregoing Resolution was duly passed, approved, and adopted at a meeting by the City Council on the 5th day of October 2021, by the following vote:

**VOTE:**

Ayes:

Noes:

Absent:

Abstain:

APPROVED: \_\_\_\_\_  
Mayor Una Glass

ATTEST: \_\_\_\_\_  
Mary Gourley, Assistant City Manager/City Clerk, MMC

APPROVED AS TO FORM: \_\_\_\_\_  
Larry McLaughlin, City Attorney

MORRIS STREET BICYCLE LANE CONFLICTS

