Agenda Report Reviewed by:
City Manager:

CITY OF SEBASTOPOL
CITY COUNCIL
AGENDA ITEM

Meeting Date: April 19, 2022
To: Honorable Mayor and City Councilmembers
From: Mario Landeros, Interim City Engineer
Subject: Local Road Safety Plan (LRSP)
Recommendation: Adopt Resolution approving the Local Road Safety Plan
Funding: Currently Budgeted: _____ Yes _____ No ___X__ N/A

Account Code/Costs authorized in City Approved Budget (if applicable) __AK_____ (verified by Administrative Services Department)

INTRODUCTION/PURPOSE:

The item is to request Council provide comments to the Local Road Safety Plan (LRSP), receive input from the public and adopt a Resolution approving the Local Road Safety Plan.

BACKGROUND:

In 2021 the City of Sebastopol was awarded a Local Road Safety Plan Grant (Grant) from Caltrans in the amount of $40,000 to create a Local Road Safety Plan (LRSP) for the purpose of complying with new state and federal requirements related to the Highway Safety Improvement Program (HSIP). The HSIP provides grant funding opportunities to agencies for roadways with identified safety issues through a competitive grant application process. An LRSP is required to be eligible for future HSIP project funding. To qualify for project specific grant funding, local agencies are required to show identified safety issues through traffic data and demonstrate that the implementation of Caltrans approved countermeasures would enhance roadway safety. The proposed LRSP identifies key safety activities and projects to ensure a safe public transportation system for all modes. The countermeasures and recommendations include the "5 E's" of highway safety – engineering, enforcement, education, emergency response, and emerging technologies. A LRSP is different from a transportation planning document, or bicycle and pedestrian plan, in that the LRSP is a data driven process that recommends countermeasures to enhance traffic safety. Transportation planning documents focus on creating programs, policies, and projects to enhance traffic safety and plan for roadway, bicycle, and pedestrian connectivity and expansion projects and requirements.

Quality safety data is the foundation of the HSIP planning process. State, regional, and local agencies analyze this data to identify potential locations for systemic safety improvements, conduct engineering studies, and prioritize roadway safety improvement projects for implementation. The City Council ratified approval of Amendment No. 23 to Master Agreement 2010-01-36 for a Local Road Safety Plan on September 7, 2021 authorizing the City Manager to enter into a professional services agreement with GHD to prepare the LRSP. The City retained GHD Inc, an engineering firm with local traffic safety and engineering experience preparing other LRSPs, to develop the City's LRSP. GHD applied a systematic approach which included a citywide analysis of the roadway system in Sebastopol comprising of the current collision patterns and high-risk roadway characteristics, and collaboration with a stakeholder working group that consisted of representatives of the other "E's", with a goal to identify safety countermeasures to help mitigate the City's primary crash type trends and reduce overall collision severity.

DISCUSSION:

Collision data over the past six (6) complete years (2015-2020) was collected and evaluated for City roadways. Based on the collision data analysis and the stakeholder working group input, the LRSP addresses multiple Strategic Highway Safety Plan (SHSP) challenge areas such as bicyclists, intersections, pedestrians, distracted driving, and aggressive driving/speeding. The LRSP provides a list of countermeasures for priority intersections and roadways segments based on collision analysis and the feedback from City staff, other stakeholders, and the public. Non-engineering strategies were also developed through stakeholder and public input with City staff. The engineering countermeasures in the plan coincide with HSIP funding requirements. Tables 1 and 2 below list the top fourteen intersections and top twelve roadway segments identified through the data analysis, and the suggested countermeasures that may be applied to those locations. Table 3 is a general list of recommended non-engineering strategies and systemic engineering countermeasures that may be applied throughout the City of Sebastopol. After approval by the Council, the LRSP is required to have a formal approved update every five years.

TABLE 1: Highest Ranking Priority Intersections and Recommended Countermeasures

Intersection	Recommended Countermeasures
City Jurisdiction	
Pleasant Hill Ave / Valentine Ave	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs
Robinson Rd / Leland St	Upgrade intersection pavement markings
	Improve sight distance to intersection (Clear Sight Triangles)
Morris St / Laguna Park Way	Evaluate conversion to all-way STOP control (from 2-way or Yield control)*
Bodega Ave / Jewell Ave/Dutton Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (phases, red, yellow, or operation)
	Convert signal to mast arm (from pedestal-mounted)
	Install raised pavement markers and striping (Through Intersection)
	Install "Keep Clear" pavement markings in intersection
N Main St / Analy Ave	Add intersection lighting
	Improve sight distance to intersection (Clear Sight Triangles)
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs
	Upgrade intersection pavement markings
Bodega Ave / Pleasant Hill Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (phases, red, yellow, or operation)
	Install larger advanced signal warning sign
Wallace St / Bonnardel Ave	Enforcement during school start and dismissal times
	Install centerlines on intersection approaches
Caltrans Jurisdiction	
N Main St / Bodega Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (phases, red, yellow, or operation)
S Main St / Burnett St	Upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
	Add intersection lighting
	Evaluate removal of parking close to intersection
N Main St / Keating Ave	Install bike conflict markings through intersection and at Rite Aid driveway adjacent
	Evaluate closure or restriction of movements of Rite Aid driveway
Petaluma Ave / Sebastopol Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (phases, red, yellow, or operation)
Healdsburg Ave / Murphy Ave	Evaluate/improve sight distance to intersection (Clear Sight Triangles)
	Install other intersection warning/regulatory signs
	Upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
McKinley St / Laguna Park Way	Add intersection lighting
N Main St / Wallace St	Evaluate/improve sight distance to intersection (Clear Sight Triangles)
	Evaluate removal of parking in front of the Masonic Center

* Intersection must meet CA MUTCD warrants to implement countermeasure

TABLE 2: Highest Ranking Priority Segments and Recommended Countermeasures

Segment	Recommended Countermeasures
City Jurisdiction	
Bodega Ave (Washington Ave to Main St)	Add segment lighting
	Install delineators, reflectors and/or object markers
	Install dynamic/variable speed warning signs
	Install edge-lines and centerlines
Bodega Ave (W City Limit to Ragle Rd)	Add segment lighting
	Install guardrails
	Install delineators, reflectors and/or object markers
	Install edge-lines and centerlines
	Install centerline rumble strips/stripes
Bodega Ave (Pleasant Hill Ave to Virginia Ave)	Add segment lighting
	Install delineators, reflectors and/or object markers
	Install dynamic/variable speed warning signs
	Install edge-lines and centerlines
Ragle Rd (Ragle Ranch Rd to Bodega Ave)	Add segment lighting
	Install delineators, reflectors and/or object markers
	Install edge-lines and centerlines
Morris St (Community Center Prking Lot to SR 12)	Add segment lighting
	Install dynamic/variable speed warning signs
Burnett St (High St to Petaluma Ave)	Add segment lighting
	Install edge-lines and centerlines
	Evaluate on-street parking and where to reduce
Caltrans Jurisdiction	
Sebastopol Ave (Brown St to Morris St)	Install dynamic/variable speed warning signs
SR 116 (Hurlbut Ave to Covert Ln)	Add segment lighting
	Install dynamic/variable speed warning signs
Sebastopol Ave (Morris St to E City Limit)	Install dynamic/variable speed warning signs
Healdsburg Ave (Pitt Ave to N Main St)	Evaluate sight distance at major driveways
SR 116 (Petaluma Ave to Hutchins Ave)	Install dynamic/variable speed warning signs
SR 116 (Hutchins Ave to Fircrest Ave)	Install dynamic/variable speed warning signs

TABLE 3: Recommended Non-Engineering Strategies and Systemic Countermeasures

Location	Type of Countermeasure	Countermeasure	Reasoning
Citywide	Education	Pedestrian and bicycle education campaign (crossing at crosswalks, wearing high-visibility clothing at night, following the bicycle rules of the road etc.)	Lots of pedestrians and bikers around town and ped/bike collisions. Have education campaign for active transportation and for drivers to be alert and aware of bikers and walkers.
	Education	Safe driving campaign for students	Many collisions around the high school due to students speeding and inexperience
	Engineering	Install segment lighting	Lighting around city is insufficient and there is a large amount of nighttime collisions
	Engineering	Add sidewalks (where feasible)	There are many narrow shoulders and not many connecting sidewalks. Sidewalks will keep pedestrians out of the road
	Engineering	Pedestrian Crossing Enhancements[1]	Would provide enhanced safety features to existing crossings throughout the city.

[1] *Pedestrian Crossing Enhancements are part of the HSIP Set Aside funding and do not require previous collision history*

GOALS:

This action supports the following City Council Goals and General Plan Actions:

- Goal 2 - Maintain, Improve and Invest in the City's Infrastructure (Water, Sewer, Streets, Circulation, Parks, Storm Drains and Public Facilities).

PUBLIC COMMENT:

In late 2021 and early 2022 public outreach, including a survey and interactive map on the project website with the draft plan, was conducted to gather input from the community on roadway safety needs. On March 25, 2022 the LRSP Draft Document was made available for public review and comment through April 8, 2022 (refer to Appendix A in the LRSP).

As of the writing of this staff report, the City has not received any further public comment for this agenda item. 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 agenda item.

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:

There is no fiscal impact for this Council action.

RECOMMENDATION:

Staff recommends the Sebastopol City Council adopt the Resolution approving the Sebastopol Local Road Safety Plan.

Attachments:

1 Resolution
2 Local Road Safety Plan

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEBASTOPOL
APPROVING THE SEBASTOPOL LOCAL ROAD SAFETY PLAN

WHEREAS, a Local Road Safety Plan (LRSP) is prepared for the purpose of complying with new state and federal requirements related to the Highway Safety Improvement Program (HSIP); and

WHEREAS, the City acquired the engineering services of GHD Inc. to prepare the Sebastopol LRSP; and

WHEREAS, the Local Road Safety Plan is a requirement for future HSIP grant applications; and

WHEREAS, the Plan has been developed through the coordinated efforts of City of Sebastopol staff and consultants, stakeholder working group meetings, and input from the public through a series of public online and virtual engagements and a public review period.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Sebastopol does hereby approve the Sebastopol Local Road Safety Plan.

IN COUNCIL DULY PASSED, APPROVED and ADOPTED THIS 19th day of April 2022.

VOTE:
AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED: _____
Patrick Slayter, Mayor

ATTEST: _____
Mary Gourley, Assistant City Manager/City Clerk, MMC

APPROVED AS TO FORM: _____
Larry McLaughlin, City Attorney

Local Road Safety Plan

Draft Document

City of Sebastopol

April 12, 2022

Acknowledgements

A special thanks to all the Safety Partners that contributed to this plan.

City of Sebastopol

Mayor and Council Members

Public Works

City Consultant

Caltrans, District 4

Sebastopol Police Department

Sebastopol Fire Department

Sebastopol Union School District

Sonoma County Bicycle Coalition

Sonoma County Transit

Sonoma County Transportation Authority

Sonoma County Department of Health Services

Executive Summary

In 2020, the City of Sebastopol was awarded a state grant from Caltrans to develop a Local Road Safety Plan (LRSP). The LRSP is a requirement for Cycle 11 of the Highway Safety Improvement Program (HSIP) grant funding. The LRSP includes a citywide analysis of the roadway system in Sebastopol comprising of the current collisions patterns and high-risk roadway characteristics (systemic analysis). Sebastopol's goal is to identify safety countermeasures to help mitigate the City's primary crash type trends and reduce the overall collision severity.

The LRSP is a collaborative process that is similar to a Systemic Safety Analysis Report (SSAR) except a LRSP has a local leadership group that represents the 5 E's (not just engineering) and public outreach. **The 5 E's of traffic safety include Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies.**

This holistic approach allows certain areas of concern not showing a crash pattern to be analyzed. Also, it fosters local, state, and agency partnerships to advance local road safety.

In following the overall LRSP process, a Stakeholder Working Group (Working Group) was formed with the City as the lead and local organizations from the 5 E's and anyone with an interest in improving the City's roadway safety. This group gathered for meetings to discuss the overall collision analysis, goals, priorities, safety recommendations, and overall development of the safety plan.

Based on the past 6 years collision analysis and the City's Stakeholder Working Group Meetings, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge Areas including but not limited to:

1. Bicyclists
2. Pedestrians
3. Intersections
4. Distracted Driving
5. Aggressive Driving

In addition, the vision, mission statement, and goals were established in guiding the development of the LRSP. It was also decided that the LRSP for the City of Sebastopol would be a living document with a recommended update every five (5) years.

The following strategies are recommended for the focused study locations and Citywide systemic applications for the 5 E's of Traffic Safety.

1. Engineering: Apply low-cost safety countermeasures at current locations experiencing collisions and systemically at locations with similar risks (comprehensive approach).
2. Enforcement: Enforce actions that reduce high-risk behaviors to include speeding, distracted roadway usage, and Driving Under the Influence (DUI).
3. Education: Educate all road users on safe behaviors.
4. Emergency Response: Improve emergency response times and action

5. Emerging Technologies: Utilize emerging technologies in conveying and collecting information from the roadway users in an effort to improve safety and operations.

Through collision data analysis, public input, and City feedback, priority locations were identified in the City. These locations, along with their proposed engineering countermeasures, are shown in the tables below.

Priority Intersections and Recommended Countermeasures

Intersection	Recommended Countermeasures
City Jurisdiction	
Bodega Ave / Ragle Rd	Pedestrian crossing improvements occurred at this intersection in 2018
Bodega Ave / Nelson Wy	Improvements occurred at this intersection in late 2018/early 2019 with the installation of a Pedestrian Hybrid Beacon
Pleasant Hill Ave / Valentine Ave	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs
Robinson Rd / Leland St	Upgrade intersection pavement markings
	Improve sight distance to intersection (Clear Sight Triangles)
Morris St / Laguna Park Way	Evaluate conversion to all-way STOP control (from 2-way or Yield control)*
Bodega Ave / Jewell Ave/Dutton Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (phases, red, yellow, or operation)
	Convert signal to mast arm (from pedestal-mounted)
	Install raised pavement markers and striping (Through Intersection)
	Install "Keep Clear" pavement markings in intersection
N Main St / Analy Ave	Add intersection lighting
	Improve sight distance to intersection (Clear Sight Triangles)
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs
	Upgrade intersection pavement markings
Bodega Ave / Pleasant Hill Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (phases, red, yellow, or operation)
	Install larger advanced signal warning sign
Wallace St / Bonnardel Ave	Enforcement during school start and dismissal times
	Install centerlines on intersection approaches
Caltrans Jurisdiction	
N Main St / Bodega Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (phases, red, yellow, or operation)
S Main St / Burnett St	Upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
	Add intersection lighting
	Evaluate removal of parking close to intersection
N Main St / Keating Ave	Install bike conflict markings through intersection and at Rite Aid driveway adjacent
	Evaluate closure or restriction of movements of Rite Aid driveway
Petaluma Ave / Sebastopol Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (phases, red, yellow, or operation)
Healdsburg Ave / Murphy Ave	Evaluate/improve sight distance to intersection (Clear Sight Triangles)
	Install other intersection warning/regulatory signs
	Upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
McKinley St / Laguna Park Way	Add intersection lighting
N Main St / Wallace St	Evaluate/improve sight distance to intersection (Clear Sight Triangles)
	Evaluate removal of parking in front of the Masonic Center

* Intersection must meet CA MUTCD warrants to implement countermeasure

Priority Segments and Recommended Countermeasures

Segment	Recommended Countermeasures
City Jurisdiction	
Bodega Ave (Washington Ave to Main St)	Add segment lighting
	Install delineators, reflectors and/or object markers
	Install dynamic/variable speed warning signs
	Install edge-lines and centerlines
Bodega Ave (W City Limit to Ragle Rd)	Add segment lighting
	Install guardrails
	Install delineators, reflectors and/or object markers
	Install edge-lines and centerlines
	Install centerline rumble strips/stripes
Bodega Ave (Pleasant Hill Ave to Virginia Ave)	Add segment lighting
	Install delineators, reflectors and/or object markers
	Install dynamic/variable speed warning signs
	Install edge-lines and centerlines
Ragle Rd (Ragle Ranch Rd to Bodega Ave)	Add segment lighting
	Install delineators, reflectors and/or object markers
	Install edge-lines and centerlines
Morris St (Community Center Prking Lot to SR 12)	Add segment lighting
	Install dynamic/variable speed warning signs
Burnett St (High St to Petaluma Ave)	Add segment lighting
	Install edge-lines and centerlines
	Evaluate on-street parking and where to reduce
Caltrans Jurisdiction	
Sebastopol Ave (Brown St to Morris St)	Install dynamic/variable speed warning signs
SR 116 (Hurlbut Ave to Covert Ln)	Add segment lighting
	Install dynamic/variable speed warning signs
Sebastopol Ave (Morris St to E City Limit)	Install dynamic/variable speed warning signs
Healdsburg Ave (Pitt Ave to N Main St)	Evaluate sight distance at major driveways
SR 116 (Petaluma Ave to Hutchins Ave)	Install dynamic/variable speed warning signs
SR 116 (Hutchins Ave to Fircrest Ave)	Install dynamic/variable speed warning signs

Systemic countermeasures were also recommended for City roadways. These countermeasures included Citywide recommendations that can also be used for more specific project locations. The table below shows some of the non-engineering strategies that are incorporated in the plan.

Recommended Non-Engineering Strategies

Location	Type of Countermeasure	Countermeasure
Citywide	Education	Pedestrian and bicycle education campaign (crossing at crosswalks, wearing high-visibility clothing at night, following the bicycle rules of the road etc.)
	Education	Safe driving campaign for students
	Engineering	Install segment lighting
	Engineering	Add sidewalks (where feasible)
	Engineering	Pedestrian Crossing Enhancements[1]

[1] *Pedestrian Crossing Enhancements are part of the HSIP Set Aside funding and do not require previous collision history*

It is important to understand the upcoming funding opportunities in the successful implementation of these safety projects. Most of the proposed engineering countermeasures are HSIP fundable (Cycle 11 is scheduled to open in April 2022). However, safety countermeasures can be implemented through other funding sources to include:

- Active Transportation Program (ATP) Cycle 6 – Due June 15, 2022
- One Bay Area Grant 3 (OBAG) – To be determined (TBD)
- USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Congestion Mitigation and Air Quality (CMAQ) program
- Sustainable Transportation Planning Grant (Sustainable Communities)
- Local Partnership Project (LPP) – anticipated to be due fall 2022
- Stimulus funding sources
- Capital Improvement Program or with on-going maintenance work
- Office of Traffic Safety grants
- Statewide Transportation Improvement Program (STIP) funding sources
    - State Highway Operation and Protection Program (SHOPP) funding for Caltrans roadways

Contents

Table Index

Figure Index

Appendices

List of Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
APS	Accessible Pedestrian Signal
ATP	Active Transportation Program or Plan
AWSC	All Way Stop Control
BCR	Benefit to Cost Ratio
BUI	Biking Under the Influence
CA MUTCD	California Manual on Uniform Traffic Control Devices
CMAQ	Congestion Mitigation and Air Quality
DUI	Driving Under the Influence
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
FSI	Fatal or Severe Injury
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
LRSM	Local Roadway Safety Manual
LRSP	Local Road Safety Plan
SCTA	Sonoma County Transportation Authority
SHSP	Strategic Highway Safety Plan
SSAR	Systemic Safety Analysis Report
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System
TWSC	Two Way Stop Control

1. Introduction

The project involves the development of a Local Road Safety Plan (LRSP), which provides local agencies an opportunity to address unique roadway safety needs in their jurisdictions. This comprehensive document will both help to guide City in safety countermeasures and allow eligibility for funding in future HSIP grant applications. The process of preparing an LRSP creates a framework to systematically identify and analyze local safety problems and recommend engineering safety improvements for future Highway Safety Improvement Program (HSIP) funding.

Preparing an LRSP facilitates local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that contribute to California's Strategic Highway Safety Plan (SHSP) overall vision and goals. This SHSP focuses on reducing fatal and severe injury collisions (FSI collisions) with focused challenge areas with a focus on the Five "E's" of Traffic Safety (see **Figure 1**).

Figure 1 California SHSP (2020-2024)

The City and GHD will follow the Federal Highways Administration's (FHWA) Local Road Safety process in the following six (6) steps as shown in **Figure 2**:

Figure 2 FHWA's LRSP Development Process

In working with the first step of establishing leadership, the City Engineer (previous Joe Gaffney and now Mario Landeros), served as Safety Champion/Lead for this project with a stakeholder working group that consisted of the other E's (enforcement, education, emergency response, and emerging technologies) and other important safety partners. This stakeholder working group was paramount in creating a comprehensive safety plan that is tailored to address the local needs and issues.

2. Background

2.1 Purpose and Need

The City of Sebastopol is located in central Sonoma County approximately 8 miles west of Sant Rosa, California with an approximate population of 7,800. Sebastopol has grown to be a popular wine country destination with its development of The Barlow and increase in local vineyards. The City of Sebastopol has a mix of traffic that includes tourist, local, and commuter traffic, especially along Bodega Avenue and SR 116.

Focusing in on the roadway safety needs, the past six (6) years of collisions (2015-2020) were evaluated for the City roadways and Caltrans roadways. As presented in **Figure 3**, there was one (1) fatal and nine (9) severe injury collisions on City roadways as well as twelve (12) severe injury collisions on Caltrans roadways. In improving roadway safety for the City of Sebastopol, it is important to focus on mitigating these high injury collisions. More information on these collisions can be found in **Section 4.2: Collision Data**.

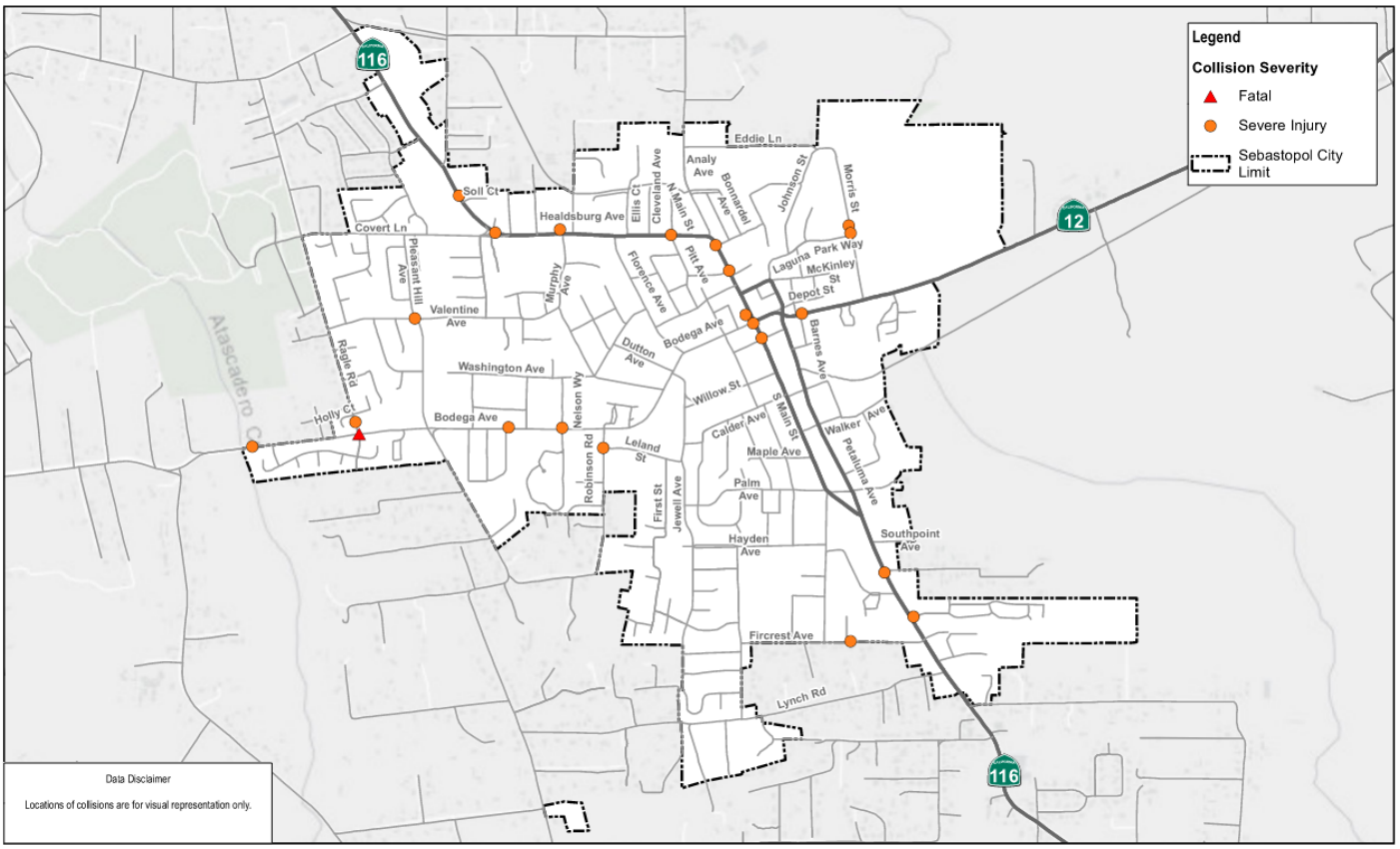
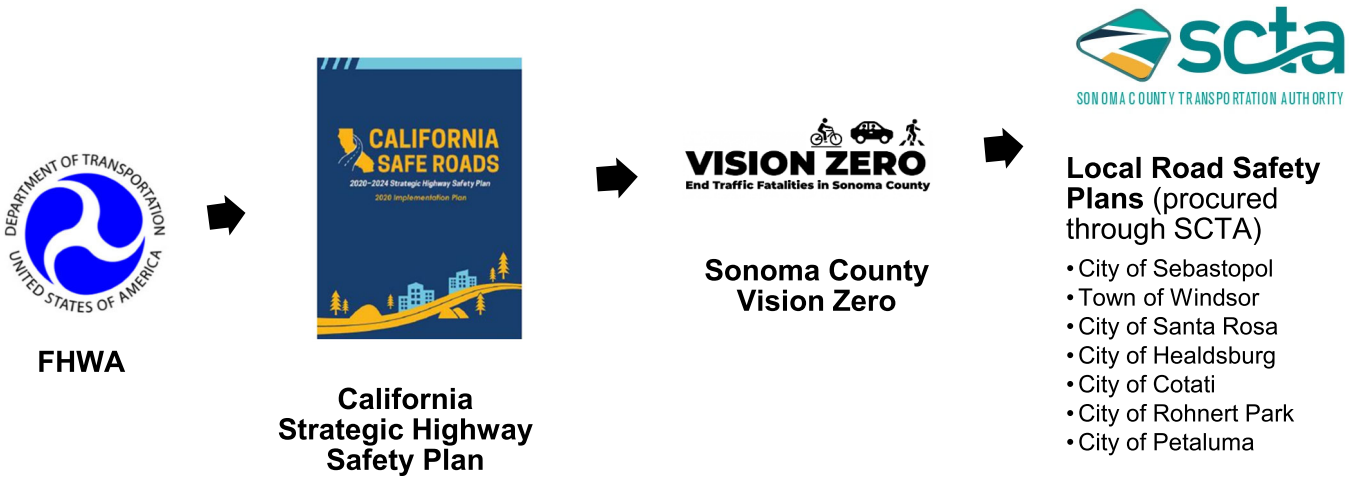


Figure 3 High Severity Collisions in the City of Sebastopol

2.2 Guiding Documents

FHWA requires that each state has a SHSP. The California SHSP is a statewide safety plan that helps provide a framework to reduce fatal and high severity collisions. Sonoma County is also in the process of creating a countywide Vision Zero plan with a similar goal (for more information, see **Section 2.2.2**). In 2020, Sonoma County Transportation Authority procured seven (7) LRSPs throughout Sonoma County. These LRSPs will have similar goals to the

California SHSP and Sonoma County Vision Zero but will be more tailored to the local roadway needs of each agency.



2.2.1 California Strategic Highway Safety Plan

The LRSP will complement California's SHSP 2020-2024. Per this plan the recommended challenge areas are shown in **Figure 4**. This plan will focus on challenge/emphasis areas that are determined through data analysis and stakeholder input.

Figure 4 SHSP Challenge Areas

2.2.2 Sonoma County Vision Zero

The Sonoma County Transportation Authority (SCTA) and the Department of Health Services launched a Vision Zero plan for all of Sonoma County. This LRSP aims to complement this plan with elements catered specifically for the City of Sebastopol. SCTA's goal is to produce "a project that will focus on action-oriented strategies to reduce serious injuries and fatalities caused by traffic collisions, and improving health, quality of life and economic vitality, particularly for low-income and disadvantaged communities". The vision and goals of this document will follow similar standards.

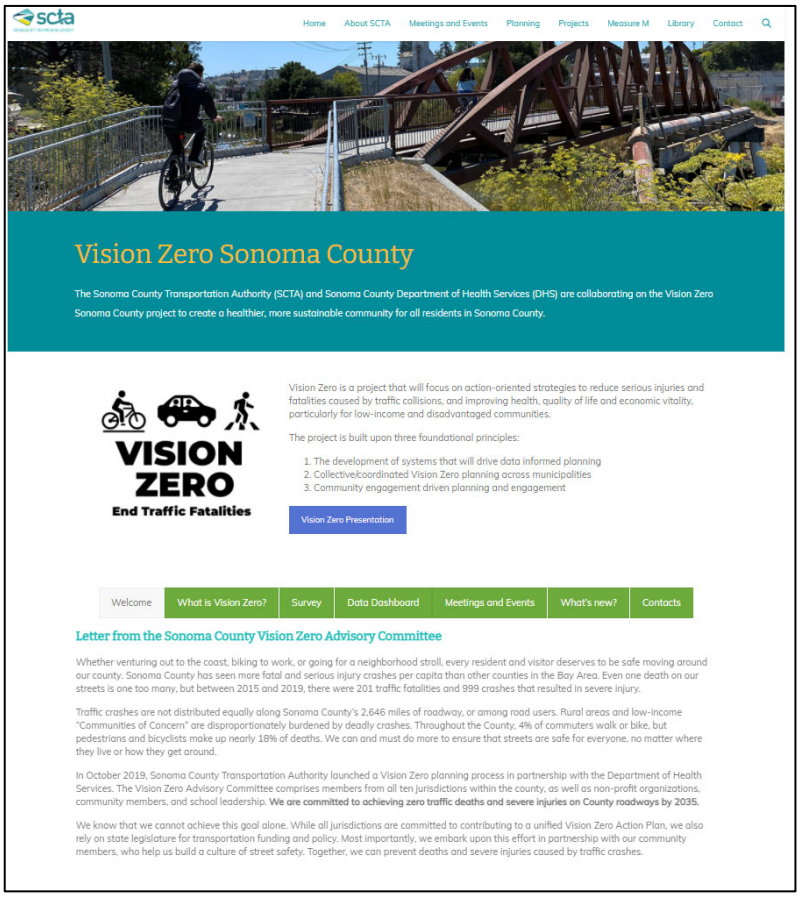


Figure 5 Sonoma County Transit Authority Vision Zero Website

2.2.2.1 Vision Zero

Vision Zero is a significant departure from the status quo in two major ways:

– Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to minimize those inevitable mistakes and reduce their likeliness to result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes. Roadway users are however still responsible for their mistakes and should follow all applicable laws and use reasonable judgement when conducting themselves within the public right of way.

– Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

2.2.3 Safe Systems Approach

The Federal Highway Administration (FHWA) is using the Safe System approach to work towards their goal of zero fatalities in vehicles. In providing a comprehensive approach to safety, the Safe System approach is to design our vehicles and infrastructure in a manner that anticipates human error and accommodates human tolerances with a goal of reducing fatal and serious injuries. The following framework is intended to assist the vehicle and infrastructure communities in making decisions in alignment with Safe System principles. Implementing and selecting safe system practices and design will incrementally improve safety over time.

FHWA defines the Safe System Approach Principles and Elements as follows:

- *Safe Road Users—The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, or travel by other modes.*
- *Safe Vehicles—Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology.*
- *Safe Speeds—Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.*
- *Safe Roads—Designing transportation infrastructure to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.*
- *Post-Crash Care—People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.*

Adopting a Safe System approach does not absolve users of their responsibility. Other safety practices such as speed management strategies, driver education, enforcement, and effective emergency response will remain essential to improving road safety. With the passing of Assembly Bill (AB) 43, there will be flexibility in setting speed limits.

As shown in **Figure 6**, is a safe systems approach.

Source: FHWA.

Figure 6 Safe Systems Approach

2.2.4 Standards and Guidelines

In developing the City of Sebastopol LRSP, the following standards and guidelines were followed:

1. "Local Roadway Safety, A Manual for California's Local Road Owners", Caltrans, Version 1.5, April 2020.
2. 2020-2024 California's Strategic Highway Safety Plan (SHSP), "California Safe Roads: 2020-2024 Strategic Highway Safety Plan", Caltrans.

3. “Developing Safety Plans, A Manual for Local Rural Road Owners”, Federal Highway Administration, March 2012.
4. “Local and Rural Road Safety Briefing Sheets: Local Road Safety Plans,” Federal Highway Administration, November 2014.
5. “Highway Safety Manual”, American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
6. “California Manual of Uniform Traffic Control Devices (CA MUTCD)”, Revision 5, 2014.

2.3 Methodology

The LRSP methodology followed the FHWA’s LRSP development process as shown in **Figure 7** and the Caltrans *Local Roadway Safety Manual* document.

Below is a roadmap created by the Federal Highway Administration to show the process of creating the Local Road Safety Plan. Here are the primary steps used to create this plan:

1. **Identify Stakeholders**

   i) Working Group was formed of the 5 E’s and other interested representatives.

2. **Use Safety Data**

   i) Past 6 years of collisions were analyzed with discussion of other high-risk locations.

3. **Chose Proven Solutions**

   i) FHWA Proven Countermeasures and Caltrans safety countermeasures were used in mitigation collision trends and risk characteristics.

4. **Implement Solutions**

   i) Projects were identified for specific locations and systemically.

Figure 7 FHWA's LRSP Development Map (Source: Federal Highway Administration)

3. Safety Partners/Stakeholders

3.1 LRSP Stakeholder Working Group Members

Based on community connections, the City of Sebastopol led the formation of the LRSP Stakeholder Working Member Group. This leadership group was crucial in the development of the LRSP and helped in capturing the safety needs, goals, and priorities including safety countermeasures for the City of Sebastopol.

The LRSP Stakeholder Working Group included the following representatives:

- City of Sebastopol
- Caltrans, District 4
- Sebastopol Police Department
- Sebastopol Fire Department
- Sebastopol Union School District
- Sonoma County Bicycle Coalition
- Sonoma County Transit
- Sonoma County Transportation Authority
- Sonoma County Department of Health Services

3.2 LRSP Stakeholder Working Group Meetings

Two meetings were held with the stakeholder working group. The virtual meetings were as follows:

1. November 30, 2021 – 1 p.m. to 3 p.m.
    a. Discussed the LRSP overall process, working group member's safety priorities, past 6 years of collisions (City and Caltrans roadways), vision, goals, and priorities.
2. February 3, 2022 – 10 a.m. to 12 p.m.
    a. Reviewed first meeting, discussed public comments and ways to address their concerns, recent developments, safety countermeasures and projects, refined of LRSP's guiding principles, and coordinated next steps.

The meeting summaries for the stakeholder working group meetings are in **Appendix A: Stakeholder and Public Input**. The stakeholder working group also provided their feedback and comments on the draft Local Road Safety Plan document before the plan was finalized. With many of the safety countermeasures to include engineering, enforcement, and emergency response, it is important to have buy off from the stakeholders in understanding how the plan will be implemented.

3.3 SHSP Challenge/Emphasis Areas

Based on the collision data analysis and LRSP Stakeholder Working Group Meetings, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge Areas including:

1. Aggressive Driving/Speed Management
2. Distracted Driving
3. Bicyclists
4. Intersections

5. Pedestrians

3.4 Guiding Principles

The members of the stakeholder working group coordinated to establish the vision, mission statement, and goals that guided the development of the document. Ideally, this document will help the City move toward Vision Zero. The aim of Vision Zero is to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Traditionally traffic deaths and severe injuries have been considered as inevitable side effects of modern life. The reality is that these tragedies can be addressed overtime by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

3.4.1 Vision

A vision statement describes what the Local Road Safety Plan is trying to achieve.

Working together in Sebastopol, we will ensure all people have the transportation choice to walk, bike, drive, and use transit while we work to achieve zero fatalities and no life-altering injuries on our roadways – because every person in our community matters.

3.4.2 Mission Statement

The mission statement defines the purpose of the plan, what it does, and what it is about. The mission statement was developed in collaboration with the working group.

The City of Sebastopol will provide a safe and sustainable multimodal transportation system for all users of the public roadways in the city.

3.4.3 Goals

Safety goals were developed for the Local Road Safety Plan. It is important to capture realistic goals that can be measurable or evolve over time.

Goal 1

Strive to achieve zero deaths and life altering injuries on local roadways.

Goal 2

Eliminate pedestrian and bicycle collisions.

Goal 3

Create a healthy and happy community with equitable and safe transportation systems.

Goal 4

Foster a sense of community that is safe for all users.

Goal 5

Increased safety with roadway infrastructure improvements.

Goal 6

Identify countermeasures to correlate to emphasis areas (5-E's)

Goal 7

Increase walking, biking, rolling (wheelchair, skateboard, scooter, etc.) to downtown district, to work, and to school

4. Analyze Safety Data

4.1 Recent and Planned Safety Projects

The City of Sebastopol conducted previous safety analysis that developed the following safety projects. **Table 1** shows these improvements within the city and their respective locations.

Table 1 Other Safety Projects within the City of Sebastopol

Projects	Locations	Details	Agency Lead	Funding/Status
Completed Projects				
Pedestrian Crossing Improvements	Bodega Ave at Ragle Rd	Pedestrian refuge, pedestrian activated warning beacons, and striping changes	**City**	CIP; Completed Summer 2018
Pedestrian Hybrid Beacon	Bodega Ave at Nelson Way	Pedestrian Hybrid Beacon and striping improvements	**City**	CIP; Completed Winter 2018/2019
Bike Lanes Striping	SR 116	Part of pavement overlay project. Installed bike lanes with green conflict markings for vehicle and bike mixing zones and yield markings at uncontrolled crossings	**Caltrans**	Caltrans; Completed 2018
Planned Projects				
Quick Strike Project - ADA Curb Ramps	SR 116	Installation of ADA compliant curb ramps along SR 116 in locations where Caltrans pavement overlay project was completed	**City**	CIP/Quick Strike Grant; Est. Completion 2023
Quick Strike Project - Intersection Pedestrian Crossing Improvements	Bodega Ave and Florence Ave, Bodega Ave and Robinson Rd	Installation of pedestrian safety improvements including pedestrian activated beacons, signage, markings, and crosswalk improvements	**City**	CIP/Quick Strike Grant; Est. Completion 2024
Bodega Ave Bike Lanes and Pavement Rehabilitation	High St to Nelson Way (Phase 1), Nelson Way to Pleasant Hill Rd (Phase 2)	Repave Bodega Ave from High St to Pleasant Hill Rd and install bike lanes with new striping	**City**	CIP/SCTA/OBAG; Phase 1 expected construction in 2022; Phase 2 awaiting funding
Pedestrian Hybrid Beacon	SR 116 and Danmar Dr	Installation of Pedestrian Hybrid Beacon at intersection to accommodate increase of pedestrians with opening of Sebastopol Charter School	**Caltrans**	Caltrans; Expected construction 2022
Pedestrian Crossing Improvements	Petaluma Ave and McKinley St, Petaluma Ave and Depot St	Installation of Pedestrian Hybrid Beacon at McKinley St, other crossing enhancements at Depot with incoming development on the northeast corner	**Caltrans**	Caltrans; PHB in design, expected contruction 2022; Depot St enhancements pending development
SR 116 Corridor Safety Study	SR 116	Study previously completed identified closure of sidewalk gaps on northern portion of 116 and installation of signal or other control at 116 and Covert Ln. See Table 5 in SR 116 Safety Study for complete list of recommendations.	**City/Caltrans**	CIP/Caltrans; In planning

Agenda Item Number: 16
City Council Meeting Packet of: April 19, 2022
Page 25 of 32

4.1.1 Ives Park Master Plan

In 2013, the City Council adopted a Master Plan for the revitalization of Ives Park. The City has been working towards implementing this vision, and has completed ADA (accessibility) upgrades to Ives Pool. The City is currently working on several other components of the Master Plan, including the planning for naturalization of Calder Creek. There will be several community meetings on this project, hosted by the Planning Commission, which also serves as the City's Parks Commission. This plan intends to improve accessibility to the park which includes improvements to the intersection of Jewell Avenue and Willow Street.

4.2 Collision Data

The City of Sebastopol collision data was gathered using the Statewide Integrated Traffic Records System (SWITRS) and Transportation Injury Mapping System (TIMS). Each data set was analyzed, crosschecked, and compiled into one complete comprehensive data set. This process was done to ensure that all reported collisions occurring within the city are accounted for and to provide additional information that one system may not have captured. The data set contains six complete years' worth of collisions spanning from January 1, 2015, to December 31, 2020.

During this period, a total of 557 collisions were reported in the City of Sebastopol. These collisions were classified based on roadway jurisdiction (City or Caltrans). Collisions were further categorized into intersection related collisions and roadway segment related collisions with a separate focus on the city streets and Caltrans roadways.

The chart in **Figure 8** depicts the number of collisions by roadway jurisdiction and collision location (intersection or segment). The highest number of collisions were at Caltrans intersections (223 collisions) followed by city segments (111 collisions).

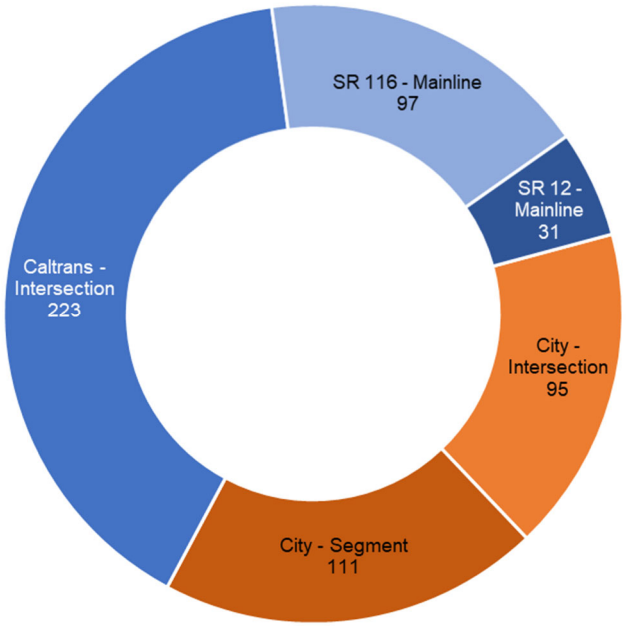


Figure 8 Total Collisions within the City of Sebastopol (2015-2019)

4.2.1 Collisions on City Maintained Roadways

There were 206 collisions recorded on the city roadways between 2015 and 2020. **Figure 9** shows the breakdown of collisions by year and severity. The highest number of collisions were reported in 2016 with the one (1) fatal collision in 2017. Even though the total collisions on the city roadways is trending downward from 2016-2019 with a slight

uptick in 2020, the collision severity is holding steady with two (2) severe injury collisions and eight (8) injury (other visible) collisions in 2019 and 2020.

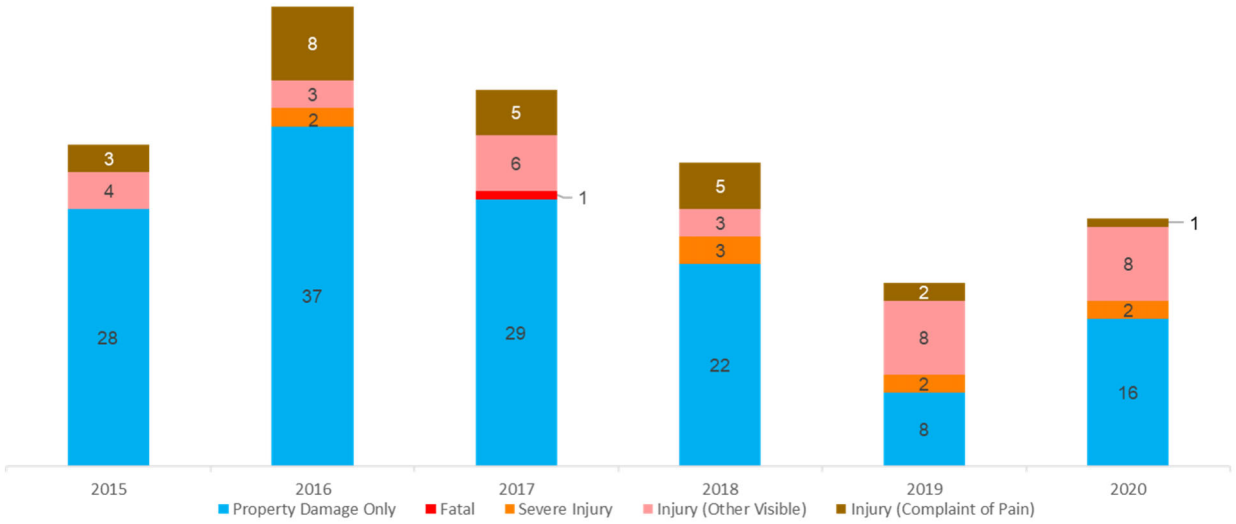


Figure 9 Collisions by Year on City of Sebastopol Roadways (2015-2020)

As shown on the collision density map (see **Figure 10** below), areas with high density of collisions include Laguna Park Way, N Main St near the high school, and the entire span of Bodega Avenue. There was one (1) fatal collision and nine (9) severe injury collision on the city roadways. Rear end collisions were the most common collision type. **Figure 11** displays the top 4 violation categories (not including unknown/not stated) and the number of collision types per category. Unsafe Speed was the top violation category with the majority of collisions being rear ends.

Agenda Item Number: 16
City Council Meeting Packet of: April 19, 2022
Page 27 of 92

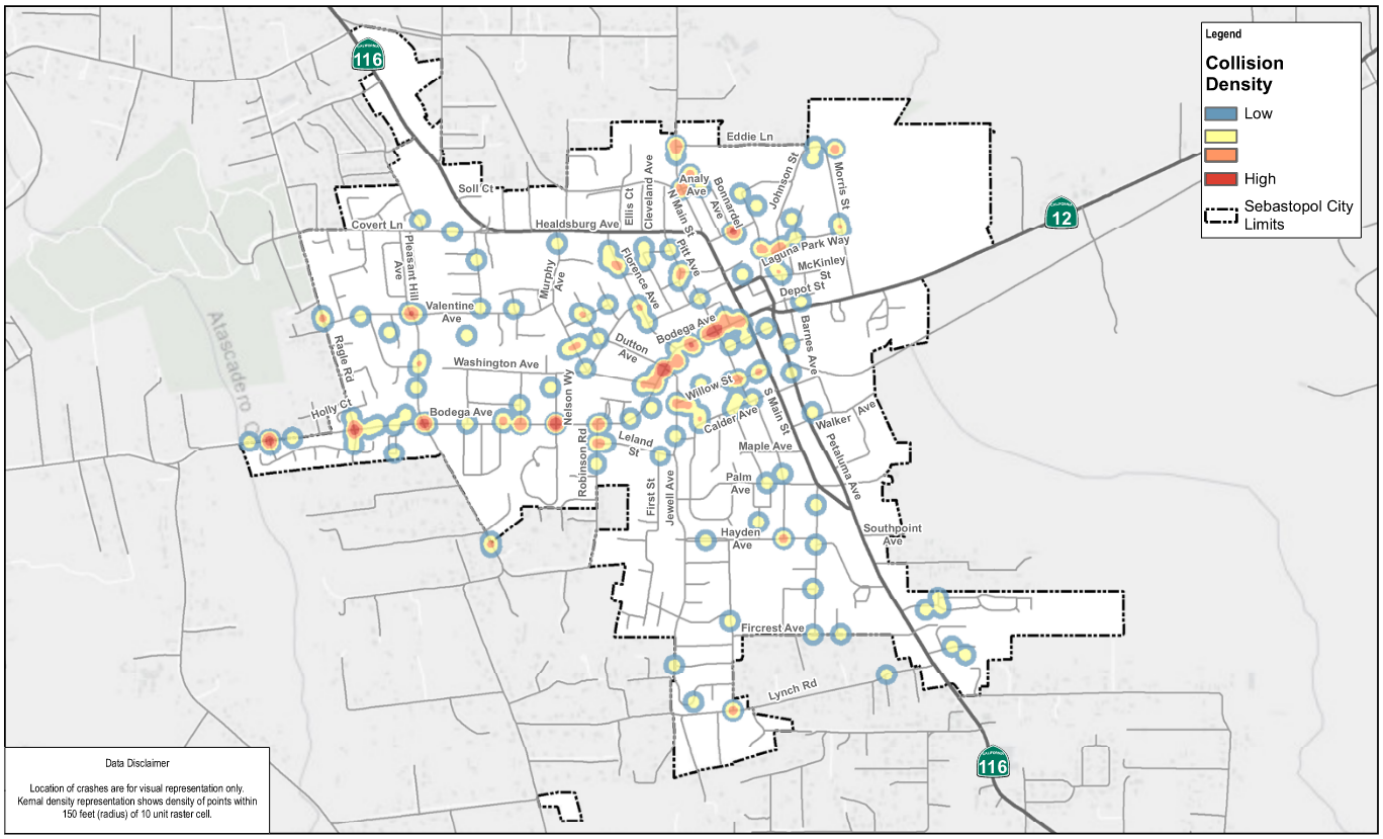


Figure 10 Collision Density on City Roads (2015-2020)

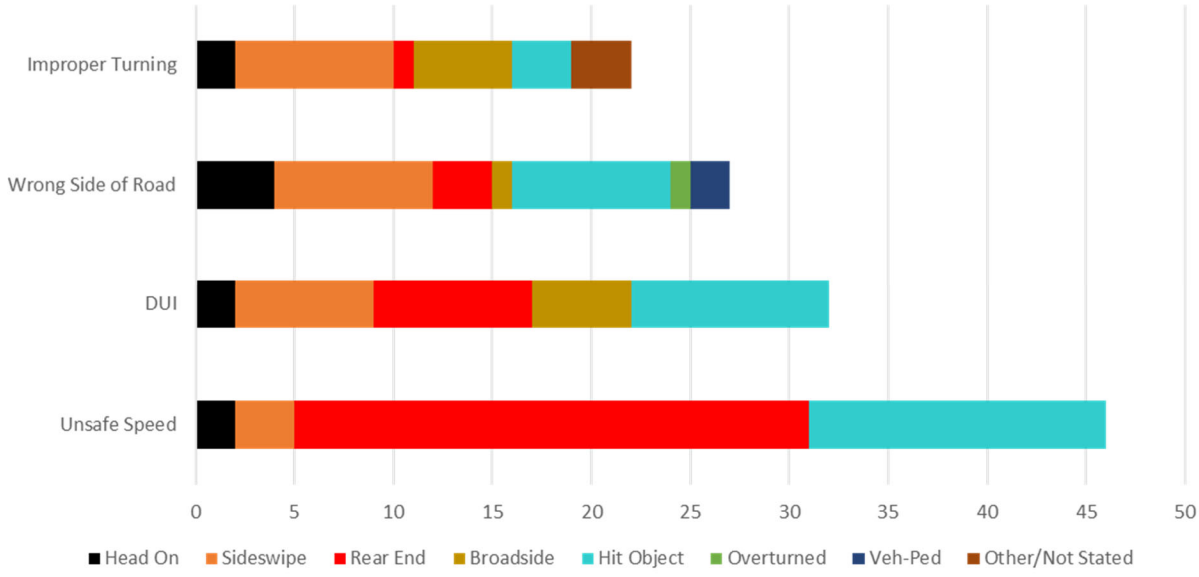


Figure 11 Top Violation Categories for Collisions on City Roadways

Figure 12 summarizes the city collisions based on severity and type. The main collision type was hit object followed by rear end. The majority of collisions were recorded as property damage only with 32% of the collisions in the past six years recorded as injury collisions.

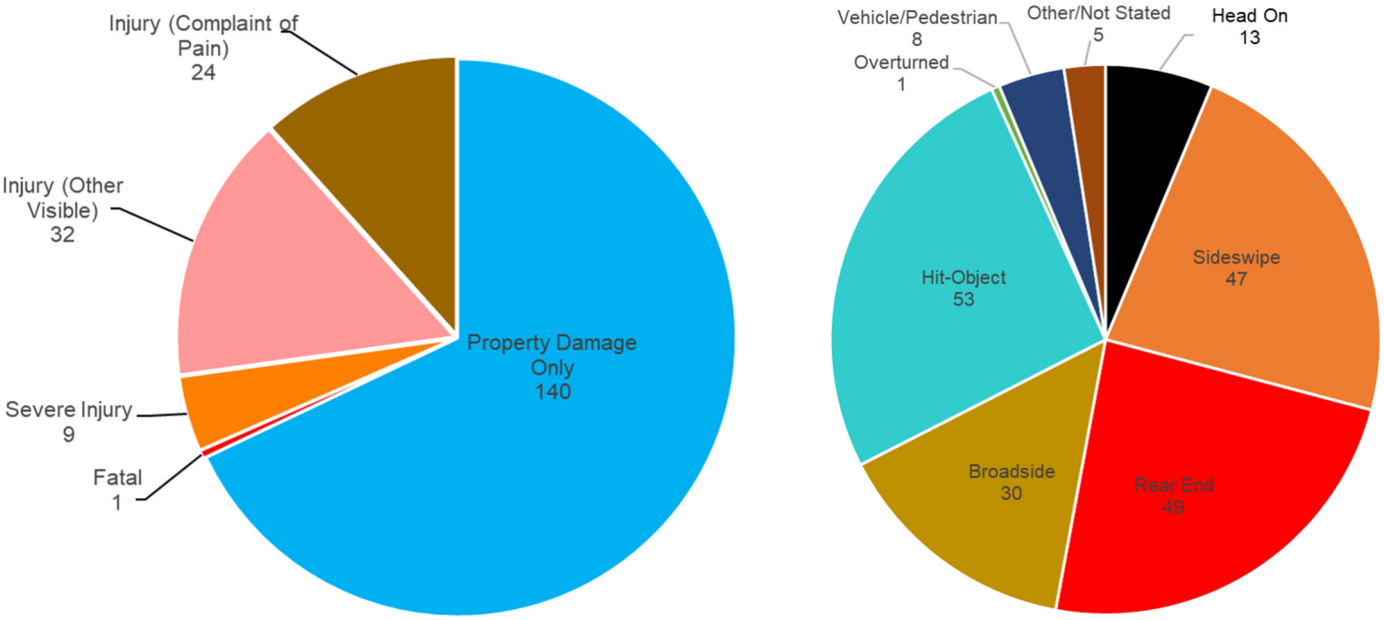


Figure 12 Summary of City Collisions

The total number of collisions and Equivalent Property Damage Only (EPDO) rating were assessed at the City intersection locations to aid in the determination of the top study intersections (refer to **Appendix C: Collision Data** for the breakdown of collision severity and violation type by intersection). Per the Caltrans Local Roadway Safety Manual, it is recommended to rank locations with higher severity as higher focus. The Highway Safety Manual (HSM) methodology of Equivalent Property Damage Only (EPDO) rating assigns a weight to collisions in capturing the relative severity in equivalent property damage only (PDO=1).

Table 2 provides the comprehensive collision costs and EPDO weights that were used in ranking the collisions. Collision costs include both direct and indirect costs. Direct crash costs include ambulance service, police and fire services, property damage, insurance, and other costs directly related to the crashes. Indirect collision costs account for the value society would place on pain and suffering or loss of life associated with the crash.

Table 2 Comprehensive Collision Costs and EPDO Weights (2020 dollars)

Crash Severity	Crash Cost*	Severity Ranking**
Fatal	$ 7,219,800	543
Severe Injury	$ 389,000	29
Other Visible Injury	$ 142,300	11
Complaint of Pain	$ 80,900	6
Property Darmage Only	$ 13,300	1

* *Based on Table 7-1, Highway Safety Manual (HSM), First Edition, 2010. Adjusted to 2020 dollars.*

** *Based on Equivalent Property Damge Only (EPDO)*

The intersection of Bodega Avenue and Ragle Road had the highest EPDO (577) due to the fatality at that location, and the intersection of Bodega Avenue and Dutton Avenue had the highest number of collisions (8). **Table 3** shows the top intersections, per collision analysis. Further detailed collision analysis is in **Appendix C: Collision Data.**

Table 3 Top Intersections, per Collision Analysis

Primary Road	Secondary Road	Control	EPDO	Total Crashes
Bodega Ave	Ragle Rd	TWSC	577	5
Bodega Ave	Nelson Way	TWSC	43	5
Pleasant Hill Ave	Valentine Ave	AWSC	36	3
Robinson Rd	Leland St	TWSC	29	1
Morris St	Laguna Park Way	TWSC	29	1
Bodega Ave	Jewell Ave/Dutton Ave	Signal	23	8
N Main St	Analy Ave	TWSC	29	4
Bodega Ave	Pleasant Hill Ave	Signal	19	4

The segment collisions were also analyzed by EPDO and total number of collisions. **Table 4** shows the top segments, per collision analysis. Bodega Avenue from Washington Avenue to Main Street had the highest EPDO rating (94) and highest number of segment collisions (19) due to nine injury collisions and 10 PDO collisions.

Table 4 Top Segments, per Collision Analysis

Street Name	Begin Segment	End Segment	EPDO	Total Crashes
Bodega Ave	Washington Ave	Main St	94	19
Bodega Ave	West City Limit	Ragle Rd	53	5
Bodega Ave	Pleasant Hill Ave	Virginia Ave	43	5
Ragle Rd	Ragle Ranch Rd	Bodega Ave	36	3
Morris St	Community Center Parking Lot	SR 12	32	4
Burnett St	High St	Petaluma Ave	4	4

4.2.2 Collisions on Caltrans Maintained Roadways

There were 351 collisions on Caltrans roadways (SR 116 and SR 12) between 2015 and 2020. As seen by the collision density map (see **Figure 13**), the intersections where State Route 116 and State Route 12 meet have the highest collision densities. In total, there were no fatal and twelve (12) severe injury collisions overall. Just over half of the collisions were property damage only.

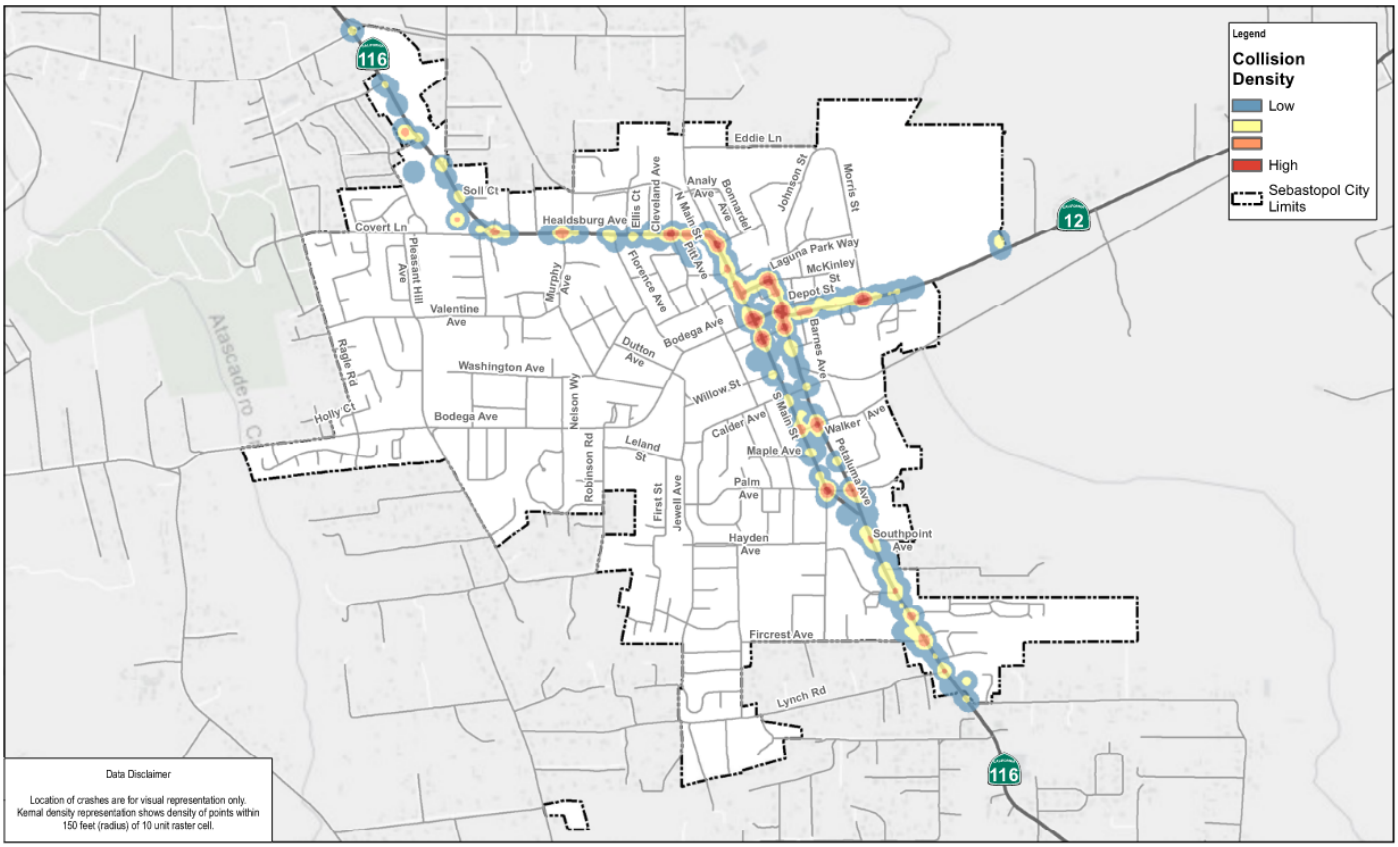


Figure 13 Collision Density on Caltrans Roads

Figure 14 displays the top 5 violation categories (not including unknown/not stated) and the number of collision types per category. Unsafe Speed was the top violation category with the majority of collisions being rear ends. **Figure 15** summarizes the Caltrans collisions based on severity and type. The main collision type was rear end followed by sideswipe. A little over half of the collisions were recorded as property damage only with 49% of the collisions in the past six years recorded as injury collisions.

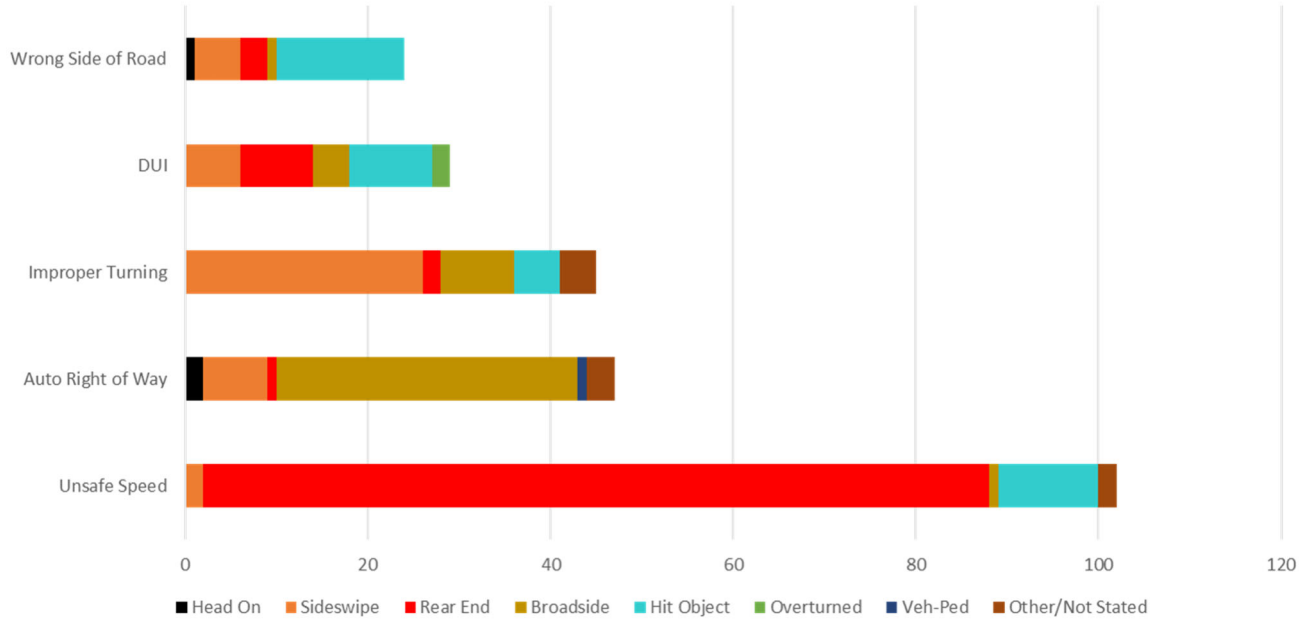


Figure 14 Top Violation Categories for Collisions on Caltrans Roadways

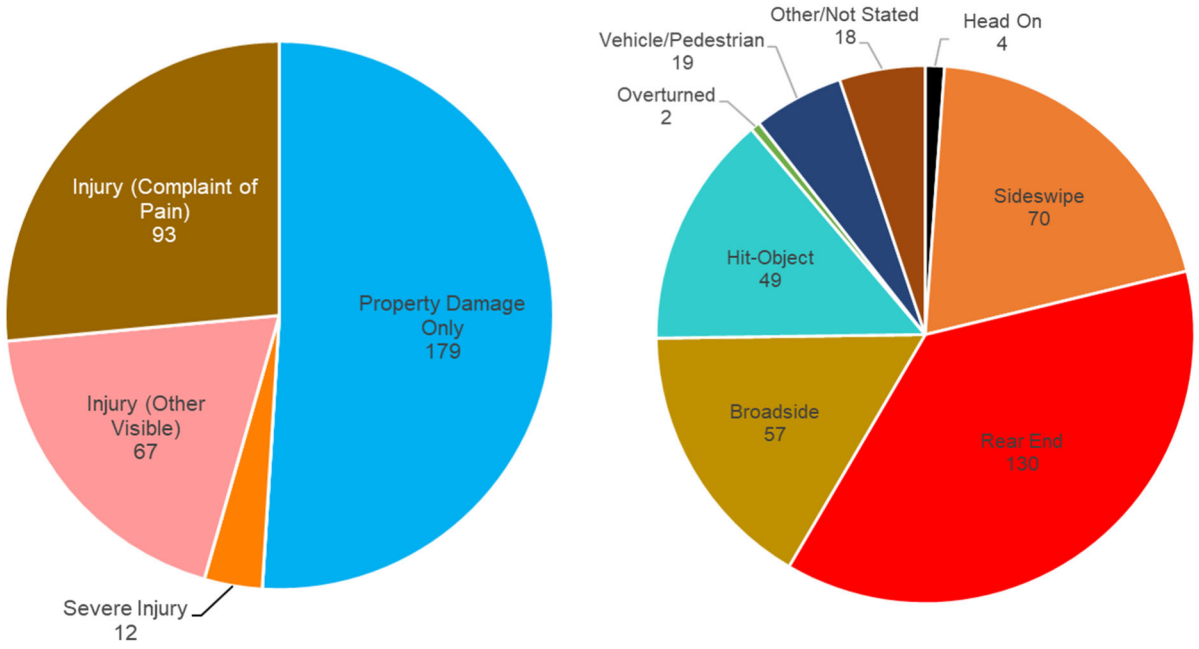


Figure 15 Summary of Caltrans Collisions

The intersection of N Main Street (SR 116) and Bodega Avenue had the highest EPDO (114), and the highest number of collisions (18). **Table 5** shows the top intersections, per collision analysis. Further detailed collision analysis is in **Appendix C: Collision Data.**

Table 5 Top Intersections, per Collision Analysis

Primary Road	Secondary Road	Control	EPDO	Total Crashes
N Main St (SR 116)	Bodega Ave	Signal	114	18
S Main St (SR 116)	Burnett St	TWSC	80	12
N Main St (SR 116)	Berry Ln	TWSC	68	5
Petaluma Ave (SR 116)	Sebastopol Ave (SR 12)	Signal	62	12
Healdsburg Ave (SR 116)	Murphy Ave	Signal	59	6
McKinley St (SR 116)	Laguna Park Way	Signal	42	12
N Main St (SR 116)	Wallace St	TWSC	53	10

The segment collisions were also analyzed by EPDO and total number of collisions. **Table 6** shows the top segments, per collision analysis. Sebastopol Avenue (SR 12) from Brown Street to Morris Street had the highest EPDO rating (106) and highest number of segment collisions (16) due to twelve (12) injury collisions and four (4) PDO collisions.

Table 6 Top Segments, per Collision Analysis

Street Name	Begin Segment	End Segment	EPDO	Total Crashes
Sebastopol Ave (SR 12)	Brown St	Morris St	106	16
Gravenstein Hwy N (SR 116)	Hurlbut Ave	Covert Ln	62	9
Sebastopol Ave (SR 12)	Morris St	E City Limit	53	13
Healdsburg Ave (SR 116)	Pitt Ave	N Main St	50	10
Gravenstein Hwy S (SR 116)	Petaluma Ave	Hutchins Ave	49	9
Gravenstein Hwy S (SR 116)	Hutchins Ave	Fircrest Ave	32	12

4.2.3 Collisions Related to Challenge Areas

4.2.3.1 Bicyclists

There was a total of six (6) bicycle to vehicle collisions on the City roadways and twenty (20) on Caltrans roadways. Of these collisions, five (5) were severe injury collisions. The top violation categories for bicycle-related collisions not including unknown/not stated are shown in **Figure 16** below. The primary collision type is listed as other followed by broadside with the top violation category of Automobile Right of Way. The majority of bicycle collisions were along SR 116. The location of each collision is outlined in **Figure 17**.

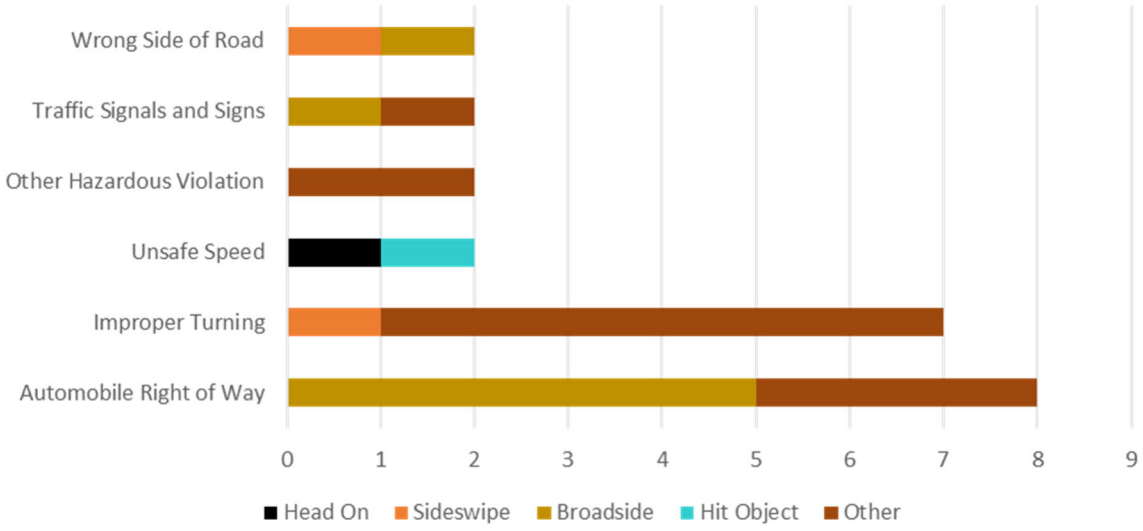


Figure 16 Top Violation Categories for Bicycle-Related Collisions

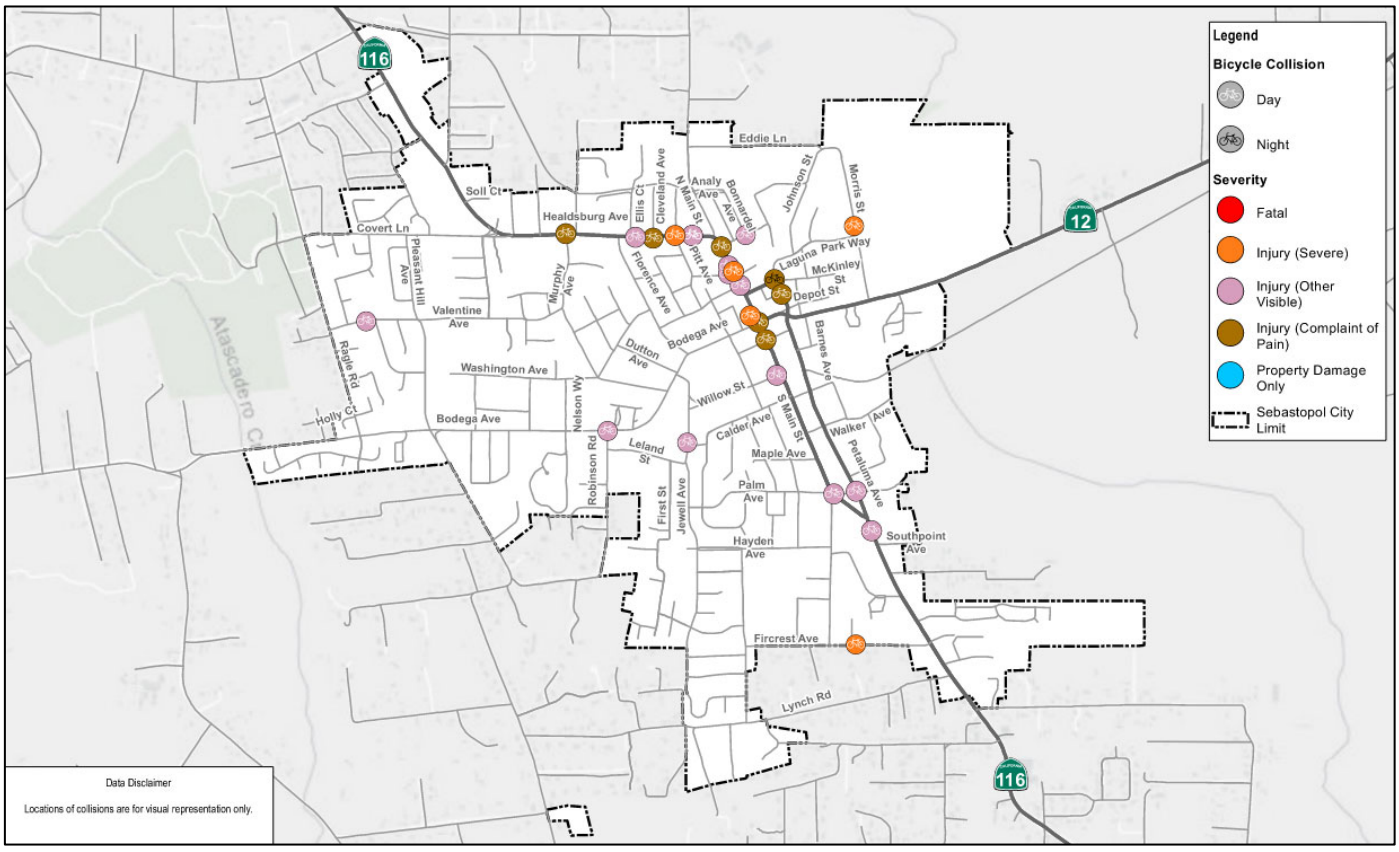


Figure 17 Map of Bicycle Collisions (2015-2020)

4.2.3.2 Intersections

As mentioned in **Section 4.2**, there were 95 collisions at City intersections during the study period. These account for approximately 46% of all collisions on City roadways. The top collision type is sideswipe, and the top violation category is unsafe speed. **Figure 18** outlines the top five violation categories and their associated collision types for the intersections.

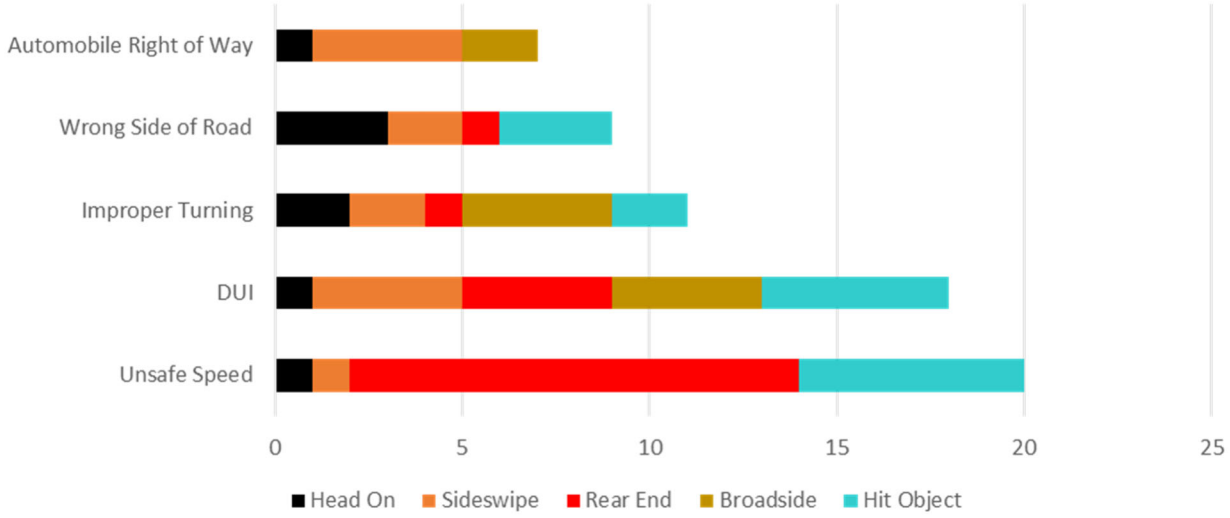


Figure 18 Top Violation Categories for Intersection Collisions

4.2.3.3 Pedestrians

There were eight (8) total pedestrian collisions on the City roadways and twenty-one (21) on Caltrans roadways. The pedestrian location at the time of collision, along with corresponding severity, is shown in **Figure 19**. Most pedestrians were crossing in the crosswalk at an intersection. One (1) pedestrian collision resulted in a fatality and six (6) resulted in severe injuries. The mapped location of each collision is shown in **Figure 20**.

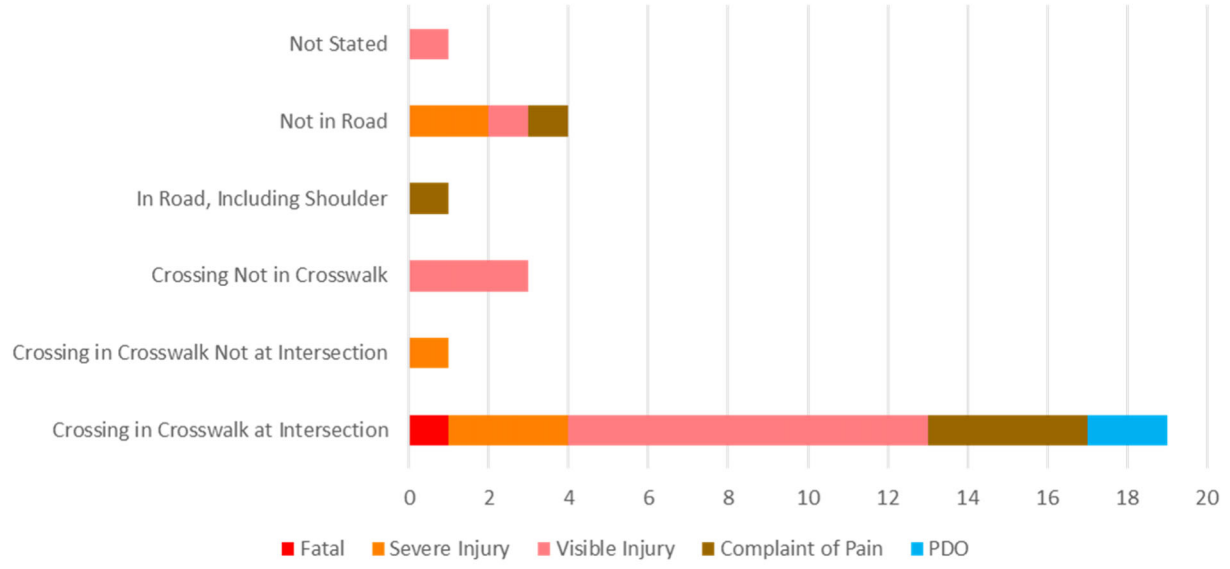


Figure 19 Pedestrian Location at Time of Collision

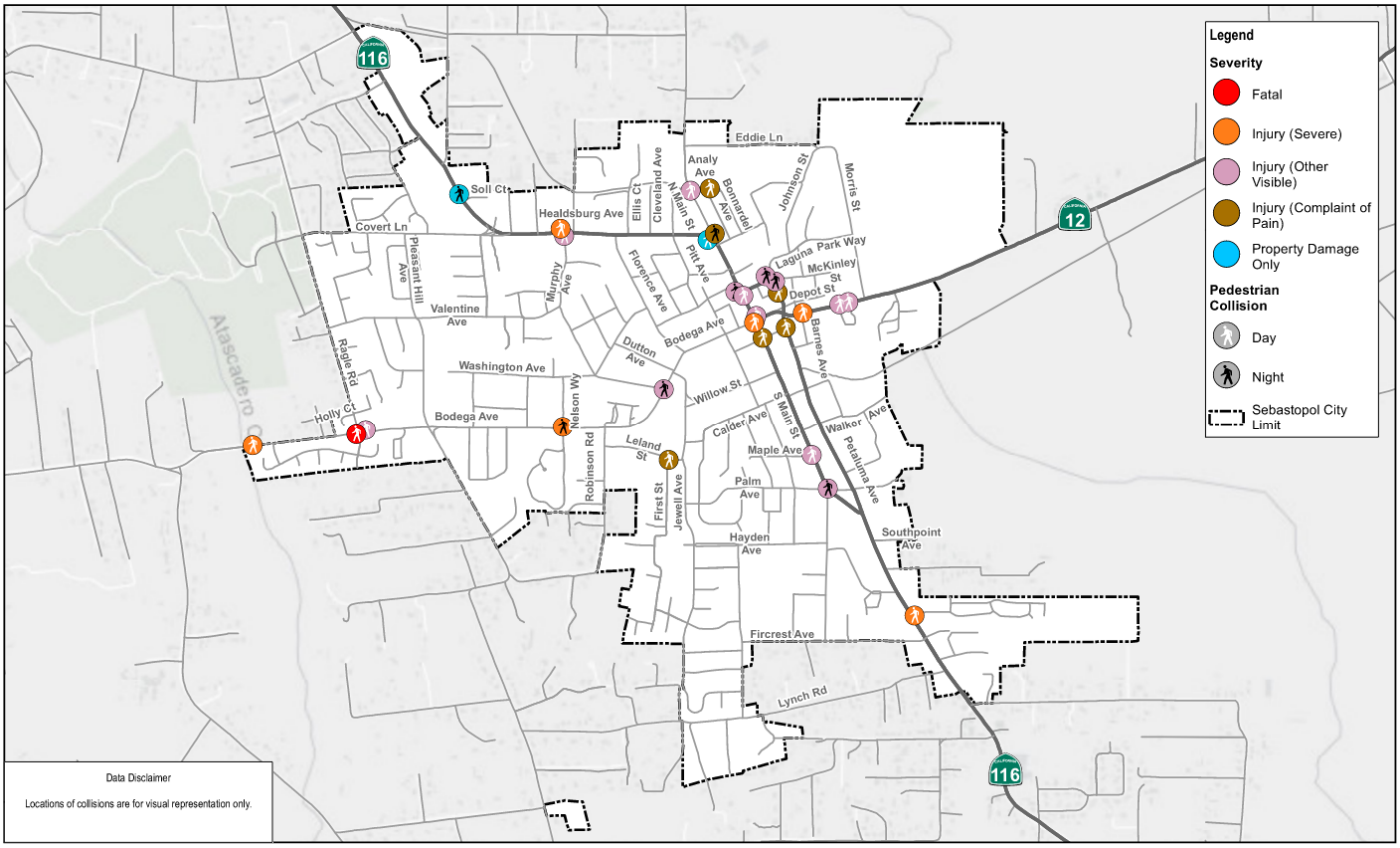


Figure 20 Map of Pedestrian Collisions

4.2.3.4 Distracted Driving

Distracted driving is categorized in collision data as inattention. Categories for inattention include cell phones (handheld or hands-free), electronic equipment, smoking, eating, children, animals, personal hygiene, and reading. From 2015 to 2020, there were 17 collisions with at least one party cited due to inattention. This is approximately 3 percent of all collisions. The most common type of inattention was distraction by an animal with 5 of the 17 collisions citing this type. The second most common type of inattention was distraction by eating and by the radio, both of which were cited in 3 of the 17 collisions each.

4.2.3.5 Aggressive Driving

Aggressive driving can be quantified through collision data through unsafe speed violations. There were 46 collisions on City roadways and 102 collisions on Caltrans roadways due to unsafe speed between 2015 and 2020. This is approximately 22 percent of all collisions on City roadways and 29 percent of all collisions of Caltrans roadways. Many of these collisions resulted in rear end collisions. There were no fatal and 2 severe injury collisions as a result of unsafe speed – both occurring on Caltrans roadways.

4.3 Field Reconnaissance

A field visit was performed on Thursday, March 17, 2022, to analyze the roadways throughout the City of Sebastopol and observe areas with high densities of public comments and collisions. Notes and photos from this visit are compiled in **Appendix D: Field Reconnaissance**.

Some general notes made based on what was observed during the sight visit are as follows

– All traffic signals citywide appear to have the yellow retro-reflectivity tape on them.

- Signalized intersections in the core downtown area have leading pedestrian intervals before the vehicles go, which helps improve pedestrian visibility and established presence in the crosswalks.
- There are a lot of pedestrian crossings that have “yield” pavement markings (“sharks-teeth” triangles) and Pedestrian Warning signs (W11-2). But they don’t have “Yield Here to Pedestrians” signs (R1-5).
- Speeding was not observed during the field visit as there was steady traffic on all main roadways that limited speeds.
- Parking along some roadways block sight distance for minor road vehicles.

Agenda Item Number: 16
City Council Meeting Packet of: April 19, 2022
Page 37 of 92

5. Public Outreach

5.1 Social Pinpoint Website

A project website was created on the Social Pinpoint platform to inform the public about the LRSP and provide a platform for input. **Figure 21** displays the homepage for the website found at lrsp.mysocialpinpoint.com/sebastopol. The project website had Google Translate enabled that could translate the webpage in over 100 languages and detect the user's browsers settings to automatically display the website in their language preference. In addition, the user could toggle the preferred language on the upper right corner of the webpage. Visitors to the page were invited to provide comments on an interactive project map and share their thoughts through a project survey. Comments from the interactive map and detailed results from the survey are included in **Appendix A: Stakeholder and Public Input**.

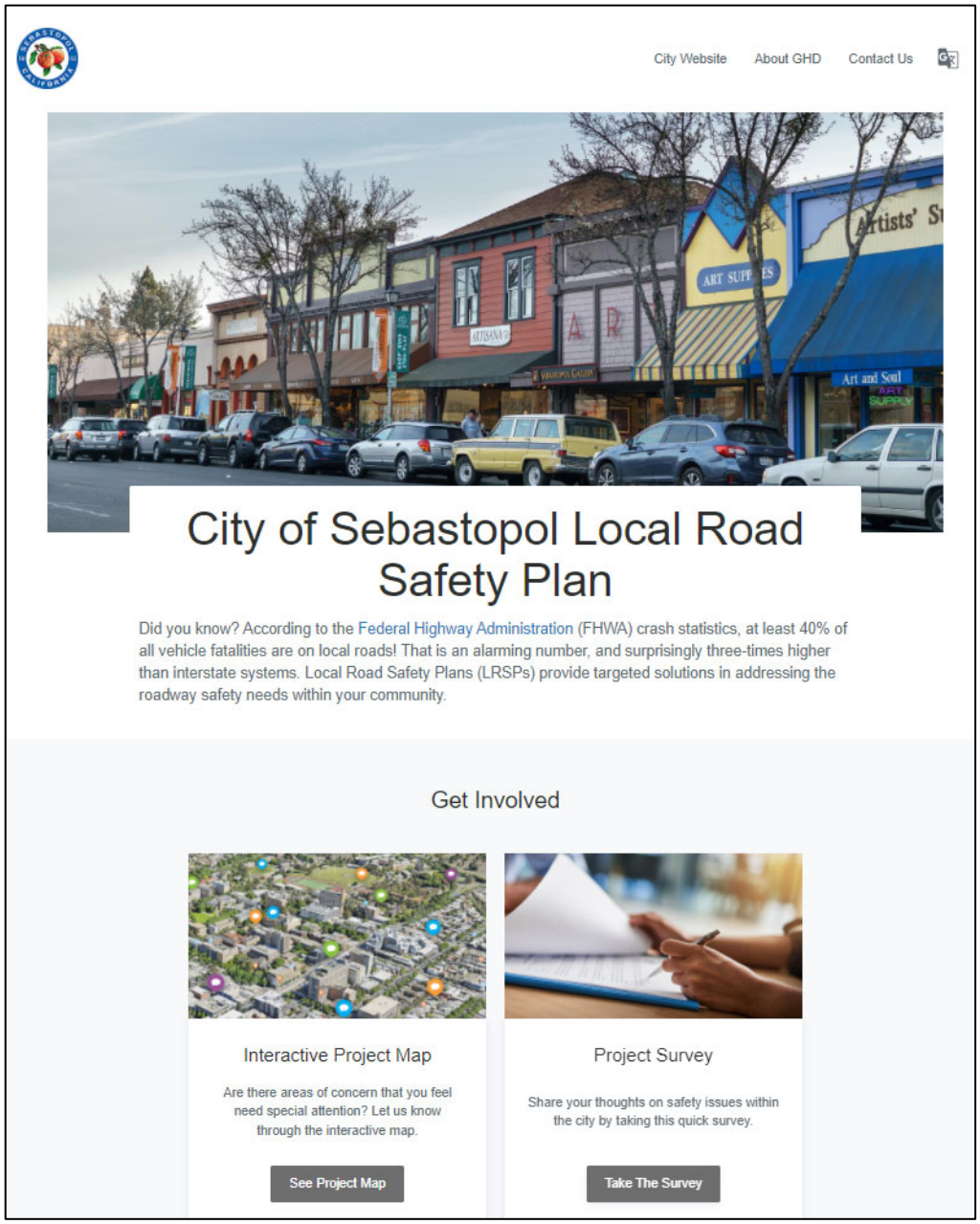


Figure 21 Public Website Home Page

The website was promoted through a variety of sources including posts on the City's social media pages, newsletter, and website (**Figure 22**). Overall, 66 unique people interacted with the website, and it received 122 interactive map comments and 22 survey responses.

Figure 22 Public Website Promotion

5.1.1 Interactive Map

The interactive map feature on the website allowed the public to drag icons to a location within the City and leave a comment regarding driving, pedestrian, or bicycle suggestions at that location. Most comments were related to driving (55.7%) but there was also a high volume of pedestrian comments (35.2%). **Figure 23** shows the interactive map feature from the website.

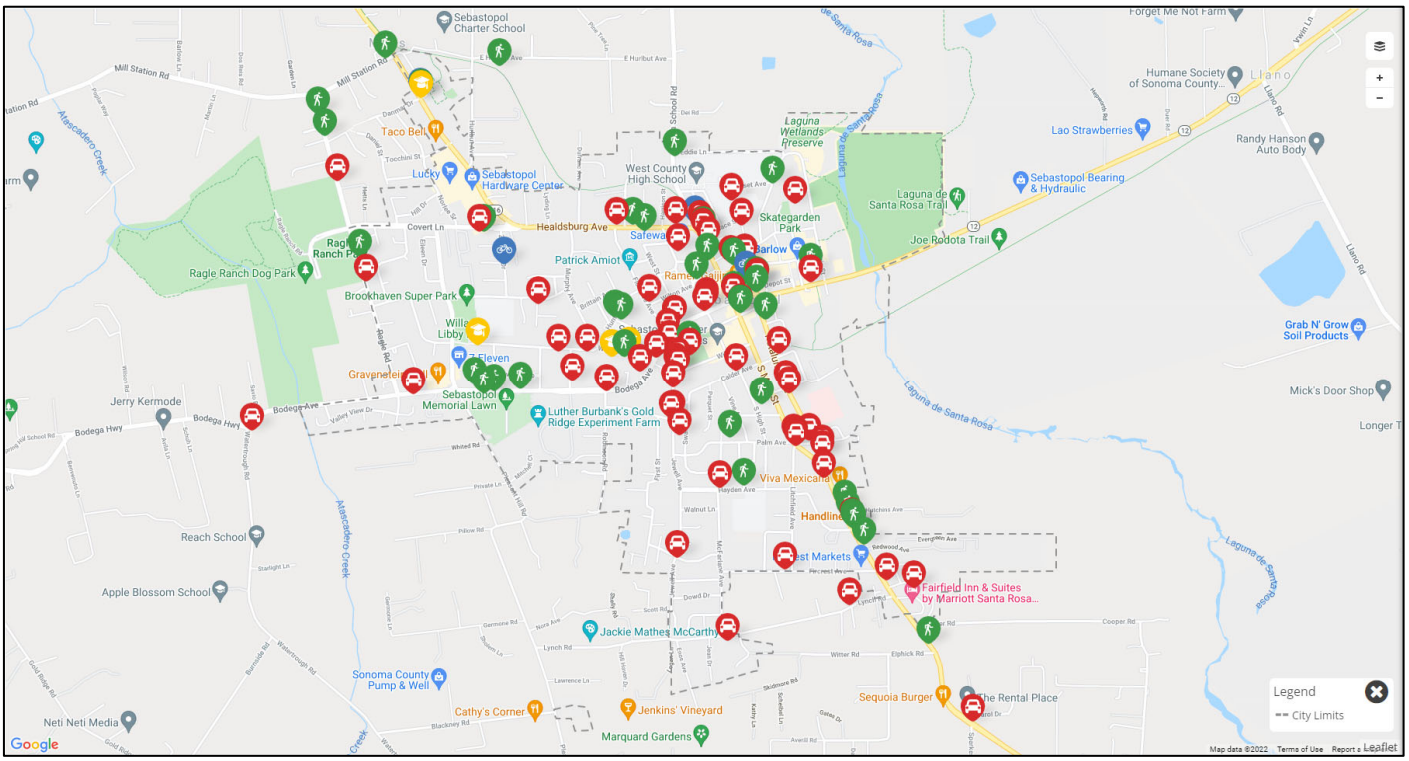


Figure 23 Public Website Interactive Map

As seen through the heatmap in **Figure 24**, the top comment locations include:

– N Main St (SR 116) at Wallace Ave

– SR 116 and SR 12 intersections

– SR 116 and Palm Ave intersections

– Jewell Ave at Bodega Ave

– Bodega Ave between Washington Ave and SR 116

– SR 116 and Fellers Ln

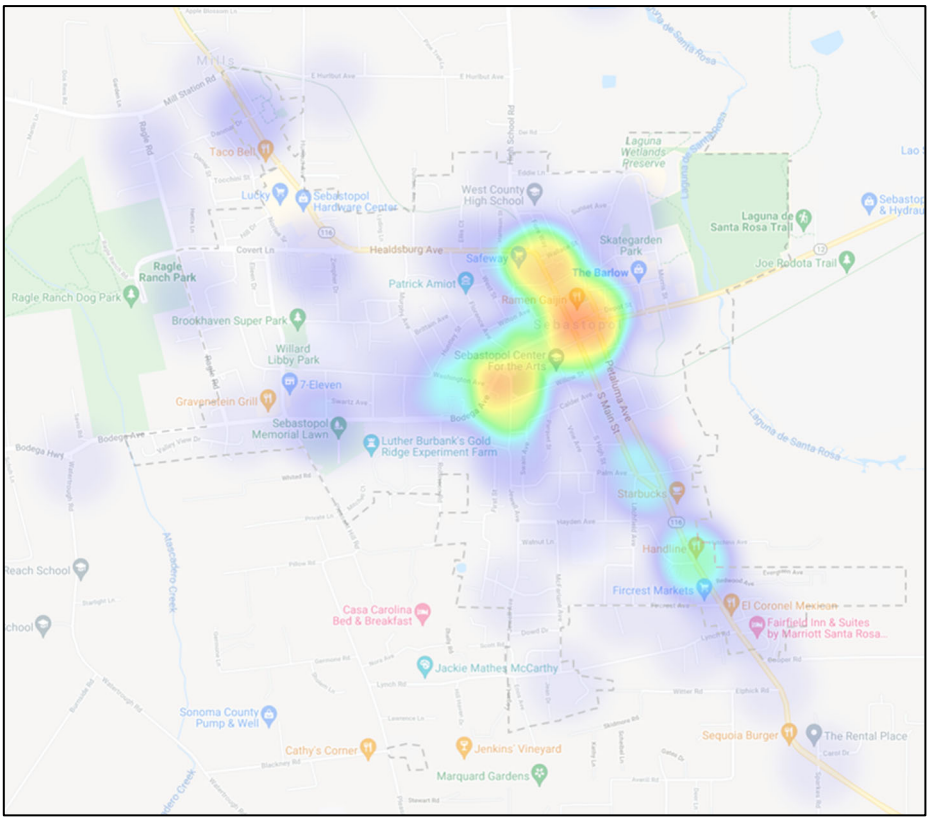


Figure 24 Top Comment Locations

5.1.2 Public Survey

The City of Sebastopol Public Survey asked six (6) questions relating to the LRSP. The survey was open for responses from December 8, 2021, to January 31, 2022, and received 22 responses. According to the survey, one of the primary safety issues for Sebastopol was intersection safety with lack of infrastructure and pedestrian collision tied for 2nd most common response (see **Figure 25** for a chart with the responses). A summary of the survey responses is listed below.

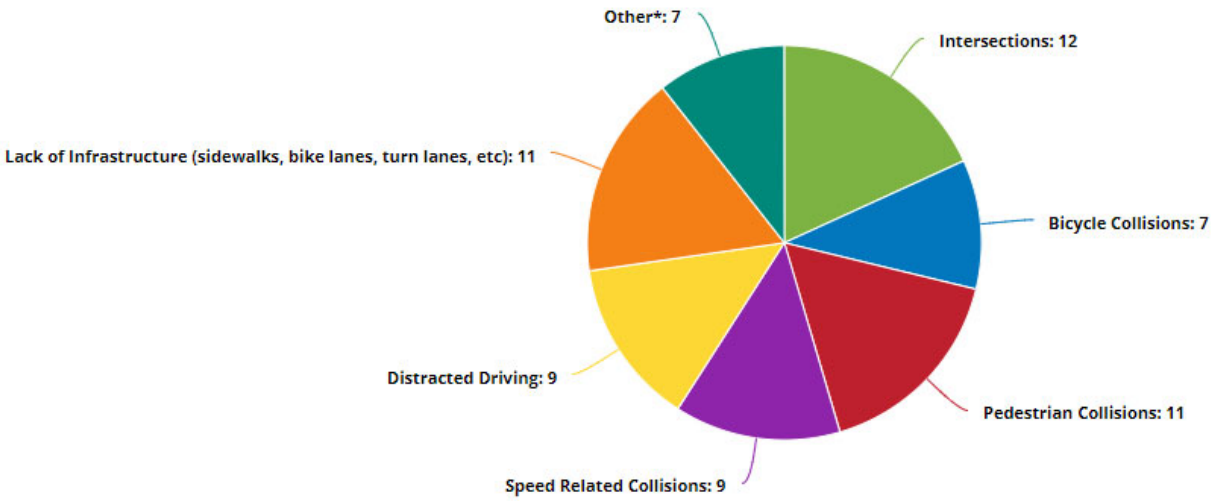


Figure 25 Public-Identified Roadway Issues

Some details regarding the main safety concerns selected are as follows:

- "Every single street "improvement" Sebastopol makes has made congestion worse. [..] How about synchronize the lights?"
- "I think it's critical to fill in sidewalk gaps. There are some streets around town where there are sizable sidewalk gaps"
- "116 is confusing especially to those from out of town. and the 1-way nature of it is tricky."
- "Failure to maintain infrastructure. Failure to modernize infrastructure to meet the goals of the general plan. Failure to adequately plan for increased urban development. Failure to access federal/state funding in a timely manner."

The second and third questions asked about the respondents' preferred crossing enhancement and the locations where they would like to see them implemented.

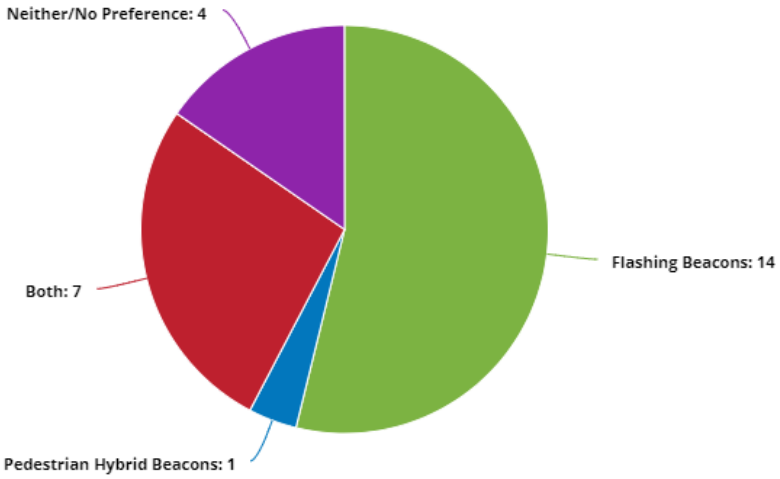


Figure 26 Public-Identified Preferred Crossing Enhancements

Some of the requested locations for crossing enhancements are:

- Washington Ave and Murphy Ave
- Occidental Rd and Joe Rodota Trail
- Covert Ln and Zimpher Dr
- Florence Ave and Bodega Ave

Question four asked what location(s) would the respondents like to see new/upgraded bike lanes. A few of these locations were:

- Occidental Rd (to safely connect the two sections of the Rodota trail)
- Ragle Road
- Bodega Highway between Virginia Ave and Pleasant Hill Ave
- Pleasant Hill Ave
- Jewell Ave
- Valentine Ave

In addition to these locations, the public would like to see separate bike paths and bike routes along residential streets.

The fifth question asked what improvements the respondents would like to see in and around school zones. Some of the responses are listed below.

- “Crossing guards”
- “Bulb-outs at intersections and mid-block crosswalks”
- “More traffic calming structures to reduce speed”
- “Places for parents to drive through rather than parking on the street waiting for their student”
- “Speed bumps”
- “More protected bikeways”

The final question asked what other roadway safety improvements the respondents would like to see in Sebastopol. Some of the responses were:

- “Sidewalk along Ragle Rd”
- “I would like a roadway that functions as a roadway. I’m convinced that Sebastopol's plan is to make it so miserable to drive there that everyone stays away.”
- “City needs to monitor and improve site limits along streets”
- “Pave bodega Ave!!!! It’s the most traveled road and one of the worst roads in the county!!!”
- “Smart urban planning that prioritizes non-vehicular centric, high density, low income, mixed use residential within the city core. Thus, remaining consistent with the priorities of the general plan.”

6. Identify Strategies

Through coordination and feedback from the City of Sebastopol, LRSP working group, and public outreach, safety projects and strategies were identified for the Local Road Safety Plan. Countermeasure development was coordinated with the City to collect feedback and identify recommended countermeasures.

The LRSP will reference specific location engineering projects and systemic safety applications. In addition, safety strategies and projects that address the other E's to include Enforcement, Education, Emergency Response, and Emerging Technologies will be discussed below.

6.1 Engineering Strategies

Per the HSIP program, engineering countermeasures are available for grant funding. In accordance with the most recent HSIP Cycle (Cycle 10), the approved countermeasures and crash reduction benefits were quantified in the HSIP Analyzer. The recommended countermeasures for the nine (9) priority intersections are presented below. Since the next HSIP Cycle 11 is in 2022, further safety analysis should be conducted at that time in refining the collision data and subsequent safety projects and Benefit to Cost Ratios (BCRs).

Countermeasures were evaluated and prioritized based on benefit to cost ratios as prescribed in Caltrans most recent Local Road Safety Manual (LRSM). The benefit value of a crash is the expected reduction in crashes with the countermeasure and the associated costs with the crash. Caltrans has opted to use 5 years of observed crashes in estimating future expected crashes. A benefit in reduction of cost can include benefits derived from savings of societal cost (emergency response, medical cost, and property damage). Cost associated with a project is based on planning level estimates of construction cost, planning and environmental cost and costs associated with right-of-way and utilities.

6.1.1 City Intersection Projects

The locations and characteristics of the nine (9) priority intersections on City roadways are shown in **Table 7** below.

Table 7 Priority Intersection Characteristics

			Crash Characteristics												
Primary Road	**Secondary Road**	**Control**	**Relative Severity (EPDO)**	**Total Crashes**	**Top Type of Collision** (Number of Collisions)	**Top Violation Category** (Number of Collisions)	**Fatal + Severe Injury**	**% at Night**	**Wet**	**Ped**	**Bike**	**Involv. w/Fixed Object**	**Pedestrian Not in Crosswalk**	**Alcohol Involved**	**Dark with No Streetlights**
City Jurisdiction															
Bodega Ave	**Ragle Rd**	TWSC	577	5	Veh-Ped (2)	Pedestrian Violation (2)	1	20%	0	2	0	0	0	2	0
Bodega Ave	**Nelson Wy**	TWSC	43	5	Rear end (3)	Unsafe speed (3)	1	40%	0	1	0	0	0	0	0
Pleasant Hill Ave	**Valentine Ave**	AWSC	36	3	Broadside (3)	Traffic Signals and Signs (2)	1	0%	0	0	0	0	0	0	0
Robinson Rd	**Leland St**	TWSC	29	1	Broadside (1)	DUI (1)	1	100%	0	0	0	0	0	1	0
Morris St	**Laguna Park Way**	TWSC	29	1	Broadside (1)	Improper Turning (1)	1	0%	0	0	0	0	0	0	0
Bodega Ave	**Jewell Ave/Dutton Ave**	Signal	23	8	Rear end (3), Hit Object (3)	Unsafe speed (4)	0	38%	1	0	0	3	0	1	0
N Main St	**Analy Ave**	TWSC	29	4	Head on (1), Sideswipe (1), Broadside (1), Veh-Ped (1)	Wrong Side of Road (1), Improper Turning (1), Auto Right of Way (1), Unknown (1)	0	25%	0	1	0	0	1	0	0
Bodega Ave	**Pleasant Hill Ave**	Signal	19	4	Rear end (3)	Unsafe speed (3)	0	25%	0	0	0	1	0	0	0
Wallace St	**Bonnardel Ave**	TWSC	23	3	Head on (1), Rear end (1), Broadside (1)	Wrong Side of Road (1), Improper Turning (1), Traffic Signals and Signs (1)	0	33%	0	0	1	0	0	0	0

The countermeasures recommended for these locations are presented in **Table 8**.

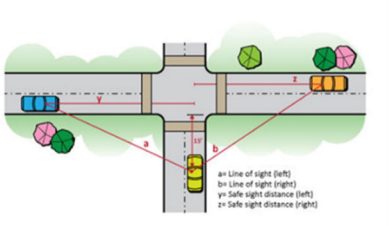
Table 8 Recommended Countermeasures for Priority Intersections

Intersection	Control	Relative Severity (EPDO)	Total Crashes	Top Type of Collision	Countermeasure Number[1]	CRF[1]	Funding Eligibility[1]	Recommended Countermeasures	Reasoning
City Jurisdiction									
Bodega Ave / Ragle Rd	TWSC	577	5	Veh-Ped (2)	-	-	-	**Pedestrian crossing improvements occurred at this intersection in 2018**	
Bodega Ave / Nelson Wy	TWSC	43	5	Rear end (3)	-	-	-	**Improvements occurred at this intersection in late 2018/early 2019 with the installation of a Pedestrian Hybrid Beacon**	
Pleasant Hill Ave / Valentine Ave	AWSC	36	3	Broadside (3)	NS21PB	35%	100%	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Current crossings are not in optimum locations at the intersection due to the existing curb ramps and intersection skew, causes sight distance issues and cars queue back into crosswalk on west leg as the stop bar is set in front of crosswalk. Potentially reconstruct curbs to accommodate. Also located in close proximity to school
					NS06	15%	100%	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	2 collisions that were sign related - violation for running the stop signs. May benefit from larger signs
Robinson Rd / Leland St	TWSC	29	1	Broadside (1)	NS07	25%	100%	Upgrade intersection pavement markings	Only very narrow stop bar that is faded on Leland St, could benefit from wider stop bar
					NS11	20%	90%	Improve sight distance to intersection (Clear Sight Triangles)	Sight distance issue from Leland St
Morris St / Laguna Park Way	TWSC	29	1	Broadside (1)	NS02	50%	100%	Evaluate conversion to all-way STOP control (from 2-way or Yield control)[2]	1 broadside collision, drivers use Morris St as a cut through and speed, would slow down traffic and reduce conflict. *This intersection will need to meet CA MUTCD multi-way stop control warrants.
Bodega Ave / Jewell Ave/Dutton Ave	Signal	23	8	Rear end (3), Hit Object (3)	S02	15%	100%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	4 unsafe speed collisions and 3 rear end collisions, 3 nighttime collisions, retroreflective borders will increase visibility of signal
					S03	15%	50%	Improve signal timing (phases, red, yellow, or operation)	3 rear end collisions, 2 traffic signals and signs violations
					S08	30%	100%	Convert signal to mast arm (from pedestal-mounted)	Signal heads on Dutton are pedestal mounted, complex geometry on these legs would benefit from mast arm
					S09	10%	100%	Install raised pavement markers and striping (Through Intersection)	1 improper turning collision, complex geometry may confuse drivers turning
					-	-	-	Install "Keep Clear" pavement markings in intersection	Potential back up of vehicles into intersection trying to enter the school drop off driveway
N Main St / Analy Ave	TWSC	29	4	Head on (1), Sideswipe (1), Broadside (1), Veh-Ped (1)	NS01	40%	100%	Add intersection lighting	1 nighttime collision, no lighting to cover whole intersection
					NS11	20%	90%	Improve sight distance to intersection (Clear Sight Triangles)	Horizontal curve on north leg makes intersection sight distance from Analy to vehicles on N Main difficult, drivers may pull out into oncoming traffic
					NS06	15%	100%	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	Stop sign on Analy Ave, Analy Ave is mostly a parking lot but it's unclear if there are two entrances or just one - install signage to clarify
					NS07	15%	100%	Upgrade intersection pavement markings	No existing stop bar on Analy, no yield markings at existing crossing on south leg of N Main St.
Bodega Ave / Pleasant Hill Ave	Signal	19	4	Rear end (3)	S02	15%	100%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	3 rear end collisions, 3 unsafe speed collisions, and 1 nighttime collision, retroreflective borders will increase visibility of signal
					S03	15%	50%	Improve signal timing (phases, red, yellow, or operation)	3 rear end collisions and 3 unsafe speed collisions, drivers potentially approaching signal too quickly
					-	-	-	Install larger advanced signal warning sign	WB leg of Bodega Ave has a crest vertical curve, drivers not expecting stopped traffic or signal. Only install on WB leg as EB leg already has flashing beacon.
Wallace St / Bonnardel Ave	TWSC	23	3	Head on (1), Rear end (1), Broadside (1)	-	-	-	Enforcement during school start and dismissal times	Located within close proximity to the high school. Students and parents use this as a cut through to the parking lot, drivers use Wallace St as a cut through to Main St
					-	-	-	Install centerlines on intersection approaches	1 head on collision, no existing centerlines. Will keep vehicles on the appropriate side of the road at the intersection

[1] Subject to change with HSIP Cycle 11

[2] Intersection must meet CA MUTCD warrants to implement countermeasure

Some of the proposed countermeasures at City intersections are highlighted below.



Evaluate/Improve sight distance to intersection (Clear Sight Triangles)

- Robinson Rd / Leland St
- N Main St / Analy Ave

Add intersection lighting

- N Main St / Analy Ave

Install raised pavement markers and striping (Through Intersection)

- Bodega Ave / Jewell Ave/Dutton Ave

Upgrade intersection pavement markings (stop bars, yield markings)

- Robinson Rd / Leland St
- N Main St / Analy Ave

6.1.2 City Segment Projects

Through the analysis period there were 111 collisions reported on City of Sebastopol roadway segments (non-intersection related). A breakdown of roadway collisions on City streets are included in **Appendix C: Collision Data**.

Segment countermeasures were developed in the same manner as the intersections. Six (6) priority segments on City roadways were chosen based on EPDO and collision frequency. These priority segments and their characteristics are shown in **Table 9** below.

Table 9 Priority Segment Characteristics

			Crash Characteristics												
Primary Road	**Limits**	**Length (mi)**	**Relative Severity (EPDO)**	**Total Crashes**	**Top Type of Collision** (Number of Collisions)	**Top Violation Category** (Number of Collisions)	**Fatal + Severe Injury**	**% at Night**	**Wet**	**Ped**	**Pedestrian Not in Crosswalk**	**Bike**	**Involv. w/Parked Car**	**Involv. w/Fixed Object**	**Alcohol Involved**
City Jurisdiction															
Bodega Ave	**Washington Ave to Main St**	0.29	94	19	Rear end (8)	Unsafe Speed (5)	0	42%	2	0	0	0	6	4	3
Bodega Ave	**W City Limit to Ragle Rd**	0.28	52	4	Broadside (1), Hit Object (1), Overturned (1), Veh-Ped (1)	Wrong side of road (3)	1	0%	0	1	0	0	0	1	0
Bodega Ave	**Pleasant Hill Ave to Virginia Ave**	0.24	44	6	Rear end (5)	Unsafe Speed (4)	1	33%	0	0	0	0	2	1	1
Ragle Rd	**Ragle Ranch Rd to Bodega Ave**	0.51	36	3	Rear end (2)	Wrong side of road (2)	1	33%	1	0	0	0	0	1	0
Morris St	**Community Center Prking Lot to SR 12**	0.35	32	4	Head on (1), Sideswipe (1), Hit Object (1), Other (1)	Wrong side of road (1), Improper turning (1), Unsafe Starting or Backing (1), Not stated (1)	1	50%	0	0	0	1	2	1	0
Burnett St	**High St to Petaluma Ave**	0.13	4	4	Head on (1), Rear end (1), Broadside (1), Hit Object (1)	Unsafe Starting or Backing (2)	0	50%	0	0	0	0	3	0	1

The countermeasures recommended for these locations are presented in **Table 10**.

Table 10 Recommended Countermeasures for Priority Segments

Segment	Relative Severity (EPDO)	Total Crashes	Top Type of Collision	Countermeasure Number[1]	CRF[1]	Funding Eligibility[1]	Recommended Countermeasures	Reasoning
City Jurisdiction								
Bodega Ave (Washington Ave to Main St)	94	19	Rear end (8)	R01	35%	100%	Add segment lighting	8 nighttime collisions, large gap between existing lighting
				R27	15%	100%	Install delineators, reflectors and/or object markers	4 hit object collisions
				R26	30%	100%	Install dynamic/variable speed warning signs	5 unsafe speed collisions
				R28	25%	100%	Install edge-lines and centerlines	2 wrong way collisions, current striping is botts dots
Bodega Ave (W City Limit to Ragle Rd)	52	4	Broadside (1), Hit Object (1), Overturned (1), Veh-Ped (1)	R01	35%	100%	Add segment lighting	No existing segment lighting
				R04	25%	100%	Install guardrails	2 run off the road collisions
				R27	15%	100%	Install delineators, reflectors and/or object markers	Hit object collision
				R28	25%	100%	Install edge-lines and centerlines	3 wrong way collisions, current striping is botts dots
				R30	20%	100%	Install centerline rumble strips/stripes	3 wrong way collisions
Bodega Ave (Pleasant Hill Ave to Virginia Ave)	44	6	Rear end (5)	R01	35%	100%	Add segment lighting	2 nighttime collisions
				R27	15%	100%	Install delineators, reflectors and/or object markers	1 hit object collision, residents placing trash cans along curb
				R26	30%	100%	Install dynamic/variable speed warning signs	3 unsafe speed collisions - crest vertical curve along segment causes speeding for WB downhill vehicles
				R28	25%	100%	Install edge-lines and centerlines	1 wrong way collision. Current striping is botts dots striping
Ragle Rd (Ragle Ranch Rd to Bodega Ave)	36	3	Rear end (2)	R01	35%	100%	Add segment lighting	1 nighttime collision, streetlights only at intersections
				R27	15%	100%	Install delineators, reflectors and/or object markers	Hit object collision, many mailboxes right along curb
				R28	25%	100%	Install edge-lines and centerlines	2 wrong way collisions - existing striping is botts dots and difficult to see, also centerline is not in direct center of road due to parking along northbound curb
Morris St (Community Center Prking Lot to SR 12)	32	4	Head on (1), Sideswipe (1), Hit Object (1), Other (1)	R01	35%	100%	Add segment lighting	2 nighttime collisions, a couple streetlights but only at intersections
				R26	30%	100%	Install dynamic/variable speed warning signs	Drivers use this as a cut through and consistently speed along segment
Burnett St (High St to Petaluma Ave)	4	4	Head on (1), Rear end (1), Broadside (1), Hit Object (1)	R01	35%	100%	Add segment lighting	2 nighttime collisions, currently only 2 streetlights along segment
				R28	25%	100%	Install edge-lines and centerlines	One head on collision, no centerlines currently
				-	-	-	Evaluate on-street parking and where to reduce	3 collisions involved with parked vehicles, narrow roadway

[1] Subject to change with HSIP Cycle 11

Some of the proposed countermeasures along City segments are highlighted below.

Add segment lighting*

- Bodega Ave (Washington Ave to Main St)
- Bodega Ave (W City Limit to Ragle Rd)
- Bodega Ave (Pleasant Hill Ave to Virginia Ave)
- Ragle Rd (Ragle Ranch Rd to Bodega Ave)
- Morris St (Community Center Parking Lot to SR 12)
- Burnett St (High St to Petaluma Ave)

*Systemic Countermeasure

Install delineators, reflectors and/or object markers

- Bodega Ave (Washington Ave to Main St)
- Bodega Ave (W City Limit to Ragle Rd)
- Bodega Ave (Pleasant Hill Ave to Virginia Ave)
- Ragle Rd (Ragle Ranch Rd to Bodega Ave)

Install dynamic/variable speed warning signs

- Bodega Ave (Washington Ave to Main St)
- Bodega Ave (Pleasant Hill Ave to Virginia Ave)
- Morris St (Community Center Parking Lot to SR 12)

6.1.3 Caltrans Intersection Projects

There were seven (7) study intersections chosen for the Caltrans roadways in Sebastopol. These priority intersections and their characteristics are shown in **Table 11** below.

Agenda Item Number: 16
City Council Meeting Packet of: April 19, 2022
Page 48 of 92

Table 11 Priority Intersection Characteristics

			Crash Characteristics													
Primary Road	**Secondary Road**	**Control**	**Relative Severity (EPDO)**	**Total Crashes**	**Top Type of Collision** (Number of Collisions)	**Top Violation Category** (Number of Collisions)	**Fatal + Severe Injury**	**% at Night**	**Wet**	**Ped**	**Bike**	**Involv. w/Fixed Object**	**Pedestrian Not in Crosswalk**	**Alcohol Involved**	**Dark with No Streetlights**
Caltrans Jurisdiction															
N Main St	**Bodega Ave**	Signal	114	18	Sideswipe (5), Rear end (5)	Auto Right of Way (3), Traffic Signals and Signs (3), Unsafe Starting or Backing (3)	2	28%	4	3	2	0	0	3	1
S Main St	**Burnett St**	TWSC	80	12	Sideswipe (5)	Auto Right of Way (4)	1	17%	0	1	1	0	0	2	0
N Main St	**Keating Ave**	TWSC	68	5	Other/Bicycle (3)	Improper Turning (2)	1	0%	0	0	3	0	0	0	0
Petaluma Ave	**Sebastopol Ave**	Signal	62	12	Sideswipe (4), Rear End (4)	Improper Turning (4)	0	17%	1	0	0	1	0	1	0
Healdsburg Ave	**Murphy Ave**	TWSC	59	6	Broadside (2)	Auto Right of Way (2)	1	0%	2	2	1	1	0	0	0
McKinley St	**Laguna Park Way**	TWSC	42	12	Sideswipe (3), Hit Object (3)	Unsafe Speed (3)	0	50%	2	2	1	3	0	1	0
N Main St	**Wallace St**	TWSC	53	10	Broadside (4)	DUI (2), Improper Turning (2), Auto Right of Way (2)	1	30%	1	0	1	4	0	2	0

The countermeasures recommended for these locations are presented in **Table 12**.

Table 12 Recommended Countermeasures for Priority Intersections

Intersection	Control	Relative Severity (EPDO)	Total Crashes	Top Type of Collision	Countermeasure Number[1]	CRF[1]	Funding Eligibility[1]	Recommended Countermeasures	Reasoning
Caltrans Jurisdiction									
N Main St / Bodega Ave	Signal	114	18	Sideswipe (5), Rear end (5)	S02	15%	100%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	5 rear end collisions, 5 nighttime collisions, retroreflective borders will increase visibility of signal
					S03	15%	50%	Improve signal timing (phases, red, yellow, or operation)	5 rear end collisions, 3 auto right of way collision, 3 traffic signals and signs violations. Improving all red time can help clear intersection and reduce conflicts between late vehicles
S Main St / Burnett St	TWSC	80	12	Sideswipe (5)	NS21PB	35%	100%	Upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Very minimal signage for existing crosswalks on S Main St. 1 ped right of way collision. Identified improvements in SR 116 Safety Study include signage, ped activated warning signs, and curb extensions
					NS01	40%	100%	Add intersection lighting	2 nighttime collisions, only have existing overhead lighting on one leg. Other legs have lamp posts that do not appear to light up the roadway properly
					-	-	-	Evaluate removal of parking close to intersection	Recommended on Burnett St through segment mitigations. Evaluate removal of one or two spots on S Main St to increase the distance one can see on coming vehicles
N Main St / Keating Ave	TWSC	68	5	Other/Bicycle (3)	-	-	-	Install bike conflict markings through intersection and at Rite Aid driveway adjacent	3 bicycle collisions
					-	-	-	Evaluate closure or restriction of movements of Rite Aid driveway	Very close proximity to intersection. Increases number of conflict points. Difficult to see turning vehicles from Keating and vice versa
Petaluma Ave / Sebastopol Ave	Signal	62	12	Sideswipe (4), Rear End (4)	S02	15%	100%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	4 rear end collisions, 2 nighttime collisions, retroreflective borders will increase visibility of signal
					S03	15%	50%	Improve signal timing (phases, red, yellow, or operation)	3 broadside collisions, 3 traffic signals and signs violations. Improving timing will help clear the intersection and reduce conflicts
Healdsburg Ave / Murphy Ave	TWSC	59	6	Broadside (2)	NS11	20%	90%	Evaluate/improve sight distance to intersection (Clear Sight Triangles)	2 broadside collisions due to auto right of way. Buildings and vegetation on the corners may be blocking view of vehicles
					NS06	15%	100%	Install other intersection warning/regulatory signs	No existing intersection warning signs. Murphy seems to appear out of no where due to surrounding buildings blocking the view of the street
					NS21PB	35%	100%	Upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Existing ped crossing has one flashing beacon but only facing WB direction. Does not alert cars coming from the west traveling EB. One ped collision here
McKinley St / Laguna Park Way	TWSC	42	12	Sideswipe (3), Hit Object (3)	NS01	40%	100%	Add intersection lighting	2 nighttime collisions, only have existing overhead lighting on one leg. Other legs have lamp posts that do not appear to light up the roadway properly
					The installation of a Pedestian Hybrid Beacon (or HAWK) is planned for this intersection on the south leg.				
N Main St / Wallace St	TWSC	53	10	Broadside (4)	NS11	20%	90%	Evaluate/improve sight distance to intersection (Clear Sight Triangles)	Vegetation and parking along N Main St seem to block view of oncoming vehicles and pedestrians. Location of multiple public comments
					-	-	-	Evaluate removal of parking in front of the Masonic Center	Existing parking here appears to block view of oncoming vehicles and pedestrians for turning vehicles from Wallace St.

[1] Subject to change with HSIP Cycle 11

6.1.4 Caltrans Segment Projects

There were six (6) study segments chosen on Caltrans roadways in Sebastopol. These priority segments and their characteristics are shown in **Table 13** below.

Table 13 Priority Segment Characteristics

Primary Road	Limits	Length (mi)	Crash Characteristics												
			Relative Severity (EPDO)	Total Crashes	Top Type of Collision (Number of Collisions)	Top Violation Category (Number of Collisions)	Fatal + Severe Injury	% at Night	Wet	Ped	Pedestrian Not in Crosswalk	Bike	Involv. w/Parked Car	Involv. w/Fixed Object	Alcohol Involved
Caltrans															
Sebastopol Ave	**Brown St to Morris St**	0.16	106	16	Rear End (7)	Unsafe Speed (4)	0	25%	1	2	0	0	1	2	3
SR 116	**Hurlbut Ave to Covert Ln**	0.19	62	9	Rear End (5)	Following Too Closely (3)	1	22%	1	1	0	0	2	1	1
Sebastopol Ave	**Morris St to E City Limit**	0.37	53	13	Rear end (11)	Unsafe Speed (6)	0	15%	3	0	0	0	1	2	0
Healdsburg Ave	**Pitt Ave to N Main St**	0.09	50	10	Broadside (6)	Auto Right of Way (7)	0	0%	1	0	0	2	0	0	0
SR 116	**Petaluma Ave to Hutchins Ave**	0.14	49	9	Rear end (3), Hit Object (3)	Unsafe Speed (5)	0	22%	2	0	0	1	1	3	0
SR 116	**Hutchins Ave to Fircrest Ave**	0.20	32	12	Rear end (8)	Unsafe Speed (7)	0	8%	3	0	0	0	1	0	0

The countermeasures recommended for these locations are presented in **Table 14**.

Table 14 Recommended Countermeasures for Priority Segments

Segment	Relative Severity (EPDO)	Total Crashes	Top Type of Collision	Countermeasure Number[1]	CRF[1]	Funding Eligibility[1]	Recommended Countermeasures	Reasoning
Caltrans Jurisdiction								
Sebastopol Ave (Brown St to Morris St)	106	16	Rear End (7)	R26	30%	100%	Install dynamic/variable speed warning signs	4 unsafe speed collisions
SR 116 (Hurlbut Ave to Covert Ln)	62	9	Rear End (5)	R01	35%	100%	Add segment lighting	2 nighttime collisions
				R26	30%	100%	Install dynamic/variable speed warning signs	Rear ends as a result of speeding and following too closely
Sebastopol Ave (Morris St to E City Limit)	53	13	Rear end (11)	R26	30%	100%	Install dynamic/variable speed warning signs	6 unsafe speed collisions
Healdsburg Ave (Pitt Ave to N Main St)	50	10	Broadside (6)	-	-	-	Evaluate sight distance at major driveways	6 broadside collisions
SR 116 (Petaluma Ave to Hutchins Ave)	49	9	Rear end (3), Hit Object (3)	R26	30%	100%	Install dynamic/variable speed warning signs	5 unsafe speed collisions
SR 116 (Hutchins Ave to Fircrest Ave)	32	12	Rear end (8)	R26	30%	100%	Install dynamic/variable speed warning signs	7 unsafe speed collisions

[1] Subject to change with HSIP Cycle 11

6.1.5 Identified Challenge/Emphasis Areas

Per the SHSP, the identified challenge/emphasis areas for the LRSP were as follows:

1. **Bicycling** – Bicycling safety countermeasures/projects were recommended at multiple locations.
2. **Intersections** – Projects were identified for the top intersections with collision severity and frequency.

3. **Pedestrians** – Providing pedestrian accommodations to include crossing enhancements. Other locations for pedestrian improvements are identified in the engineering strategies. Non-engineering strategies to improve pedestrian safety will be discussed in a later section of the report.
4. **Distracted Driving** – Prevention of distracted roadway usage is addressed though education and enforcement component of the non-engineering strategies. These strategies can be communicated through the police department, social media channels, and through the schools.
5. **Aggressive Driving** – Aggressive driving can include improper speeds, improper turning and improper passing. Engineering strategies were identified for intersections and segments at locations where these issues were identified. Non-engineering strategies to prevent aggressive driving includes enforcement in selective areas with a speed management education campaign.

6.1.6 Systemic Safety Countermeasures

When selecting countermeasures, just focusing on locations with a current collision issue is a reactive approach to roadway safety planning. A reactive approach targets recent hot-spots and specific problems that are associated with these locations; as a result of this approach, locations with low traffic volumes but with similar safety issues as hot spot locations are not addressed. In order to mitigate collisions in a both a reactive and proactive approach, Caltrans' Local Road Safety Manual suggests agencies utilize a comprehensive approach that includes systemic and hot spot location improvements in developing a safety plan.

Some systemic safety countermeasures options at intersections for the current high-risk roadway characteristics are listed below:

Table 15 Recommended Systemic Countermeasures

Location	Type of Countermeasure	Countermeasure	Reasoning
Citywide	Education	Pedestrian and bicycle education campaign (crossing at crosswalks, wearing high-visibility clothing at night, following the bicycle rules of the road etc.)	Lots of pedestrians and bikers around town and ped/bike collisions. Have education campaign for active transportation and for drivers to be alert and aware of bikers and walkers.
	Education	Safe driving campaign for students	Many collisions around the high school due to students speeding and inexperience
	Engineering	Install segment lighting	Lighting around city is insufficient and there is a large amount of nighttime collisions
	Engineering	Add sidewalks (where feasible)	There are many narrow shoulders and not many connecting sidewalks. Sidewalks will keep pedestrians out of the road
	Engineering	Pedestrian Crossing Enhancements[1]	Would provide enhanced safety features to existing crossings throughout the city.

[1] *Pedestrian Crossing Enhancements are part of the HSIP Set Aside funding and do not require previous collision history*

6.1.7 Active Transportation

Sebastopol has an active walking and biking community, with many multimodal improvements already on the roadways or in planning and design. In evaluating future transportation projects, it is important to look for opportunities to incorporate facilities and safety improvements for bicycle, pedestrians, and transit, including evaluating protected bicycle and pedestrian pathways. This will help to provide a safe alternative to driving and reduce greenhouse gases while increasing the health and vitality of the community.

6.2 Non-Engineering Strategies

A comprehensive approach to selecting countermeasure recognizes that not all safety issues can be addressed through infrastructure improvement. The comprehensive approach to safety involves the 5 E's of traffic safety. Besides engineering safety countermeasures, it is important to recommend safety countermeasures to coincide with the other safety E's.

6.2.1 Education

Education strategies are listed below.

- Pedestrian education campaign
- Bicyclist education and resources
    - Partner with Sonoma County Bicycle Coalition
- Driver education through distracted driving campaigns
- Safe Routes to School maps and outreach at schools
- Social media blasts with quick education tools for all users
- Dangers of speeding/speed management campaigns

The California Office of Traffic Safety has resources that can be used by the City to help in traffic safety education for residents. Some campaigns highlighted in their website include impaired driving, distracted driving, pedestrian & bicycle safety, and speeding. The website provides educational materials, safety tips, facts, and resources to use in educating the public on traffic safety.

6.2.2 Emerging Technologies

Possible emerging technologies strategies are listed below.

- ITS infrastructure, web/mobile application (apps) and smart cities practices
- Upgraded controllers for flashing yellow arrows and leading pedestrian intervals as needed
- Installing touchless Accessible Pedestrian Signals
- Crash warning system
- Changeable message signs

6.2.3 Enforcement

Enforcement strategies are listed below.

- Targeted speed enforcement
- Focused DUI check points or routine stops
- Increasing number of traffic enforcement officers
    - Possible through grants/OTS funding
- Distracted driving enforcement

6.2.4 Emergency Response

Emergency response strategies are suggested below.

- Emergency vehicle preemption at signalized intersections
- Improve and maintain access for emergency response vehicles

7. Prioritize and Incorporate Strategies

7.1 Funding Sources

The City of Sebastopol can look for opportunities to incorporate safety enhancements with the Capital Improvement Program. However, it is noted that funding is very limited and typically used from roadway paving. Additional funding opportunities can come through grant funding to include HSIP, ATP, OBAG, and CMAQ.

The primary source of potential funding for projects recommended in this plan is HSIP funding. Each cycle has available project funding for Benefit to Cost Ratio (BCR) and funding set-aside projects. BCR projects use expected benefit and estimated cost to determine eligibility and likelihood for receiving funding. The expected benefit is determined using the crash history and the predicted collision reduction from the recommended countermeasures. On the other hand, funding set-aside projects do not require a collision history. Per the last call for HSIP projects (closed November 2020), the set-aside countermeasures available to agencies consisted of guardrail upgrades, pedestrian crossing enhancements, installing edgelines, and tribal land. These set-aside countermeasures could be applied at multiple locations (systemically) as long as the requested funding was within the amount available per agency.

ATP funding for engineering projects is primarily for installing or improving non-mobilized transportation infrastructure. Projects are more likely to receive this type of funding if it helps to increase the number of walkers and bikers, in a disadvantaged community, or improves the safety of children, specifically at school zones. Ultimately, the goal of this type of funding is to increase the use of active transportation.

7.2 Prioritized Projects

In evaluating how to implement safety projects, prioritized lists of projects are included below. **Table 15** contains a prioritized list of the proposed intersection projects on City roadways based on their respective benefit to cost ratios. **Table 16** shows a prioritized list of the proposed segment projects for City roadway segment based on the benefit to cost ratios. These tables also show potential funding opportunities.

In addition, the last HSIP call for projects, Cycle 10, the awarded projects through the BCR application started at a BCR of 12. Even though the minimum for the grant application was a BCR of 3.5, the projects submitted were very competitive. Some of this was due to funding shortfalls with COVID lockdowns and the HSIP grant application deadline extension which allowed more agencies to submit. Therefore, the maximum project cost is also included for a BCR of 10.

Low-cost systemic countermeasures are preferred by Caltrans in the HSIP process. Therefore, with locations with high BCRs, it is recommended to add other similar high-risk locations that could benefit from the same countermeasures in applying the improvements systemically. This approach will reduce the BCR but provide a more competitive application.

Table 16 Priority of City Intersection Projects

Intersection	Recommended Countermeasures	Max Project Cost for B/C Ratio of 10	Preliminary B/C Ratio	Total Expected Benefit	Preliminary Estimated Project Cost*	HSIP Funding Reimbursement Ratio	HSIP Set-Aside**	Other Potential Funding Sources
City Jurisdiction								
Morris St / Laguna Park Way	Evaluate conversion to all-way STOP control (from 2-way or Yield control)*	$252,862	129.7	$2,528,615	$19,500	100%		
Robinson Rd / Leland St	Upgrade intersection pavement markings	$202,289	77.8	$2,022,892	$26,000	100%		
	Improve sight distance to intersection (Clear Sight Triangles)					90%		
Pleasant Hill Ave / Valentine Ave	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	$78,683	7.6	$786,829	$104,000	100%	PCE	ATP
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs					100%		
N Main St / Analy Ave	Add intersection lighting	$47,429	3.6	$474,286	$130,000	100%		
	Improve sight distance to intersection (Clear Sight Triangles)					90%		
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs					100%		
	Upgrade intersection pavement markings					100%		
Bodega Ave / Jewell Ave/Dutton Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	$42,239	2.2	$422,385	$188,500	100%		
	Improve signal timing (phases, red, yellow, or operation)					50%		
	Convert signal to mast arm (from pedestal-mounted)					100%		
	Install raised pavement markers and striping (Through Intersection)					100%		
	Install "Keep Clear" pavement markings in intersection					-		
Bodega Ave / Pleasant Hill Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	$8,631	1.1	$86,312	$79,300	100%		
	Improve signal timing (phases, red, yellow, or operation)					50%		
	Install larger advanced signal warning sign					-		
Wallace St / Bonnardel Ave	Install centerlines on intersection approaches	$0	0.0	$0	$6,500	-		
Caltrans Jurisdiction								
Healdsburg Ave / Murphy Ave	Evaluate/improve sight distance to intersection (Clear Sight Triangles)	$495,828	42.4	$4,958,277	$117,000	90%		
	Install other intersection warning/regulatory signs					100%		
	Upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)					100%	PCE	
McKinley St / Laguna Park Way	Add intersection lighting	$64,829	6.6	$648,285	$97,500	100%		
N Main St / Wallace St	Evaluate/improve sight distance to intersection (Clear Sight Triangles)	$12,645	4.9	$126,451	$26,000	90%		
	Evaluate removal of parking in front of the Masonic Center					-		
Petaluma Ave / Sebastopol Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	$37,425	4.8	$374,254	$78,000	100%		
	Improve signal timing (phases, red, yellow, or operation)					50%		
N Main St / Bodega Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	$28,168	3.6	$281,676	$78,000	100%		
	Improve signal timing (phases, red, yellow, or operation)					50%		
S Main St / Burnett St	Upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	$24,767	1.2	$247,665	$208,000	100%	PCE	
	Add intersection lighting					100%		
	Evaluate removal of parking close to intersection					-		
N Main St / Keating Ave	Install bike conflict markings through intersection and at Rite Aid driveway adjacent	$0	0.0	$0	$19,500	-		
	Evaluate closure or restriction of movements of Rite Aid driveway					-		

[1] Non-engineering countermeasure

[2] Not HSIP Cycle 10 countermeasure

[3] Not included in project benefit, as HSIP applications limit the number of countermeasures to 3

* Includes 30% contingency

**PCE = Pedestrian Crossing Enhancements

Agenda Item Number: 16
City Council Meeting Packet of: April 19, 2022
Page 56 of 92

Table 17 Priority of City Segment Projects

Segment	Recommended Countermeasures	Max Project Cost for B/C Ratio of 10	Preliminary B/C Ratio	Total Expected Benefit	Preliminary Estimated Project Cost*	HSIP Funding Reimbursement Ratio	HSIP Set-Aside**	Other Funding Sources
City Jurisdiction								
Bodega Ave (Pleasant Hill Ave to Virginia Ave)	Add segment lighting	$462,161	32.2	$4,621,606	$143,655	100%		
	Install delineators, reflectors and/or object markers					100%		
	Install dynamic/variable speed warning signs					100%		
	Install edge-lines and centerlines					100%	E	
Bodega Ave (Washington Ave to Main St)	Add segment lighting	$207,656	16.8	$2,076,561	$123,484	100%		
	Install delineators, reflectors and/or object markers					100%		
	Install dynamic/variable speed warning signs					100%	E	
	Install edge-lines and centerlines					100%		
Bodega Ave (W City Limit to Ragle Rd)	Add segment lighting	$397,846	16.8	$3,978,462	$237,453	100%		
	Install guardrails					100%	G	
	Install delineators, reflectors and/or object markers					100%		
	Install edge-lines and centerlines					100%	E	
	Install centerline rumble strips/stripes					100%		
Morris St (Community Center	Add segment lighting	$398,934	25.8	$3,989,336	$154,700	100%		
	Install dynamic/variable speed warning signs					100%		
Ragle Rd (Ragle Ranch Rd to Bodega Ave)	Add segment lighting	$167,038	7.5	$1,670,376	$223,855	100%		
	Install delineators, reflectors and/or object markers					100%		
	Install edge-lines and centerlines					100%	E	
Burnett St (High St to Petaluma Ave)	Add segment lighting	$5,915	0.9	$59,154	$65,192	100%		
	Install edge-lines and centerlines					100%		
	Evaluate on-street parking and where to reduce					-	E	
Caltrans Jurisdiction								
Sebastopol Ave (Brown St to Morris St)	Install dynamic/variable speed warning signs	$83,498	32.1	$834,983	$26,000	100%		
SR 116 (Hurlbut Ave to Covert Ln)	Add segment lighting	$168,809	17.3	$1,688,094	$97,500	100%		
	Install dynamic/variable speed warning signs					100%		
Sebastopol Ave (Morris St to E City Limit)	Install dynamic/variable speed warning signs	$42,427	16.3	$424,268	$26,000	100%		
SR 116 (Petaluma Ave to Hutchins Ave)	Install dynamic/variable speed warning signs	$38,865	14.9	$388,648	$26,000	100%		
SR 116 (Hutchins Ave to Fircrest Ave)	Install dynamic/variable speed warning signs	$25,786	9.9	$257,859	$26,000	100%		
Healdsburg Ave (Pitt Ave to N Main St)	Evaluate sight distance at major driveways	$0	0.0	$0	$19,500	-		

[1] Non-engineering countermeasure

[2] Not HSIP Cycle 10 countermeasure

[3] Not included in project benefit, as HSIP applications limit the number of countermeasures to 3

* Includes 30% contingency

**G = Upgrade Guardrail, E = Install Edgelines

8. Evaluation Process

To evaluate the success of this plan, yearly collision analysis, along with requests for public feedback, can take place and be compared to the established goals.

Goal 1

Strive to achieve zero deaths and life altering injuries on local roadways.

Measure of Success: There is a reduction of fatal and severe injury collisions on Sebastopol roadways over a 5-year period.

Goal 2

Eliminate pedestrian and bicycle collisions.

Measure of Success: A downward trend of pedestrian and bicycle collisions in a 5-year period.

Goal 3

Create a healthy and happy community with equitable and safe transportation systems.

Measure of Success: There is a noticeable increase in residents creating healthy transportation routines after the implementation of safe systems. This can be measured through a public survey.

Goal 4

Foster a sense of community that is safe for all users.

Measure of Success: Residents express a feeling a safety in their community. This can be tracked through a public survey.

Goal 5

Increased safety with roadway infrastructure improvements.

Measure of Success: There is a downward trend of collisions after the implementation of roadway improvements.

Goal 6

Identify countermeasures to correlate to emphasis areas (5-E's)

Measure of Success: Countermeasures that correlate to the emphasis areas are implemented throughout the city.

Goal 7

Increase walking, biking, rolling (wheelchair, skateboard, scooter, etc.) to downtown district, to work, and to school.

Measure of Success: The number of residents choosing active transportation more often noticeably increases. This can be captured through a public survey.

9. Next Steps

The City of Sebastopol plans to send the Local Road Safety Plan to City Council for adoption on April 19, 2022. This safety plan will be a living document and will guide the City's roadway safety needs for the next five years. It will be updated as needed and the goals will be monitored.

Agenda Item Number: 16
City Council Meeting Packet of: April 19, 2022
Page 59 of 92

10. References

Traffic Data

- City of Sebastopol Collision Data, Statewide Integrated Traffic Records System, 2015-2019.
- City of Sebastopol Collision Data, Transportation Injury Mapping System, 2015-2019.
- Collision Reports, City of Sebastopol, 2015-2020.

Manuals

- "Developing Safety Plans, A Manual for Local Rural Road Owners", Federal Highway Administration, March 2012, http://safety.fhwa.dot.gov/local_rural/training/fhwasa12017/.
- 2020-2024 California's Strategic Highway Safety Plan (SHSP), "California Safe Roads: 2020-2024 Strategic Highway Safety Plan", Caltrans.
- "Local Roadway Safety, A Manual for California's Local Road Owners", Caltrans, Version 1.5, April 2020
- "Highway Safety Manual", American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
- "California Manual of Uniform Traffic Control Devices (CA MUTCD)", Revision 5, 2014.

Websites

- California Department of Transportation, "Strategic Highway Safety Plan (SHSP)", https://dot.ca.gov/programs/safety-programs/shsp.
- California Department of Transportation, "Local Roadway Safety Plan (LRSP) and Systemic Safety Analysis Report Program (SSARP)", https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans.
- California Department of Transportation, "HSIP Cycle 10", https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now.
- City of Sebastopol Local Road Safety Plan, https://lrsp.mysocialpinpoint.com/Sebastopol.

Surveys

- Local Road Safety Plan Project Survey, https://lrsp.mysocialpinpoint.com/Sebastopol.

Appendix A

Stakeholder and Public Input

Meeting Summary

November 30, 2021

Author	Kathryn Kleinschmidt	**Project no.**	11222175
Meeting info	September 30, 2021 from 1 p.m. to 3 p.m.	**Subject**	Sebastopol Local Road Safety Plan – Working Group Meeting #1 Summary

The following is GHD's understanding of the discussions and decisions for the above referenced meeting. Please notify GHD of any discrepancies in the information recorded.

This meeting record has been prepared to serve as documentation for the virtual meeting conducted on November 30, 2021, via Microsoft Teams platform. A PowerPoint presentation was used to focus the discussion.

All participants attending virtually, no sign-in sheet was circulated. Rather, the list of attendees will be provided at the end of this document.

1. **Introductions**
    a. Safety Champion/City Engineer – Joe Gaffney
    b. LRSP Stakeholder Working Group members
        i. Role and interest in serving on this committee

2. **Background**
    a. LRSP Process
        i. Focused Challenge Areas per Strategic Safety Highway Plan
    b. Purpose of LRSP
        i. Engages stakeholders representing all E's and other local community stakeholders (neighboring jurisdictions, advocacy groups, and officials) in developing a plan of action to increase safety and create a prioritized list of projects.

3. **Data Analysis**
    a. Collision Analysis
        i. Past 6 complete years (2015-2020)
            1. City Roadway Collisions vs. Caltrans Roadway Collisions
            2. Fatal and Severe Injury Collision Locations
            3. Collision Lighting
            4. Top Violation Categories
            5. Pedestrian Collisions
            6. Bicycle Collisions
        ii. Top ranking intersections and segments
            1. Top Citywide Intersections
                a. Bodega Ave and Ragle Rd*
                b. Bodega Ave and Nelson Rd*
                c. Pleasant Hill Ave and Valentine Ave
                d. Robinson Rd and Leland St

e. Morris St and Laguna Park Way
f. Bodega Ave and Dutton Ave
g. N Main St and Analy Ave
h. Bodega Ave and Pleasant Hill Ave
i. Wallace St and Bonnardel Ave

*Study intersection has improvements recently completed

2. Top Caltrans Intersections
    a. N Main St and Bodega Ave
    b. S Main St and Burnett St
    c. N Main St and Berry Ln
    d. Petaluma Ave and Sebastopol Ave
    e. Healdsburg Ave and Murphy Ave
    f. McKinley St and Laguna Park Way
    g. N Main St and Wallace St
3. Top Citywide Segments
    a. Bodega Ave (Washington Ave to Main St)
    b. Bodega Ave (W City Limit to Ragle Rd)
    c. Bodega Ave (Pleasant Hill Ave to Virginia Ave)
    d. Ragle Rd (Ragle Ranch Rd to Bodega Ave)
    e. Morris St (Community Center Parking Lot to SR 12)
    f. Burnett St (High St to Petaluma Ave)
4. Top Caltrans Segments
    a. Sebastopol Ave (Brown St to Morris St)
    b. SR 116 (Hurlbut Ave to Covert Ln)
    c. Sebastopol Ave (Morris St to E City Limit)
    d. Healdsburg Ave (Pitt Ave to N Main St)
    e. SR 116 (Petaluma Ave to Hutchins Ave)
    f. SR 116 (Hutchins Ave to Fircrest Ave)

iii. Other Areas of Concern
1. Areas identified by citizen complaints/concerns

iv. Identify the approach to evaluating collisions (spot, systemic, or comprehensive).
1. Currently using a comprehensive approach
2. Implement low-cost safety countermeasures systemically

b. Previous Safety Projects
i. Bodega Ave at Ragle Rd – Pedestrian Crossing Enhancements
1. Pedestrian refuge installed
2. Striping improvements
3. Completed summer of 2018

ii. Bodega Ave at Nelson Way – Pedestrian Crossing Enhancements
1. Pedestrian Hybrid Beacon (HAWK) installed
2. Striping improvements
3. Completed winter 2018/2019

iii. SR 116 Bike Lanes Striping Project
1. Completed with Caltrans pavement overlay project in 2019
2. City still needs to complete curb ramps

c. Planned Safety Projects
i. SR 116 Corridor Safety Study
1. Add sidewalks along northern SR 116
2. Intersection improvements to Healdsburg Ave/Covert Ln
3. Currently conceptual drawings
4. Awaiting funding

ii. SR 116 and Danmar Pedestrian Hybrid Beacon
1. Caltrans funded project
2. Provide safer crossing for students walking to nearby charter school
3. In design phase

iii. Bodega Ave Bike Lane Striping
1. Connecting existing bike lanes and expanding bike routes down Bodega Ave

2. Project still in development
3. Phase I (High St to Nelson Way) scheduled for construction in 2022
4. Remaining phase (Nelson Way to Pleasant Hill Rd) not yet funded

d. Stakeholder Input
   i. Invite additional stakeholders – CHP and Caltrans
   ii. Look at better connection to existing multiuse trails
   iii. Pleasant Hill is used as an alt. bike route to SR 116 – consider improvements here
   iv. Sebastopol has significant pass-through trips – how can we improve roadway safety for these and local users?

4. Vision, Goals, and Priorities

a. Identify a vision, goals, and mission statement for the LRSP
   i. LRSP needs a vision, goals, and mission statement to guide the document.
   ii. Identify countermeasures to correlate to emphasis area
      1. Engineering, Enforcement, Emergency Response, Education, and Emerging Technologies (5Es)

b. HSIP grant funding for safety projects
   i. Prioritize based on B/C ratio and citizen feedback?
      1. GHD will quantify estimated benefits through the *HSIP Analyzer / Caltrans Local Roadway Safety Manual* and include results in the LRSP.

5. How Will the Plan be Updated and Monitored?

a. Living document that is updated as needed
b. Official update every 5 years.
c. LRSP schedule for completion

6. Other Items to Discuss

a. Public Outreach
b. Next Meeting

Next Steps

- Social Pinpoint Public Outreach website to be set live soon
- Survey for feedback on Vision, Mission Statement, and Goals sent out to stakeholders
- Stakeholder Working Group meeting 2 set tentatively for January 2022

List of Attendees

1. Kari Svanstrom – City of Sebastopol Planning Director
2. Joe Gaffey – City Engineer
3. Kevin Kilgore – Sebastopol Chief of Police
4. Brent Ono – Sebastopol Unified School District Facility Supervisor
5. Eris Weaver – Sonoma County Bicycle Coalition Executive Director
6. Steven Schmitz – Sonoma County Transit
7. Seana Gause – Sonoma County Transportation Authority
8. Kathryn Kleinschmidt – GHD
9. Kiera Bryant – GHD

Meeting Summary

February 03, 2022

Author	Kathryn Kleinschmidt	**Project no.**	11222175
Meeting info	February 3, 2022, from 10am to 12 pm	**Subject**	Sebastopol Local Road Safety Plan – Working Group Meeting #2 Summary

The following is GHD's understanding of the discussions and decisions for the above referenced meeting. Please notify GHD of any discrepancies in the information recorded.

This meeting record has been prepared to serve as documentation for the virtual meeting conducted on February 3, 2022, via Microsoft Teams platform. A PowerPoint presentation was used to focus the discussion.

All participants attending virtually, no sign-in sheet was circulated. Rather, the list of attendees will be provided at the end of this document.

1. **Introductions**
    a. Safety Champion/City Engineer – Mario Landeros
    b. LRSP Stakeholder Working Group members
2. **1st Meeting Summary**
    a. Meeting summary
        i. Challenge/emphasis areas
            1. Bicyclists
            2. Pedestrians
            3. Intersections
            4. Aggressive Driving / Speeding
            5. Distracted Driving
        ii. Sample mission, vision, and goals
        iii. Collision analysis from past 6 years
    b. Guiding principles
        i. Mission
        ii. Vision
            1. Option 2 preferred by group
        iii. Add motto
            1. Walk safe. Bike safe. Drive safe. Safety for all.
        iv. Goals
            1. Added 2 goals: Create a healthy and happy community with equitable and safe transportation systems. Foster a sense of community that is safe for all users.
            2. Going to rework a few goals so all goals are cohesive.
3. **Recent Developments**
    a. Recent projects
        i. LED Pedestrian Activated Warning Signs
    b. Public website engagement
        i. Promotion

ii. Overall engagement
    1. 66 unique stakeholder, 122 comments, 22 survey responses
iii. Summarized interactive map comments
    1. Driving comment was top comment type
    2. Top comment locations:
        a. N Main St at Wallace Ave
        b. SR 116 and SR 12 intersections
        c. SR 116 and Palm Ave intersections
        d. Jewell Ave and Bodega Ave
        e. Bodega Ave between Washington Ave and SR 116
        f. SR 116 and Fellers Ln
iv. Summarized survey results
    1. Main safety concern was intersections, followed by lack of infrastructure and pedestrian collisions
    2. Top preferred crossing enhancement was flashing beacons
    3. New/upgraded bike lanes preferred along Occidental Rd, Ragle Rd, Bodega Ave, Pleasant Hill Ave, Jewell Ave, Valentine Ave
    4. School zone improvements preferred are crossing guards, bulb-outs, traffic calming structures, speed bumps

4. Safety Countermeasures

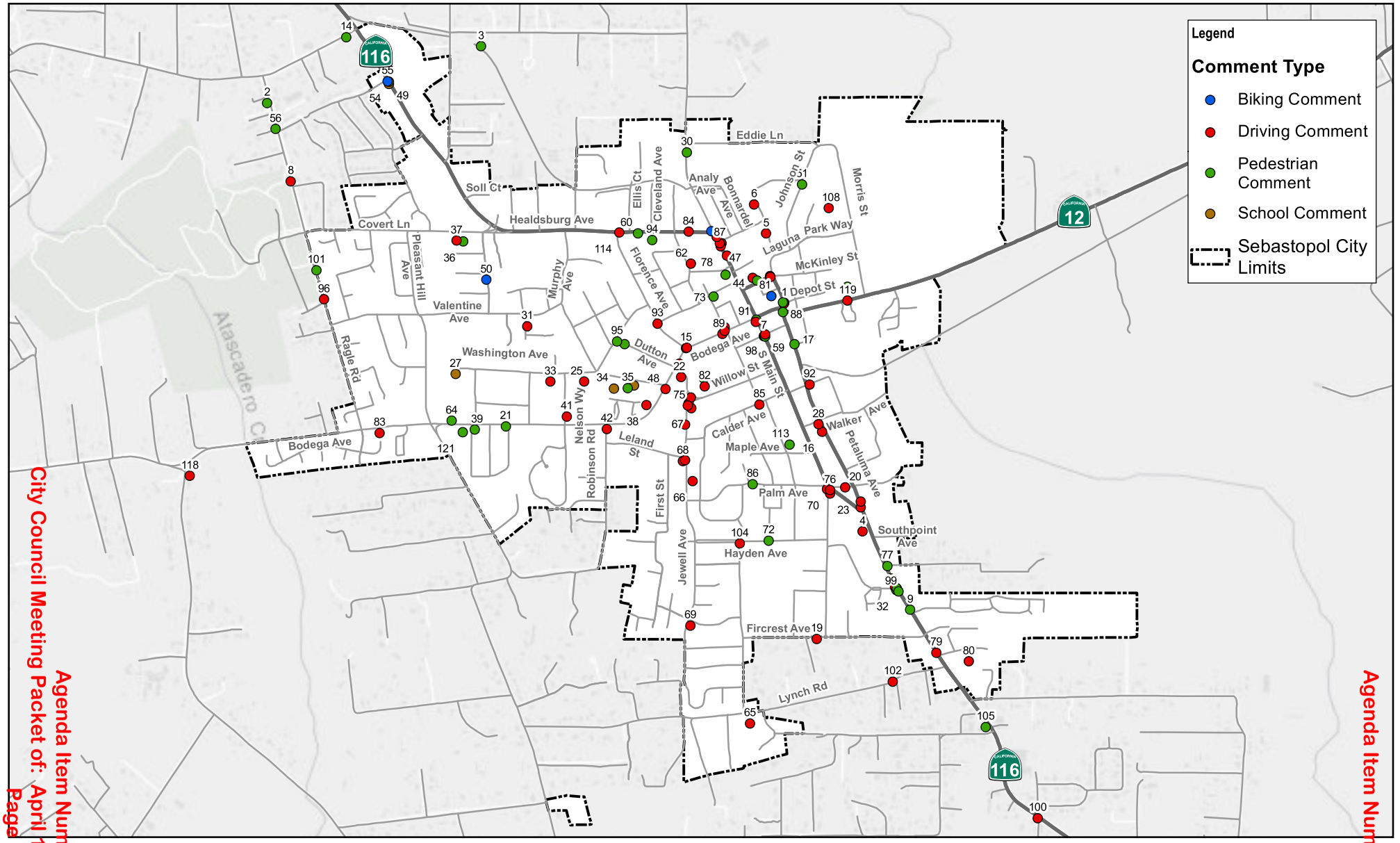
a. Methodology
b. Priority Locations
    i. Intersection Countermeasures
    ii. Segment Countermeasures
c. Systemic Countermeasures
d. Non-Engineering Strategies
    i. Education
    ii. Emerging Technologies
    iii. Enforcement
    iv. Emergency Response

5. Next Steps

a. Draft LRSP document

List of Attendees

- Dante Del Prete – Public Works Superintendent, City of Sebastopol
- Kari Svanstrom – Planning Director, City of Sebastopol
- Mario Landeros – City Engineer / Project Manager, City Consultant
- Jennie Bruneman – Dir. Of Facilities and Bond Construction Management, West Sonoma County High School District
- Seana Gause – Sonoma County Transportation Authority
- Janet Spilman – Sonoma County Transportation Authority
- Laurel Chambers – Sonoma County Department of Health Services
- Kathryn Kleinschmidt – GHD
- Kiera Bryant – GHD



Paper Size ANSI A

0 0.1 0.2 0.3 0.4

Miles

Map Projection: Mercator Auxiliary Sphere
Horizontal Datum: WGS 1984
Grid: WGS 1984 Web Mercator Auxiliary Sphere

N

GHD

CITY OF SEBASTOPOL
LOCAL ROAD SAFETY PLAN (LRSP)

LOCATIONS OF INTERACTIVE MAP COMMENTS

Project No. 11222175
Revision No. -
Date 03/23/2022

FIGURE 1

N:\US\Santa Rosa\Projects\561\11222175\GIS\Maps\Working\Public Comments.mxd
Print date: 23 Mar 2022 - 13:56

Data source: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community. Created by: kbryant

Agenda Item Number: 16

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Referrer	View on map	Response to Comment
1	12/9/2021 10:33	Pedestrian Comment	This crosswalk is dangerous for both drivers and pedestrians. There is one at the light just a few feet away. The one marked backs up traffic at the light and drivers often don't see the pedestrians on this one. Plus there is no flashing light to indicate someone is crossing.	3	0	38.402637	-122.822854	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/263859	Thank you for sharing your concern. This location has planned crossing improvements with the future development on Depot.
2	12/9/2021 10:35	Pedestrian Comment	There should be a sidewalk on Ragle Road from the park to Mill Station Rd. People drive fast along here and there is no shoulder. I see lots of pedestrians along here (I am one of them) and there is more and more traffic along Ragle Rd.	2	0	38.409995	-122.847147	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/263865	This portion of Ragle Rd is not within the city limits. The segment of Ragle Rd from Covert Ln to Bodega Ave has been identified as a priority in this plan and may be addressed in the future.
3	12/9/2021 10:38	Pedestrian Comment	The speed limit on this road is 25 but cars drive really fast along here. There are some driveways where it is very difficult to see if anything is coming. It's especially bad when school gets out in the afternoon	0	0	38.41208	-122.837105	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/263868	Thank you for sharing your concern. This section of roadway is not under city jurisdiction and therefore will not be addressed by this plan. You comment will be passed along.
4	12/9/2021 10:52	Driving Comment	Litchfield/Palm & 116 is very dangerous! Please do something!	3	0	38.394218	-122.819166	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/263879	Thank you for sharing your concern. SR 116 is Caltrans jurisdiction. Any improvements will need to be coordinated with them.
5	12/9/2021 11:39	Driving Comment	Loud cars speed around this corner and lots of near misses of cars veering into the middle with oncoming cars. Traffic calming is greatly needed here!	1	0	38.405186	-122.823715	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/263898	Thank you for sharing your concern. Speeding/aggressive driving has been identified as a focus area in this plan.
6	12/9/2021 11:43	Driving Comment	Where the road curves in front of West County HS gym, buses and cars will park and it makes it impossible to see students entering the street to cross. Also causes a traffic back up at times. School buses may be parked here in the red zone for hours.	2	0	38.406262	-122.824273	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/263899	Thank you for sharing your concern. This location has not been identified as a priority but pedestrian safety is addressed. Your comment will be passed along.
7	12/9/2021 11:51	Pedestrian Comment	I eat at Sebastopol sunshine cafe a lot and see people at the crosswalk almost hit often. There needs to be a crosswalk flashing lights at this intersection	6	0	38.401416	-122.823817	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/263901	Thank you for sharing your concern. Safety at this intersection as well as pedestrian safety are addressed in the plan.
8	12/9/2021 16:13	Driving Comment	Ragle Road needs both SPEED and PARKING enforcement. It's 25mph yet majority speed down that road; cars, busses, big rigs. Parking should be residential only, every week I see park goers jet across the street without looking for cars, swing their car doors open with no care, let their kids use the street as a play ground while they unload. It's insane!	2	1	38.407111	-122.846053	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264026	The segment of Ragle Rd from Covert Ln to Bodega Ave has been identified as a priority in this plan and may be addressed in the future.
9	12/9/2021 19:29	Pedestrian Comment	I've noticed several times where cars didn't see/realize pedestrians were crossing here. On the flip side I've also seen some pedestrians race across and not click the button for the light. Not sure the right solution but wanted to call out in case it's helpful.	1	0	38.391337	-122.816936	https://l.facebook.com/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264105	Thank you for sharing your observations. Pedestrian safety is addressed in this plan.
10	12/9/2021 19:31	Driving Comment	Turning from Baker onto Bloomfield (in either direction) can be scary. Many cars are speeding around that bend so there've been some near misses. Wondering if more speed signage / flashing lights to slow down would help? I also worry as this is close to the middle school.	0	0	38.372153	-122.806112	https://l.facebook.com/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264109	Thank you for sharing your concern. Unfortunately, this area is not within the City's jurisdiction and therefore will not be addressed by this plan. We will pass on your comment to the County.
11	12/9/2021 19:40	Driving Comment	No pedestrian safety lights here and if pedestrians cross, it causes traffic to back up at the intersection of hwy 12 and Petaluma Ave	2	0	38.402598	-122.822874	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264110	Thank you for sharing your concern. This location has planned crossing improvements with the future development on Depot.
12	12/9/2021 19:45	Driving Comment	I have absolutely no idea how this left turn into the Handline parking lot got approved. It requires using the same turn lane as people making a left heading onto Fellers and causes near miss head m-on collisions daily between traffic going in opposing directions but required to utilize the same spot to make their turns. I am a resident on Fellers. This should have never been approved for commercial use into that restaurant parking lot	6	0	38.392178	-122.817641	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264115	Thank you for sharing your concern. This location will not be covered in the LRSP as it is within Caltrans jurisdiction. Any improvements will need to be coordinated with them.
13	12/9/2021 19:47	Driving Comment	People in the left lane on this one way stretch are constantly racing to get ahead and merge into the right lane to continue on hwy 116 north…it's dangerous…more enforcement needed here	3	0	38.403626	-122.823527	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264121	Thank you for sharing your concern. This intersection is identified as a priority in the plan.
14	12/9/2021 20:13	Pedestrian Comment	There is a city bus stop here that the elementary kids use, they sit on the curb with their legs hanging out into the street. Please put benches in this area for the kids who ride the daily city bus.	1	0	38.412416	-122.843424	https://m.facebook.com/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264131	This area has not been identified as a priority location and will not be addressed in this plan but has been discussed with transit who is aware of the issue.
15	12/10/2021 1:19	Driving Comment	Corner of Florence Ave/Christian Society ChurchThe parking spot in front of church is a safety/traffic hazard. Obstructed views when large vehicles park there hinder view of oncoming traffic when trying to turn into Bodega Hwy. In order to see if safe to pull out you have to pull half way into oncoming lane to see. Very dangerous. Should be made a red zone or loading zone only!	0	0	38.400973	-122.827464	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264155	Thank you for sharing your concern. This intersection falls in one of the identified priority segments and may be addressed by this plan.
16	12/10/2021 12:52	Driving Comment	When traveling east on Walker Ave and crossing Petaluma Ave. the driver's view of traffic travelling north on Petaluma Ave. is restricted by cars parked on the west side of Petaluma Ave south of Walker. If one or two parking spaces were eliminated the line of sight from Walker Ave to the cars travelling north on Petaluma Ave. would be very much improved and potential collisions averted. Also - restricting parking on the east side of Petaluma Ave would help cars entering or crossing Petaluma Ave	5	0	38.397884	-122.821076		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264367	Thank you for sharing your suggestion. This roadway falls under Caltrans jurisdiction and any improvements will need to be coordinated with them. Your comment will be passed along.
17	12/10/2021 12:59	Pedestrian Comment	When the last parking space is occupied on the east side of Main St just north of the intersection of Abbott and Main, it obscures pedestrians in the crosswalk until the last minute. Removing that last parking space would make the pedestrian crosswalk safer.	2	0	38.401111	-122.822365		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264372	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP but SR 116 is Caltrans jurisdiction. Any improvements will need to be coordinated with them.
18	12/10/2021 13:08	Driving Comment	Pavement has disintegrated to the point that the ride is jarring when hitting dips	4	0	38.398149	-122.827513		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264377	Thank you for sharing your comment. Pavement improvement is not addressed in this report but your comment will be passed along.
19	12/10/2021 13:13	Driving Comment	Probably the worst pavement coupled with the hill and a stop sign at the summit. Witnessed vehicles running stop sign and becoming airborne. Possibly the worst hazard in the city.	0	0	38.390261	-122.821323		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264382	Thank you for sharing your comment. Pavement improvement is not addressed in this report but your comment will be passed along.
20	12/10/2021 13:19	Driving Comment	This section of Palm Ave should be blocked or made one way east to west. As with most stop signs in Sebastopol, people do not stop entering 116 north from Palm.	3	0	38.395836	-122.819998		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264389	Thank you for your suggestion. This segment is not addressed in this report buy your comment will be passed along.
21	12/10/2021 13:23	Pedestrian Comment	This stretch of Bodega needs sidewalks	1	0	38.39809	-122.835941		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264391	Thank you for your suggestion. This segment of Bodega is addressed as a priority location in the report.
22	12/10/2021 13:28	Driving Comment	Mailbox at this location presents a hazard as driving users block left hand turn lane. Have seen several tense moments using this route to Bodega.	0	1	38.399902	-122.827696		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264393	Thank you for sharing your concern. It is not clear what mailbox is being referred to in this comment and therefore cannot be addressed fully.
23	12/10/2021 13:36	Driving Comment	Turning left from Litchfield one encounters southbound traffic from downtown AND vehicles coming from Palm that are turning left to join southbound traffic OR driving across to Litchfield; this is challenging as most drivers coming from Palm focus only on the moving traffic and never see the car turning right from Litchfield.	3	0	38.395605	-122.820711		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264396	Thank you for sharing your concern. Unfortunately, this intersection has not been identified as a priority in the report. Your comment will be passed along.
24	12/10/2021 15:38	Pedestrian Comment	Huntley Streetbetween Dutton and Florence has a hill where cars pick up speed plus their are no sidewalks on either side. It should not be 25 MPG because that is too fast for these conditions. Additionally on the other streets such as Washington where there are no sidewalks the speed limit should be less than 25.	0	0	38.401108	-122.830346		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264435	Thank you for sharing your concern. A speed survey and engineering study will need to be completed to change the speed limit. Speed management and aggressive driving are identified in the plan.
25	12/10/2021 15:44	Driving Comment	Cars come fast through the Washington/Murphy intersection. It's blind as you're turning right on the Washington, dangerous. The block between there and Nelson Way is used as a fast cut-off. Dangerous block with no sidewalks. Especially dangerous at night. (And I hate to think what this block will be like if the large housing project on Bodega gets approval. There will be hundreds of more cars daily using this block after they turn right on Nelson and right on Washington.)	1	1	38.399739	-122.832248		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264438	Thank you for sharing your concern. This location is not identified as a priority but speed management and aggressive driving are addressed in the plan.
26	12/10/2021 15:46	School Comment	This should be a Safe Routes to School route. I see no sign of children being kept safe.	0	0	38.39959	-122.829923		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264440	Thank you for sharing your concern. Your comment will be passed along.
27	12/10/2021 15:48	School Comment	This part of Washington is used by students coming from Brookhaven so it should be part of the Safe Routes to School program. Another area with no sidewalks in parts.	0	0	38.400015	-122.838296		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264441	Thank you for sharing your concern. Your comment will be passed along.
28	12/10/2021 15:51	Driving Comment	It's very hard to see past the parked cars when turning onto Petaluma Ave. Sometimes you have to just go and hope there's no one going over the speed limit.	2	0	38.398164	-122.821251		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264442	Thank you for sharing your concern. SR 116 is Caltrans jurisdiction. Any improvements will need to be coordinated with them.
29	12/10/2021 16:43	Driving Comment	Very dangerous traffic intersection. Cars from LGuba Parkway and the Barlow all trying merge into McKinley with high level traffic at high speeds. Very dangerous to try to merge into McKinley from Laguna ParkwAy. I need 4 heads to watch for cars, bikes and pedestrisNs	5	0	38.403587	-122.823511		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264450	Thank you for sharing your concern. This intersection is identified as a priority in the plan.
30	12/10/2021 18:20	Pedestrian Comment	Many Cars traveling out of Sebastopol a or into town pay no attention to the posted speed limit. The joe rodota trail crosses north main (high school rd.) at Eddie lane. I feel a painted crosswalk, a camera, and a flashing yellow light at that location would help slow traffic significantly.	2	0	38.408175	-122.827427		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264458	Thank you for sharing your concern. Speeding/aggressive driving has been identified as a focus area in this plan.

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Referrer	View on map	Response to Comment
31	12/10/2021 18:45	Driving Comment	Dangerous intersection at Valentine and Springdale. Many times I am stopped on South Springdale and cars disregard the stop sign on Valentine and blow right through!	1	0	38.401773	-122.834938		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264459	Thank you for sharing your concern. Intersection safety and increased enforcement are addressed in the report.
32	12/10/2021 19:03	Pedestrian Comment	The location of the current crosswalks are a bit ineffective, as many people head to Handline by crossing here at Fellers, creating dangerous conditions. It might be great to have a cross walk or traffic light, which would also help people who want to make a left turn coming out of Fellers.	2	0	38.392058	-122.817589		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264464	Thank you for your suggestion. Pedestrian safety and crossing enhancements have been identified as priorities in the report.
33	12/11/2021 10:51	Driving Comment	People use Washington Ave as a bypass from Bodega Ave, and they drive too fast. Traffic calming measures could slow cars down, e.g. signage or bollards in the middle of the street, roundabouts, or closing the street at Golden Ridge.	1	0	38.399734	-122.833843		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264539	Thank you for your suggestion. An engineering study would need to be completed to determine suitable traffic calming devices in this location.
34	12/11/2021 10:53	School Comment	Washington Ave is supposedly a safe route to school street, but the street itself is in terrible repair.	0	0	38.399482	-122.830861		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264540	Thank you for sharing your concern. Washington Ave has not been identified as a priority location in this report. Your comment will be passed along.
35	12/11/2021 10:55	Pedestrian Comment	There are NO sidewalks on this safe route to school (Washington Ave). Parents with children walking to school have to be on the side of what can be a busy street.	1	0	38.399499	-122.83021		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264542	Thank you for sharing your concern. Washington Ave has not been identified as a priority location in this report. However, pedestrian and bicycle safety is addressed.
36	12/11/2021 10:58	Pedestrian Comment	Although there is a crosswalk from Murphy to the shopping strip, traffic is coming oddly from 3 directions, especially from Healdsburg Ave onto Covert Lane.	0	0	38.404897	-122.837942		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264543	Thank you for sharing your concern. Citywide pedestrian crossing enhancements are recommended in this report.
37	12/11/2021 10:59	Driving Comment	It is very difficult to see oncoming traffic from the right when exiting the Pacific Market driveway. Prohibiting parking along the curb for a space or two could give a better line of sight.	2	0	38.404925	-122.838242		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264544	Thank you for sharing your concern. A field review of the sight distance may need to be performed at this location to remove parking.
38	12/11/2021 11:03	Driving Comment	How bout speed bumps on Washington Ave to slow down traffic?	0	0	38.398864	-122.829337		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264546	Thank you for your suggestion. An engineering study would need to be completed to determine if speed bumps are a suitable traffic calming device in this location.
39	12/11/2021 11:05	Pedestrian Comment	I like to cross here to get into the cemetery for walks, but traffic is pretty heavy both ways, so it's a little difficult.	0	0	38.397966	-122.837394		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264547	Thank you for your comment. This segment of Bodega Ave has been identified as a priority and citywide crossing enhancements are recommended in the report.
40	12/11/2021 11:12	Driving Comment	It would be good to have a restricted area for brief parking to return books on both sides of High Street. We often have to double park.	0	0	38.401733	-122.825657		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264548	Thank you for sharing your suggestion. It will be passed along.
41	12/11/2021 11:39	Driving Comment	With new, large affordable housing project going in on Bodega Ave, I think there will be a LOT of traffic coming onto Nelson Way and Washington Ave as drivers from the apartments get frustrated with turning left onto Bodega Ave; it will be easier to turn right and go through our neighborhood. That would further jeopardize children on the "safe" route to school that has no sidewalks. I suggest closing Nelson Way at Bodgea Avenue.	2	0	38.398454	-122.833071		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264553	Thank you for sharing your concern. During the planning and development phase of any new project, a traffic study will be completed to determine the best traffic calming and operational devices for all affected roadways and intersections.
42	12/11/2021 11:42	Driving Comment	With the apartment complex going in, there should be a traffic light at this intersection aligned with their exit driveway. The developer should pay for it. I can't believe that a traffic study would not warrant a light here, given the extraordinary traffic on Bodega Ave going to/from schools and to/from the coast.	7	0	38.397994	-122.831193		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/264555	Thank you for sharing your concern. During the planning and development phase of any new project, a traffic study will be completed to determine the best traffic calming and operational devices for all affected roadways and intersections.
43	12/17/2021 6:34	Driving Comment	Cars exceed the 25 mph routinely and drive through pedestrian pathways despite people waiting to cross. Too few, safe cross walks to park	2	0	38.398931	-122.827342	https://lrsp.mysocialpinpoint.com/sebastopol/map	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/266095	Thank you for sharing your concern. Pedestrian safety and speeding/aggressive driving are addressed in this report.
44	12/17/2021 14:22	Pedestrian Comment	Crossing the sidewalk on Wallace and S Main is dangerous because cars coming north on S Main can't always see pedestrians because cars are parked on the street in front of the Masonic Center.	1	0	38.403677	-122.825621		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/266301	Thank you for sharing your concern. This intersection has been identified as a priority in the report. The removal of parking in front of the Masonic Center has been recommended.
45	12/17/2021 14:44	Driving Comment	Lots of congestion on Wallace Street,high School traffic and it's a alternative route through town. A brightly colored speed hump could do two things, vehicles would turn slower and be a better crosswalk for pedestrians.	0	1	38.404366	-122.825553		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/266306	Thank you for sharing your suggestion. This location has been identified as a priority in the report. To install a speed hump, a traffic engineering study would need to be completed to determine if this is a feasible and proper traffic calming device.
46	12/17/2021 14:48	Pedestrian Comment	Wallace St. needs a better crosswalk, perhaps a brightly colored speed hump.	0	1	38.404813	-122.825835		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/266307	Thank you for sharing your suggestion. This location has been identified as a priority in the report. To install a speed hump, a traffic engineering study would need to be completed to determine if this is a feasible and proper traffic calming device.
47	12/17/2021 14:51	Driving Comment	Lots of congestion with cars, and speeding problems.Pedestrians need to be seen better. Brightly colored speed bump could help both issues.	0	1	38.404839	-122.825797		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/266310	Thank you for sharing your suggestion. Pedestrian safety has been identified as a priority in the report. To install a speed hump, a traffic engineering study would need to be completed to determine if this is a feasible and proper traffic calming device.
48	12/18/2021 6:58	Driving Comment	Center island slows emergency vehicles. Depending on traffic fire trucks have to take alternative routes, police cars have gotten stuck in traffic. Take out barrier and move crosswalk to Bodega & Jewel Ave to be at a safer intersection that is controlled by a light. Pedestrians get a safer crossing to use. A win for all. In the picture SPD is stuck behind a bus who stopped for his emergency light and siren. The officer had to turn the lights off to get the bus to move so he could proceed.	1	0	38.399455	-122.828436		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/266363	Thank you for sharing your concern. Emergency vehicle access is very important and this center island will need review. Your comment will be passed along.
49	12/18/2021 7:01	School Comment	Cross walk needed here. That would allow children to use neighborhood streets to reach 116 on Danmar and then cross to the Sidewalk on the other side to continue safely to school.	1	0	38.410694	-122.841423		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/266364	This intersection has previously been identified by Caltrans. Crossing improvements are in the planning/design phase.
50	12/18/2021 7:05	Biking Comment	road is crumbling and has deep groves that tires get stuck in. Fix the Road and both bicycles and cars get a safer street	0	0	38.403484	-122.836847		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/266366	Thank you for sharing your concern. Pavement improvements are not addressed in this report but your comment will be passed along to the City.
51	12/18/2021 16:38	Pedestrian Comment	Dangerous intersection for pedestrians. Fast driving on Morris end of Johnson St. north of stop sign where street is wide. Morris St seems to be designed for fast driving but it feeds right into narrow Johnson St and Sunset Ave where there are homes and schools. Visibility of cars coming down from top of Sunset impaired. Lighting is not good here either.	0	0	38.406996	-122.822009		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/266442	Thank you for sharing your concern. Speeding/aggressive driving are addressed by this report and adding lighting is a proposed systemic countermeasure.
52	12/27/2021 8:32	Driving Comment	Confusing intersection coupled with Sebastopol drivers ignoring stop signs make this angled portion a hazard. Follow thru with the Ives park plan and eliminate the angled portion of Willow.	5	0	38.399142	-122.827248		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/267528	Thank you for your suggestion. This location has not been identified as a priority in the report but may be addressed with future developments.
53	12/28/2021 9:30	Pedestrian Comment	The northern crosswalk going across S Main could use some flashing crosswalk lights but the southern crosswalk at the same intersection on S Main needs to be removed! It is a hazard due to the one-way street. Drivers coming off Burnett are looking northbound in the direction of oncoming traffic and when there is a break in the traffic, they jump in going southbound not noticing that people are in the southern crosswalk. HUGE hazard that many have pointed out for years.	2	0	38.401416	-122.823798	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/267688	Thank you for sharing your concern. This intersection has been identified as a priority in the report and crossing enhancements have been recommended.
54	12/28/2021 11:19	Pedestrian Comment	We need a safe pedestrian and bike crossing here. This is one of the main crossing points to the Rodota trail for all the people living on the west side of 116. It's extremely dangerous to cross on a bike and on foot right now.	0	1	38.410774	-122.841429	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/267785	This intersection has previously been identified by Caltrans. Crossing improvements are in the planning/design phase.
55	12/28/2021 11:20	Biking Comment	We need a safe bike crossing here so people can get to the Joe Rodota trail from the west side of 116.	0	1	38.410799	-122.841498	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/267786	This intersection has previously been identified by Caltrans. Crossing improvements are in the planning/design phase.
56	12/28/2021 11:21	Pedestrian Comment	We need a sidewalk along Ragle Rd. Many people are walking on the road and there isn't enough room to be safe, especially at rush hour.	1	0	38.409039	-122.84675	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/267791	The segment of Ragle Rd from Covert Ln to Bodega Ave has been identified as a priority in this plan and may be addressed in the future.
57	12/28/2021 11:28	Biking Comment	This is one of the main connection routes between two protected sections of the Rodota trail. I feel very unsafe when biking here, especially at night. There are garbage cans often in the way and cars speed by. We need a clearly marked bike lane on both sides.	0	0	38.425055	-122.857018	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/267807	Thank you for sharing your concern. Unfortunately, this area is not within the City's jurisdiction and therefore will not be addressed by this plan. We will pass on your comment to the County.
58	12/28/2021 11:28	Pedestrian Comment	Need safe crossing for pedestrians here who are parking on the south side of occidental rd and crossing to get to the Rodota.	0	0	38.42334	-122.863948	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/267809	Thank you for sharing your concern. Unfortunately, this area is not within the City's jurisdiction and therefore will not be addressed by this plan. We will pass on your comment to the County.
59	12/28/2021 11:35	Pedestrian Comment	I almost got ran over here 2 months ago while ON the southern cross walk by a car coming from Burnett St.	0	0	38.401395	-122.823755	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/267828	Thank you for sharing. This intersection has been identified as a priority and crossing enhancements have been recommended.
60	12/29/2021 13:48	Pedestrian Comment	With several restaurants in a row, and very little parking, I've seen many pedestrians running across Healdsburg Avenue particularly in front of Flavor Bistro. Presumably they have parked across the street or in surrounding neighborhoods. With more and more tourists in the area, they are unaware of the number of pedestrian involved accidents that have occurred on Healdsburg Avenue. More lights or yet another cross walk are needed.	1	1	38.405197	-122.829734	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/268038	Thank you for sharing your concern. Pedestrian safety and crossing enhancements are identified in this report.

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Referrer	View on map	Response to Comment
61	1/7/2022 12:19	Biking Comment	Currently, bicycle traffic stopped on North Main @ intersection with Healdsburg Avenue will not trigger the traffic light to change from a red light. Traffic light is programmed to keep a green light on Healdsburg Avenue unless triggered by vehicle on North Main. Cyclists are either forced to wait for a vehicle to arrive or ignore the red light and enter the intersection which is unsafe. The sensor at the intersection needs to be either reprogrammed or replaced so that a cyclist is detected.	0	0	38.405272	-122.826279		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269500	Thank you for providing your feedback. This signal is operated by Caltrans and will need to be addressed by them. Your comment will be passed along.
62	1/7/2022 12:23	Driving Comment	The traffic at 3:30 pm in downtown Sebastopol near the Safeway stoplight is outrageous! The merging of the two high schools has created a disaster in traffic. Cars are bumper to bumper all the way through town in both directions. I am frustrated and want to ask that the high school in Forestville reopen next year and relieve this problem!	1	0	38.404076	-122.827234		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269501	Thank you for sharing your concern. The reopening of the high school is not under the juridsdiction of the city.
63	1/7/2022 12:49	Biking Comment	The pavement in the bike lane is in terrible condition. This has been the case for YEARS! Twice in the past 3 years I have submitted requests to the County to address this issue and nothing has been done. (Although the issue status was changed by the County to "Closed".) In order to avoid the situation cyclists are forced into the traffic lane. Vehicles move very fast here and cycling use is heavy - it's very close to the access point of the bike trail.	0	0	38.423676	-122.863058		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269508	Thank you for sharing your concern. Unfortunately, this area is not within the City's jurisdiction and therefore will not be addressed by this plan. We will pass on your comment to the County.
64	1/7/2022 12:57	Pedestrian Comment	The neighborhood would be much more walkable if a sidewalk could be installed here.	0	0	38.398294	-122.838489		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269512	Thank you for your suggestion. Adding sidewalks where feasible is a proposed systemic countermeasure.
65	1/8/2022 13:54	Driving Comment	This is a three way stop. On the left side of Lynch there is a tree right at the crosswalk that blocks the pedestrians view of traffic and the drivers view of people starting across in crosswalk. Would not be a big deal if people EVER stopped at this Stop Sign. I have lived here for over a year and attempt to cross here. I have yet to see anyone come to a complete stop here. Many people attempt to cross but it is not safe unless there is no traffic in site on any of the three directions.	4	0	38.387152	-122.824471		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269655	Thank you for sharing your concern. Pedestrian safety and increased enforcement are recommended in this report.
66	1/8/2022 13:59	Driving Comment	Dangerous Stop at Leland and Jewel. No-one stops. Big Pick-ups roar up and down never stopping.	0	0	38.396073	-122.827148		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269658	Thank you for sharing your concern, Increased enforcement is recommended in this report.
67	1/8/2022 14:51	Driving Comment	The Jewell-Willow intersection needs an overhaul (traffic circle or tee or whatever). Meanwhile, even though I am not a fan of stop signs (wasteful, unenforceable, useless for cyclists), one of the very few yield signs we have really should be a stop sign. Driving southwest on Willow, getting ready to turn left onto Jewell, it's impossible to see traffic coming down Jewell until you're right on it. You _have_ to stop to be safe. I've had several close calls here, riding my bike down Jewell.	1	0	38.398765	-122.827224	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269669	Thank you for sharing your concern. This intersection has not been identified as a priority in this report but has been previously identified for intersection updates.
68	1/8/2022 14:55	Driving Comment	Stop signs on Jewell at Leland are worse than useless. As another comment says, nobody stops there; nor should they. Jewell is clearly the through street; traffic from the side street, Leland, should stop (or, better, yield). What does need to happen is to slow cars down on Jewell. Speed bumps or humps do that effectively; Stop signs definitely don't.	2	0	38.396813	-122.827621	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269671	Thank you for sharing your concern. This intersection has not been identified as a priority in this report but has been previously identified for intersection updates.
69	1/8/2022 14:59	Driving Comment	Four-way stop at Jewell-Woodland intersection is useless. Cars run it all the time, often at speed. These unenforceable, cycling-unfriendly traffic measures are a holdover from a different era. If you want to calm traffic and make it efficient and safe, traffic circles are the way to go. If that's too expensive, at least put in speed bumps or humps.	1	0	38.39075	-122.827266	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269673	Thank you for sharing your concern. An engineering study will need to be completed to determine the proper traffic calming devices for this roadway.
70	1/8/2022 15:06	Driving Comment	South Main at Palm Ave/Litchfield is one of two truly bizarre intersections in Sebastopol. (The other, of course, is Jewell at Willow.) This five-way intersection cries out for a traffic circle. Get Caltrans to chip in.	1	0	38.395778	-122.820851	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269674	Thank you for sharing your concern. SR 116 is Caltrans jurisdiction. Any improvements will need to be coordinated with them.
71	1/8/2022 16:23	Pedestrian Comment	Westbound cars going onto Bodega Ave often run the red light—usually at great speed, too. Probably speeding up to make the green, after having just waited at the Petaluma Ave intersection. Still, it's scary, and I always wonder why I never see a cop waiting at that intersection.	1	0	38.402013	-122.82416	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269677	Thank you for sharing your concern. This intersection as well as speeding/aggressive driving are identified as priorities in this report.
72	1/8/2022 16:28	Pedestrian Comment	Sidewalk on the north side of Hayden disappears for the better part of a block—right across from the school. There may be some issues with private property lots, but come on, no sidewalk, near a school?	0	0	38.39388	-122.823588	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269678	Thank you for sharing your concern. This location has not been identified as a priority but pedestrian safety is addressed. Your comment will be passed along.
73	1/8/2022 16:34	Pedestrian Comment	Sidewalk disappear. Next to the senior center, downtown. Really? Also a bizarre and incredibly confusing sign telling pedestrians to use the other side of the street (I think).	1	0	38.40286	-122.826183	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269679	Thank you for sharing your concern. This location has not been identified as a priority but pedestrian safety is addressed. Your comment will be passed along.
74	1/8/2022 22:23	Pedestrian Comment	Not exactly traffic, but the walkway through Ives Park is a pedestrian hazard. Uneven and broken-up pavement. Try navigating a stroller or wheelchair through it. Accidents waiting to happen. And that in the central place where (pre- and hopefully post-pandemic) we have festivals and events.	2	0	38.39986	-122.826639	https://lrsp.mysocialpinpoint.com/sebastopol/map	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269712	Thank you for sharing your concern. Pedestrian safety has been identified as a priority in this report.
75	1/9/2022 9:23	Driving Comment	Low hanging vegetation blocks view of traffic coming down Jewel Ave. when turning from Willow St.	0	0	38.398852	-122.827384		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269759	Thank you for your comment. It will be passed along to the city.
76	1/9/2022 9:34	Driving Comment	Excess vegetation makes it hard to see pedestrians walking north on Main St. trying to cross Litchfield Ave.	0	0	38.395742	-122.820707		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269760	Thank you for your comment. It will be passed along to the city.
77	1/10/2022 11:15	Pedestrian Comment	Visibility is very poor at the top of Hutchins. The angle makes it hard for drivers to see pedestrians. Many people park at the top of Hutchins to walk to nearby restaurants. Cars zoom off 116 around the corner onto Hutchins. Cars also cannot see pedestrians or vehicles from the south when leaving Hutchins because of a utility vault. Visibility needs to be improved, a crosswalk added, and a way for pedestrians to get from Hutchins onto the sidewalk on 116 by Papa's N Pollo.	0	0	38.392948	-122.817999	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269981	Thank you for sharing your concern. A field review of the sight distance may need to be performed at this location to determine visibility improvements.
78	1/10/2022 11:22	Driving Comment	If I turn on my blinker here to turn for North Main/High School Rd, drivers from Wallace think I'm going to turn on Wallace. Many near miss accidents. Now I avoid using my blinker.	1	0	38.404724	-122.825845	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269983	Thank you for sharing your concern. This location has been identified as a priority in the report.
79	1/10/2022 11:26	Driving Comment	Speeding has increased on this whole stretch ever since putting a stop light at Lynch. How can you get traffic to slow down? It's impossible to make a left turn from a side street or from Fircrest Market.	1	0	38.389757	-122.815701	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269984	Thank you for sharing your concern. Speeding/aggressive driving has been identified as a focus area in this plan. This may be a location for additional enforcement.
80	1/10/2022 13:08	Driving Comment	If you count the center turn lanes on 116, the intersection of 116 and Redwood Ave. has 6 separate lanes of traffic from four different direction to pay attention to. With vehicles coming from so many different lanes, it's hard to notice the crosswalk lights, particularly in daylight. It is a confusing and dangerous intersection!!!	0	0	38.389437	-122.814188	https://lrsp.mysocialpinpoint.com/sebastopol	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269993	Thank you for sharing your concern. SR 116 is Caltrans jurisdiction. Any improvements will need to be coordinated with them.
81	1/10/2022 13:16	Biking Comment	This comment is both for Driving and Biking. The bike lane indicators are extremely confusing, as both a driver and a biker. The most extreme example is between Whole Foods and the corner of N. Main St., but there are dozens of places where it's not clear what is allowed and what isn't. This lack of clarity makes it dangerous while you're moving (either in a vehicle or on a bike).	1	0	38.402891	-122.823458	https://lrsp.mysocialpinpoint.com/sebastopol	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269994	Thank you for sharing your concern. Bicycling safety and education are addressed in this report. Clarification of bicycle facilities may be a potential topic.
82	1/10/2022 13:27	Driving Comment	If you're passing the Library heading west, as soon as you pass High St. with no warning the driving lane curves to the left to avoid cars parked on the right side of the street. Because Bodega is heading up hill, you can't see the next block. Unless you know about that change, at night the inclination is to stay straight and plow into the parked cars.	0	0	38.399561	-122.826591	https://lrsp.mysocialpinpoint.com/sebastopol	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269997	Thank you for sharing your concern. This location has been identified as a priority in the report and proposed countermeasures may address this issue.
83	1/10/2022 13:33	Driving Comment	Coming down the hill heading west on Bodega, traffic is speeding up as you leave town, yet because it's a single lane and many people turn right onto Ragle Rd., people looking beyond the intersection often have to slam on their brakes to avoid the right turners. There appears to be adequate space to divide the roadway into a thru lane and a right turn lane which could correct that danger.	0	0	38.397846	-122.841868	https://lrsp.mysocialpinpoint.com/sebastopol	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/269998	Thank you for your suggestion. Due to the existing configuration of the lanes, there does not appear to be adequate room to add right turn lanes. Field measurements would need to be completed to confirm.
84	1/20/2022 11:56	Driving Comment	Traffic coming and going from Safeway is an absolute mess. I've witnessed three collisions in the center lane.	0	0	38.405256	-122.827342	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/273782	Thank you for sharing your concern. SR 116 is Caltrans jurisdiction. Any improvements will need to be coordinated with them.
85	1/20/2022 19:37	Driving Comment	There are too many drivers that speed up and down Calder Ave. I've seen many close calls between motorists and some pedestrians. I would like the city to consider adding speed bumps or tables.	0	0	38.39889	-122.824033	https://l.facebook.com/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274164	Thank you for sharing your concern. An engineering study will need to be completed to determine the proper traffic calming devices for this roadway.
86	1/20/2022 19:45	Pedestrian Comment	There is no sidewalk on Palm Avenue between Swain Woods Terrace and Western Avenue. Pedestrians are forced to walk in the street, sometimes around parked cars. The city should consider adding sidewalks on both sides of Palm Avenue.	0	0	38.395958	-122.82434	https://l.facebook.com/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274169	Thank you for sharing your concern. Sidewalks have been recommended as a systemic countermeasure where feasible throughout the city. Existing roadway width and public right of way will determine whether this location is feasible.

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Referrer	View on map	Response to Comment
87	1/20/2022 21:33	Driving Comment	People wanting to make a right turn onto High School Road need to put their signal on at this point to start crossing over to the right but traffic coming from Wallace waiting to turn into main mistake the blinker as indicating a right turn on Wallace and often start proceeding, causing near collisions with high school traffic…has happened to me, my son as he was learning to drive, and to many others…the bike lane there adds to the confusion.	0	0	38.404836	-122.825889	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274224	Thank you for sharing your concern. This intersection has been identified as a priority in the report.
88	1/20/2022 23:47	Pedestrian Comment	When pedestrians cross here during a green light for cars traveling north, it creates a dangerous situation with cars stopped in the intersection and it creates a backup of cars waiting to travel north on Petaluma Ave. This backup can be severe in the best of times, but with pedestrians crossing here during a green light, it creates a dangerous situation at worst and highly inconvenient situation at best. Pedestrians must not be allowed to cross Petaluma Ave at Depot Street.	0	0	38.402659	-122.822922	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274234	Thank you for sharing your concern. This location has been previously identified for crossing enhancements by Caltrans.
89	1/21/2022 6:52	Driving Comment	I think one more parking spot should be removed at the intersection of Bodega and High. It makes for a tight squeeze. I often use the left hand turn lane as a buffer when heading west.	0	0	38.401489	-122.825764	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274281	Thank you for sharing your suggestion. It will be passed along.
90	1/21/2022 8:21	Driving Comment	High school road is a speedway. It is not just students going to school, everyone speeds on this road. We need a way to slow people down. Speed bumps would be great.	0	0	38.416544	-122.822685	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274333	Thank you for sharing your concern. An engineering study will need to be completed to determine the proper traffic calming devices for this roadway.
91	1/21/2022 8:48	Driving Comment	It is time now to remove the two bank buildings to create better flow though this congested intersection,	0	0	38.40193	-122.824182	https://l.facebook.com/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274355	Thank you for your suggestion. This may not be a feasible solution for this location.
92	1/21/2022 10:03	Driving Comment	When residence along Petaluma Avenue need to leave their driveways, the traffic can be so thick, we have to risk pulling out in front of cars coming towards us.	0	0	38.399628	-122.821655	https://l.facebook.com/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274409	Thank you for sharing your concern. Any improvements along Petaluma Ave will need to be coordinated with Caltrans.
93	1/21/2022 12:43	Driving Comment	Cars turning off Wilton onto Florence often are nearly hit. Cars on Florence are often traveling quite fast along this stretch. I have seen one accident and many close calls. Recommend traffic calming (stop sign, narrow road ...) to slow traffic on Florence.	1	0	38.401872	-122.828806		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274534	Thank you for sharing your concern. Speeding/aggressive driving are addressed in this report. For any traffic calming devices, an engineering study will need to be completed to determine the most suitable for the roadway.
94	1/21/2022 18:48	Pedestrian Comment	The intersection of 116 in the area of Rotten Robbies gas and Cleveland Ave is increasingly hazardous to 1) pedestrians crossing a cross walk without a light 2) cars entering / exiting the gas station, car wash, D's Diner, or on the opposite side entering or exiting the donut shop, Mexican restaurant. Freight trucks regularly park in the middle turn lane making any turn dangerous. My ideas are - decrease speed to 25 instead of 30 with a flashing warning of over speeding.	1	0	38.404951	-122.829064		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274854	Thank you for sharing your concern. Pedestrian safety and speeding/aggressive driving are addressed in this report. To reduce the speed limit, a speed survey and engineering study would need to be completed.
95	1/21/2022 20:45	Pedestrian Comment	Cars are traveling very fast through this intersection. Intersection is wide and allows cars to turn from Huntly onto Dutton at high speed. I recommend a narrowing the end of Dutton with bulbouts to shorten the cross walk distance and slow vehicles that are turning off of Huntley.	0	0	38.401219	-122.830716		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274922	Thank you for you suggestion. Speeding/aggressive driving are addressed in this report. To install bulbouts and calm traffic, an engineering study would need to be completed to determine the most suitable traffic calming devices.
96	1/21/2022 20:51	Driving Comment	Cars travel way too fast and there are many pedestrians crossing in areas without cross walks. I recommend mid-block chokers with crosswalks.	0	0	38.402762	-122.844479		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274926	Thank you for sharing your concern. Pedestrian safety and speeding/aggressive driving are addressed in this report.
97	1/21/2022 20:57	Pedestrian Comment	People are constantly trying to cross here to Handline from Fellers instead of walking up or down 100 yards to the existing crosswalks. It's dangerous for them, and it's dangerous for cars when a car in front stops unexpectedly for the jay-walking pedestrians who may not be highly visible to cars coming down 116.	0	0	38.392132	-122.81757	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274929	Thank you for sharing your concern. Pedestrian safety and crossing enhancements are identified in this report.
98	1/21/2022 21:01	Driving Comment	It is difficult to see southbound traffic while waiting at the stop sign at Burnett unless one pulls out into the crosswalk. I think this is due to the parking spots at the corner.	0	0	38.401475	-122.823757	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274933	Thank you for sharing your concern. This intersection has been identified as a priority in the report and it has been recommended that the city evaluates the removal of parking near the intersection.
99	1/21/2022 21:01	Pedestrian Comment	Crosswalk with signal at this intersection would be a great improvement.	0	0	38.392003	-122.817492		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274934	Thank you for your suggestion. Pedestrian safety and crossing enhancements have been identified as priorities in the report.
100	1/21/2022 21:06	Driving Comment	It's nearly impossible to turn left onto 116 from Sparkes. There needs to be a center turn lane similar to the one at Elphick/116.	0	0	38.38366	-122.810937	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274937	Thank you for your suggestion. Unfortunately this location is not within city limits and is also Caltrans jurisdiction. Any improvements would need to be made by them.
101	1/21/2022 21:09	Pedestrian Comment	There are a lot of jay-walkers crossing to/from Ragle from parking spots along Ragle Ave.	0	0	38.403837	-122.844835	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/274940	Thank you for sharing your concern. This location is identified as a priority in the report.
102	1/22/2022 6:30	Driving Comment	People speed like crazy coming onto Lynch from 116. They take the first blind turn in the road and end up crashing into the ditch in front of our house. 4 accidents in the last 3 months. Significant damage to our property. We need speed bumps coming off 116 before this blind turn to remind people that it's 25MPH here not 60!!	1	0	38.388689	-122.817761	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/275011	Thank you for sharing your concern. Speeding/aggressive driving are addressed in this report. For any traffic calming devices, an engineering study will need to be completed to determine the most suitable for the roadway.
103	1/22/2022 8:48	Driving Comment	See a light colored VW beetle blow thru stops signs frequently. Must be local scofflaw that knows he won't be stopped. Heard he was a privileged city employee but can't confirm.	0	0	38.396837	-122.827513		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/275058	Thank you for sharing your concern. Speeding/aggressive driving and increased enforcement are recommended in this report.
104	1/22/2022 8:53	Driving Comment	Have seen the light colored VW Beetle run this and other stop signs in area. A special privileged local the police will not stop nor cite.	0	0	38.393776	-122.824938		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/275059	Thank you for sharing your concern. Speeding/aggressive driving and increased enforcement are recommended in this report.
105	1/22/2022 13:52	Pedestrian Comment	please improve the walkway between elphick and trader bucks. It's narrow and treacherous and a primary foot/bike path into town for a lot of folks.	0	0	38.387016	-122.813382	https://l.facebook.com/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/275291	Thank you for sharing your concern. Unfortunately, this segment is not within city limits and is Caltrans jurisdiction. Any sidewalk improvements would need to be completed by them.
106	1/22/2022 15:24	Pedestrian Comment	This intersection has reverted to prioritizing single-occupancy vehicle traffic again. Pedestrian crossings were removed and now one has to walk the long way around and cross at the unprotected Depot Street crossing (which already has comments). This intersections should I be an all ways "scramble" for pedestrians. Or - at minimum- return the pedestrian crossing on the east side of the intersection.	0	0	38.402299	-122.822909	http://m.facebook.com	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/275325	Thank you for sharing your suggestion. This location and pedestrian crossing enhancements have been identified as a priority in the report
107	1/23/2022 12:15	School Comment	Cars often block both lanes of traffic waiting to turn in to the school to pick kids up. The side by the school isnt as bad because they sometimes pull onto the side of the road to let traffic past while they wait, but the other side is often backed up a dozen carlenghts, blocking through traffic. Having a designated "waiting area", such as the curb on the school side of the road, or an area of the school parkinglot, and asking parents to not park in the middle of the street, would be nice.	1	0	38.370105	-122.806828	https://l.facebook.com/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/275537	Thank you for sharing your concern. Unfortunately, this location is not within the City of Sebastopol limits and will not be addressed by this report.
108	1/24/2022 6:35	Driving Comment	Florence Ave & Bodega Can not see west bound cars at all when trying to make a left hand turn if a car is in front of the church. You have to sneek out on Bodega to see around the parked car. That spot needs to be red or a loading zone for the elderly members of the church.	0	0	38.406119	-122.820754	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/275786	Thank you for sharing your concern. This segment of Bodega Ave has been identified as a priority location in the report.
109	1/24/2022 6:41	Pedestrian Comment	Florence & Bodega Hazard for both bike riders and pedestrians. If a car is parked at the front of the church and a car on Bodega turns on to Florence they cant see the pedestrian already crossing. Same for Bike riders. Most cars don't stop for pedestrians at the Florence cross walk that goes directly to the Cere's property.	0	0	38.403227	-122.819896	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/275789	Thank you for sharing your concern. This segment of Bodega Ave as well as pedestrian and bicycle safety have been identified as a priorities in the report.
110	1/24/2022 16:21	Driving Comment	I would suggest to remove the parking space before the first driveway after going through intersection (N High St & Bodega ave). When a vehicle is parked here it leaves little room to drive by, if there is a car driving East and in the turn lane to turn left on High St it causes some drivers to stop in the middle of the road or swerve almost hitting car in turn lane.	0	0	38.401609	-122.825654		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/276031	Thank you for your suggestion. This location has not been identified as a priority in the report but your comment will be passed along.
111	1/24/2022 16:28	Driving Comment	When on Florence turning right onto Bodega Ave it is hard to see around vehicles parked here. I personally have almost been hit trying to make the right hand turn, or hitting someone trying to pull out. The photo I have uploaded shows the vehicle that is parked there 99% of the time. Removing this spot will help keep both drivers and pedestrians safe.	0	0	38.400985	-122.827427		https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/276034	Thank you for your suggestion. This segment of Bodega is addressed as a priority location in the report.
112	1/28/2022 12:25	Driving Comment	Many cars do not understand how this intersection works. It is unclear if it is one lane or two. Seen many close calls.	1	0	38.395101	-122.819251	https://l.facebook.com/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/277890	Thank you for sharing your concern. This location is under Caltrans jurisdiction and any improvements would need to be approved by them.

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Referrer	View on map	Response to Comment
113	1/28/2022 12:57	Pedestrian Comment	Sidewalks through out Sebastopol really need to be fixed. We want this to be a walking city but it is often dangerous especially for the elderly to walk. Buckled sidewalks, pots holes. We really need to invest in redoing the sidewalks first on the major streets like Main St , Petaluma, Bodega & Healdsburg Ave and then move into the neighborhoods and start fixing them there.	0	0	38.397418	-122.822599	https://www.ci.sebastopol.ca.us/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/277899	Thank you for sharing your concern. Adding sidewalks are proposed as a systemic countermeasure in this report. This may allow for existing sidewalk improvements.
114	1/28/2022 15:08	Driving Comment	Lots of dangerous left turns into/out of Florence; speeding on Healdsburg and cut through traffic on Florence; suggest closing Florence to local access only or one way	0	0	38.405221	-122.830614	https://lrsp.mysocialpinpoint.com/sebastopol	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/277953	Thank you for sharing your concern. Speeding/aggressive driving are addressed in this report. For any traffic calming devices, an engineering study will need to be completed to determine the most suitable for the roadway.
115	1/28/2022 15:09	Driving Comment	Have experiences dangerous movements here - people going to/out of high school and cutting through on Wallace (uncontrolled)	0	0	38.40506	-122.826039	https://lrsp.mysocialpinpoint.com/sebastopol	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/277955	Thank you for sharing your concern. This location has been identified as a priority in the plan.
116	1/28/2022 15:10	Driving Comment	People cut through WF parking to avoid Bodega Ave/116 loop	0	0	38.403557	-122.824331	https://lrsp.mysocialpinpoint.com/sebastopol	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/277956	Thank you for sharing your concern. This may be a viable location for increased enforcement.
117	1/28/2022 15:11	Pedestrian Comment	People cut across in between Handline and parking lot on opposite side of the street	0	0	38.392488	-122.817847	https://lrsp.mysocialpinpoint.com/sebastopol	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/277957	Thank you for sharing your concern. Pedestrian safety and crossing enhancements are identified in this report.
118	1/28/2022 15:12	Driving Comment	It is alarming how many times a vehicle has driven through property's concrete wall at this location (twice in past year)	0	0	38.396264	-122.850783	https://lrsp.mysocialpinpoint.com/sebastopol	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/277958	Thank you for sharing your concern. Unfortunately, this location is not within the City of Sebastopol limits and will not be addressed by this report.
119	1/28/2022 15:14	Driving Comment	It's hard for people to make left turns onto/off of Sebastopol Ave and see dangerous maneuvers especially when there is a traffic congestion in the afternoons	0	0	38.402719	-122.819882	https://lrsp.mysocialpinpoint.com/sebastopol	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/277959	Thank you for sharing your concern. This segment has been identified as a priority in the report.
120	1/28/2022 15:14	Driving Comment	Speeding on Bodega Avenue into/out downtown	0	0	38.400402	-122.827786	https://lrsp.mysocialpinpoint.com/sebastopol	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/277960	Thank you for sharing your concern. Speeding/aggressive driving has been identified as a focus area in this plan.
121	1/28/2022 15:22	Pedestrian Comment	Sidewalk gaps on southside of Bodega Ave	0	0	38.397875	-122.837959	https://lrsp.mysocialpinpoint.com/sebastopol	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/277962	Thank you for your suggestion. Adding sidewalks is a proposed systemic countermeasure and may address these gaps.
122	1/28/2022 15:26	Pedestrian Comment	There is a ped flashing beacon here but multi-threat risk; I've experienced vehicles trying to go around/pass vehicles yielding at crosswalk and almost hitting pedestrian	0	0	38.403456	-122.824135	https://lrsp.mysocialpinpoint.com/sebastopol	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/277965	Thank you for sharing your concern. Pedestrian safety and crossing enhancements are identified in this report.
123	1/31/2022 21:19	Driving Comment	Can we get our two lanes back? That bike lane is useless!! It's rarely used and it has created so much additional traffic getting through town from 116!	0	0	38.395322	-122.819257	https://lm.facebook.com/	https://lrsp.mysocialpinpoint.com/sebastopol/map#/marker/278755	Thank you for your suggestion. This location is under Caltrans jurisdiction and any changes would need to be addressed by them.

Additional Public Comments

Comment ID	Comment	Response
1	The LRSP must address the conflict between bicycles, pedestrians and vehicles. Sebastopol needs a safe, connected network of bike/ped pathways separate from roadways. Bike lanes on road don't cut it. Even with protection, most folks will not ride near traffic. Paint on roads is not enough! [Provide] protected bikeways and intersections. Cameras at dangerous intersections to catch those who run red lights seem appropriate.	Thank you for taking the time to provide your comments. Pedestrian and bicycle safety are addressed as priorities in this report and Sebastopol is reviewing opportunities to incorporate safe infrastructure improvements. For red light cameras, the City of Sebastopol is not currently providing enforcement through this method and any implementation of these devices would need to occur through changes in City policy.
2	My main concern is the intersection nearest to where I live, Hwy. 116 and Redwood Ave. I've almost been hit several times crossing there and one of my neighbors was hit last year and spent several weeks in the hospital and then months in a care facility. He still hasn't fully recovered. There is a flasher set up there, both overhead and imbeded in the road, but there is so much going on at that intersection that drivers are paying attention to traffic from all directions and are distracted from the flashing lights (which, by the way, are virtually invisible during daylight hours). After living in Sebastopol for 50 years, I consider this the most dangerous and confusing intersection in the city. At that location there are 3 lanes in each direction on 116, with people making left turns in both directions. Additionally there are 2 lanes turning from Redwood Ave going north and south on 116, as well as cars leaving the dry cleaners parking lot turning north and south on 116. So there are the potential for 10 different vehicles to intersect at that spot. As a driver passing through that intersection and keeping your eyes on all 10 places where vehicles are moving is extremely difficult and distracting, making the flashing lights relatively invisible. Also, Fircrest Mobile Home Park is on Redwood Ave. behind the Hollyhock development. Living there are more than 100 seniors, most of whom walk across 116 to shop at Fircrest Market. A much more effective flashing set up is needed at this spot.	Thank you for taking the time to provide your comments. This location is under the jurisdiction of Caltrans and any improvements would need to be coordinated through them. Pedestrian, bicycle, and intersection safety are addressed as priorities in this report.

Appendix B

Collision Data

Collisions at Selected Intersections

Intx ID	Primary Road	Secondary Road	Location	Severity					Type								Pedestrian	Bicycle	Year						EPDO	Fatal + Injury	Total
				Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/ Pedestrian	Other/Not Listed			2015	2016	2017	2018	2019	2020			
1	N Main St	Eddie Ln	City				1			1										1					6	1	1
2	N Main St	Analy Ave	City			2	1	1	1	1		1			1		1		1	1			1	1	29	3	4
3	Taft St	Sunset Ave	City			1				1													1		11	1	1
4	Laguna Park Way	Flynn St	City					1					1						1						1	0	1
5	Laguna Park Way	Johnson St	City				1	1		1		1									2				7	1	2
6	Wallace St	Bonnardel Ave	City			2		1	1		1	1						1	2			1			23	2	3
7	McKinley St	Brown St	City					2				1	1								1		1		2	0	2
8	Ragle Rd	Valentine Ave	City					1					1								1				1	0	1
9	Pleasant Hill Ave	Valentine Ave	City		1		1	1				3								3					36	2	3
10	Valentine Ave	Springdale St	City					1		1												1			1	0	1
11	Jesse St	Brittain Ave	City					1					1							1					1	0	1
12	Neva St	Brittain Ave	City					1		1													1		1	0	1
13	Florence Ave	Huntley St	City					2		2										1		1			2	0	2
14	Florence Ave	Wilton Ave	City					1				1										1			1	0	1
15	West St	Snow St	City					1				1									1				1	0	1
16	Pitt Ave	Snow St	City					1		1									1						1	0	1
17	Pitt Ave	Keating Ave	City			1		1	1				1							2					12	1	2
18	Washington Ave	Murphy Ave	City			1			1												1				11	1	1
19	Virginia Ave	Swartz Ave	City				1		1												1				6	1	1
20	Bodega Ave	Valley View Dr	City					1			1									1					1	0	1
21	Bodega Ave	Ragle Rd	City	1		3		1		1	1	1			2		2			1	1	1		2	577	4	5
22	Bodega Ave	Pleasant Hill Ave	City			1	1	2			3		1						2			1		1	19	2	4
23	Bodega Ave	Golden Ridge Ave	City					1			1									1					1	0	1
24	Bodega Ave	Virginia Ave	City					1			1										1				1	0	1
25	Bodega Ave	Nelson Way	City		1		2	2			3	1			1		1		2	2			1		43	3	5
26	Bodega Ave	Robinson Rd	City			1						1						1				1			11	1	1
27	Bodega Ave	Washington Ave	City			1		1					1		1		1				2				12	1	2
28	Bodega Ave	Dutton Ave	City			1	1	6		1	3	1	3						2	1	4			1	23	2	8
29	Bodega Ave	Florence Ave	City					2					2							1		1			2	0	2
30	Bodega Ave	High St	City				1	2		3										1		1		1	8	1	3
31	Bodega Ave	Edman Way	City					2		1			1							1	1				2	0	2
32	Ragle Ave S	Valley View Dr	City					1		1									1						1	0	1
33	Robinson Rd	Leland St	City		1							1										1			29	1	1
34	Leland St	First St	City				1								1		1				1				6	1	1
35	Jewell Ave	Calder Ave	City			1			1									1	1						11	1	1
36	Jewell Ave	Willow St	City				1	2			1		2								1	1	1		8	1	3
37	Willow St	High St	City					3		2			1							1	2				3	0	3
38	High St	Burnett St	City					1		1									1						1	0	1
39	Calder Ave	Vine Ave	City			1					1												1		11	1	1
40	Calder Ave	High St	City					1		1										1					1	0	1
41	Palm Ave	High St	City					1			1								1						1	0	1
42	Hayden Ave	High St	City					2		1			1						1			1			2	0	2
43	Litchfield Ave	Fellers Ln	City					1					1							1					1	0	1
44	Litchfield Ave	Evan Ave	City					1			1									1					1	0	1
45	Fircrest Ave	Litchfield Ave	City					1					1						1						1	0	1
46	Cedar Ave	Evergreen Ave	City					1			1								1						1	0	1
47	Jewell Ave	Dowd Dr	City					1					1										1		1	0	1
48	Lynch Rd	McFarlane Ave	City					2				1	1									1		1	2	0	2
49	Lynch Rd	Pearl Ct	City					1					1								1				1	0	1
50	Valentine Ave	Zimpher Dr	City					1	1															1	1	0	1
51	Morris St	Laguna Park Way	City		1							1												1	29	1	1
52	Bodega Ave	West Hills Cir	City			1		1	1			1												2	12	1	2
1201	N Main St	Bodega Ave	116/12		2	2	4	10		5	5	3			3	1	3	2	6	3	1	1	5	2	114	8	18
1202	Petaluma Ave	Sebastopol Ave	116/12			3	4	5		4	4	3	1						1	4	1	3	2	1	62	7	12
1203	Sebastopol Ave	Brown St	12					2			2											2			2	0	2
1204	Sebastopol Ave	Barnes St	12		1	1		1			1		1		1		1				2		1		41	2	3
1205	Sebastopol Ave	Morris St	12			3	2	3			6		2									2	5	1	48	5	8
11601	Gravenstein Hwy	Mill Station Rd	116				2				1	1							1		1				12	2	2
11602	Gravenstein Hwy	Danmar Dr	116			1			1													1			11	1	1
11603	Gravenstein Hwy	Tocchini St	116				1	3		1		1	2							1	2		1		9	1	4
11604	Gravenstein Hwy	Hurlbut Ave	116					1		1												1			1	0	1
11605	Gravenstein Hwy	Soll Ct	116				1	1			1		1						1					1	7	1	2
11606	Healdsburg Ave	Covert Ln	116		1	1	1	5		1	2	4	1						2	1		1	2	2	51	3	8
11607	Healdsburg Ave	Murphy Ave	116		1	2	1	2		1		2	1		1	1	2	1	1	1	1		2	1	59	4	6
11608	Healdsburg Ave	Dufranc Ave	116					1		1									1						1	0	1
11609	Healdsburg Ave	Florence Ave	116					1					1									1			1	0	1
11610	Healdsburg Ave	Ellis Ct	116			1		1			1					1		1				1	1		12	1	2
11611	Healdsburg Ave	Cleveland Ave	116				1				1									1					6	1	1
11612	Healdsburg Ave	Pitt Ave	116		1	1	3	1			4	1				1		1		2	1		2	1	59	5	6
11613	Healdsburg Ave	N Main St	116				1	4			1	1	1		2		2			1	1	1	2		10	1	5
11614	N Main St	Wallace St	116		1	1	1	7		2		4	2	2				1	1	1	3	1	3	1	53	3	10
11615	N Main St	Berry Ln	116		1	3	1				1	1				3		3	1		1	1		2	68	5	5
11616	N Main St	Wilton Ave	116			1	1	2		2	1	1						1	2				1	1	19	2	4

				Severity					Type											Year								
Intx ID	Primary Road	Secondary Road	Location	Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/ Pedestrian	Other/Not Listed	Pedestrian	Bicycle	2015	2016	2017	2018	2019	2020	EPDO	Fatal + Injury	Total
11617	N Main St	McKinley St	116			3		3		2	1	1			2		2			2			2	2	36	3	6
11618	S Main St	Burnett St	116		1	2	4	5		5	3	3			1		1	1	3		3	2	1	3	80	7	12
11619	S Main St	Willow St	116			1		1		1						1		1	1				1		12	1	2
11620	S Main St	Walker Ave	116				2	4		4	1		1							1	1	1	2	1	16	2	6
11621	S Main St	Maple Ave	116			1		1					1		1		1						1	1	12	1	2
11622	S Main St	Palm Ave	116			3	2	3	1	1	1	3	1		1		1	1	1		2	1	2	2	48	5	8
11623	Gravenstein Hwy S	Southpoint Ave	116					1					1						1						1	0	1
11624	Gravenstein Hwy S	Hutchins Ave	116		1		1	2			4								2		1	1			37	2	4
11625	Gravenstein Hwy S	Fellers Ln	116					2		1			1							1	1				2	0	2
11626	Gravenstein Hwy S	Redwood Ave	116		1	1	1	2			3		1		1		1		1	1		1	1	1	48	3	5
11627	Gravenstein Hwy S	Fircrest Ave	116				2	5		1	4		1			1			2	1	1	2	1		17	2	7
11628	Gravenstein Hwy S	Corline Ct	116			1	1	1			1	2							1					2	18	2	3
11629	Gravenstein Hwy S	Lynch Rd	116					3			2		1									1	1	1	3	0	3
11630	Gravenstein Hwy S	Cooper Rd	116				1			1									1						6	1	1
11631	McKinley St	Weeks Way	116			1		2			2	1								2	1				13	1	3
11632	McKinley St	Laguna Park Way	116			2	2	8		3	2	1	3		2	1	2	1	1	1	3	4	2	1	42	4	12
11633	Petaluma Ave	Weeks Way	116			1	3	1		4					1		1	1	1	2	1		1		30	4	5
11634	Petaluma Ave	Depot St	116				1	4		1	2		2						1		2		2		10	1	5
11635	Petaluma Ave	Burnett St	116				5	5	1	2	4		2		1		1		1	1	1	3	4		35	5	10
11636	Petaluma Ave	Abott Ave	116			2	1	2		5										1	1	3			30	3	5
11637	Petaluma Ave	Fannen Ave	116					2		1		1							2						2	0	2
11638	Petaluma Ave	Walker Ave	116			2		5		5		2							2		2	2	1		27	2	7
11639	Petaluma Ave	Palm Ave	116			3	1	5		3	2	3				1		1		2	2	2	2	1	44	4	9
11640	N Main St	Fannen Ave	116					1				1												1	1	0	1
Total				1	15	60	63	177	11	79	82	57	50	2	23	11	24	19	56	52	58	52	58	40	-	-	316

Collisions at Selected Segments

Segment ID	Street Name	Begin Segment	End Segment	Location	Severity					Type								Pedestrian	Bicycle	Year						EPDO	Fatal + Injury	Total
					Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/ Pedestrian	Other/Not Stated			2015	2016	2017	2018	2019	2020			
1	Bodega Ave	West City Limit	Ragle Rd	City		1	2		1				1	1	1	1		1						2	2	52	3	4
2	Bodega Ave	Ragle Rd	Pleasant Hill Ave	City			1	1				2								2						17	2	2
3	Bodega Ave	Pleasant Hill Ave	Virginia Ave	City		1		2	3			5		1								2	2		2	44	3	6
4	Bodega Ave	Robinson Rd	Washington Ave	City					2			1		1						1	1					2	0	2
5	Bodega Ave	Washington Ave	Main St	City			6	3	10		4	8	2	4			1			1	7	2	4	2	3	94	9	19
6	Covert Ln	Pleasant Hill Ave	Zimpher Dr	City					1		1											1				1	0	1
7	Analy Ave	N Main St	Bonnardel Ave	City				1								1		1			1					6	1	1
8	Morris St	Eddie Ln	Community Center Prking Lot	City					2					2										2		2	0	2
9	Valentine Ave	Ragle Rd	Pleasant Hill Ave	City			1										1		1			1				11	1	1
10	Brittain Ave	Murphy Ave	Neva St	City					1					1								1				1	0	1
11	Wilton Ave	Florence Ave	N HIgh St	City					3	1	1	1										1	1		1	3	0	3
12	Laguna Park Way	McKinley St	Morris St	City				1	2				1	2							1	1	1			8	1	3
13	West Hills Cir	Bodega Ave	End	City					1			1								1						1	0	1
14	Leland St	Robinson Rd	Jewell Ave	City					2	1		1									2					2	0	2
15	Willow St	Jewell Ave	High St	City					1		1											1				1	0	1
16	Willow St	High St	S Main St	City					2				1	1							1	1				2	0	2
17	Burnett St	High St	Petaluma Ave	City					4	1		1	1	1						1			3			4	0	4
18	Abbott Ave	Petaluma Ave	Barnes St	City					1				1											1		1	0	1
19	Calder Ave	Swain Ave	S Main St	City					3		1	1	1							1		1	1			3	0	3
20	Palm Ave	Swain Ave	S Main St	City					1					1									1			1	0	1
21	Hayden Ave	Jewell Ave	McFarlane Ave	City					1		1												1			1	0	1
22	Walker Ave	S Main St	Eleanor Ave	City					1					1							1					1	0	1
23	Fircrest Ave	McFarlane Ae	SR 116	City		1											1		1				1			29	1	1
24	Redwood Ave	SR 116	Juniper Ave	City			1		1					2							1				1	12	1	2
25	Corline Ct	SR 116	End	City					2		1	1								1	1					2	0	2
26	N Main St	Eddie Ln	Healdsburg Ave	City				1	2		1		2								2	1				8	1	3
27	High School Rd	North City Limit	Eddie Ln	City					1			1									1					1	0	1
28	Norlee Rd	North City Limit	Covert Ln	City					1		1									1						1	0	1
29	Ragle Rd	Ragle Ranch Rd	Bodega Ave	City		1		1	1			2		1									1	1	1	36	2	3
30	Pleasant Hill Ave N	Valentine Ave	Bodega Ave	City			2		1	1		1	1								1			1	1	23	2	3
31	Zimpher Dr	Covert Ln	Valentine Ave	City					2	1				1						1			1			2	0	2
32	Murphy Ave	Healdsburg Ave	Valentine Ave	City					1					1						1						1	0	1
33	Murphy Ave	Valentine Ave	Washington Ave	City					3		3										2	1				3	0	3
34	Florence Ave	Healdsburg Ave	Bodega Ave	City					4		3						1			1		1			2	4	0	4
35	Morris St	Community Center Prking L	SR 12	City		1			3	1	1			1			1		1		1		2		1	32	1	4
36	Washington Ave	Huntley St	Bodega Ave	City					2				1	1								2				2	0	2
37	Nelson Way	Washington Ave	Bodega Ave	City					2		1	1									1		1			2	0	2
38	Robinson Rd	Bodega Ave	Stefenoni Ct	City					3		2	1									2			1		3	0	3
39	Pleasant Hill Rd	Bodega Ave	South City Limit	City				1	1					2						2						7	1	2
40	Valley View Dr	Bodega Ave	Valley View Ct	City					1					1							1					1	0	1
41	Pinecrest Ave	South Ave	Hayden Ave	City					1			1									1					1	0	1
42	Litchfield Ave	Palm Ave	Gwendolyn Pl	City					1		1									1						1	0	1
43	McFarlane Ave	Hayden Ave	Lynch Rd	City					1			1								1						1	0	1
44	Meadowlark Dr	Jewell Ave	McFarlane Ave	City				1						1										1		6	1	1
45	Flynn St	Laguna Park Way	End	City					1				1											1		1	0	1
46	Sunset Ave	Taft St	Johnson St	City					1					1								1				1	0	1
47	West St	Snow St	Wilton Ave	City			1							1										1		11	1	1
48	Valentine Ave	Pleasant Hill Ave	Zimpher Dr	City			1				1														1	11	1	1
49	Wallace St	N Main St	Taft St	City					1		1														1	1	0	1
1201	Sebastopol Ave	N Main St	Brown St	12				1	2			2		1							2		1			8	1	3
1202	Sebastopol Ave	Brown St	Morris St	12			6	6	4		1	7	4	2		1	1	2		1	6	4	3	2		106	12	16
1203	Sebastopol Ave	Morris St	East City Limit	12			1	6	6			11		2						2	2	1	2	5	1	53	7	13
11601	SR 116	Mill Station Rd	Hurlbut Ave	116				1	4		1	1	2	1						1	2			2		10	1	5
11602	SR 116	Hurlbut Ave	Covert Ln	116		1	1	3	4		1	5	1	1		1		1					4	5		62	5	9
11603	Healdsburg Ave	Covert Ln	Murphy Ave	116			1		2			1	1	1						1			2			13	1	3
11604	Healdsburg Ave	Murphy Ave	Florence Ave	116				2	2					3			1				2			1	1	14	2	4
11605	Healdsburg Ave	Florence Ave	Pitt Ave	116			1	3	1			4					1		1		2	1	1	1		30	4	5
11606	Healdsburg Ave	Pitt Ave	N Main St	116			3	2	5		1	3	6						2	2	3		5			50	5	10
11607	N Main St	Healdsburg Ave	McKinley St	116			1		3			3		1								3			1	14	1	4
11608	N Main St	McKinley St	Bodega Ave	116					1			1									1					1	0	1
11609	S Main St	Bodega Ave	Walker Ave	116			2	2	1		2	3								1	1	2	1			35	4	5
11610	S Main St	Walker Ave	Palm Ave	116			2	1	2			2		2			1			2	1	1	1			30	3	5
11611	S Main St	Palm Ave	Petaluma Ave	116					1					1									1			1	0	1
11612	SR 116	Petaluma Ave	Hutchins Ave	116			2	4	3		1	3		3			2		1	1	2	2		2	2	49	6	9
11613	SR 116	Hutchins Ave	Fircrest Ave	116				4	8		2	8	2							2	2	4	1	3		32	4	12
11614	SR 116	Fircrest Ave	Cooper Rd	116			1	2	1		1	3								1				3		24	3	4
11615	Petaluma Ave	Palm Ave	S Main St	116				1	2		1	1	1							1		1	1			8	1	3
11616	Petaluma Ave	Walker Ave	Palm Ave	116			3	2	1			5					1					3	1	1	1	46	5	6
11617	Petaluma Ave	Fannen Ave	Walker Ave	116					1					1							1					1	0	1
11618	Petaluma Ave	Sebastopol Ave	Fannen Ave	116				1	3		1	2					1			1		1		1	1	9	1	4
11619	Petaluma Ave	McKinley St	Sebastopol Ave	116					2			2								1		1				2	0	2
11620	McKinley St	N Main St	Petaluma Ave	116					2					2									2			2	0	2
Total					0	6	39	53	140	6	37	97	30	50	1	4	13	5	7	33	55	43	47	38	22	-	-	238

Appendix C

Field Reconnaissance

Field Visit Notes | Sebastopol LRSP

Date: March 17, 2022

Table 1 *Notes from Visited Priority Intersections*

Intersection	Recommended Countermeasures	Notes
Pleasant Hill Ave / Valentine Ave All-Way Stop Control *(4 Leg)* 1 Severe Injury Collision *Top Type:* Broadside *Top Violation:* Traffic Signals and Signs	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	• Crosswalk sight distances appear adequate, except possibly for offset crosswalk on west side for NB left turns from Pleasant Hill Ave. • There is no crosswalk for the WB Valentine approach due to the intersection offset • There was not much traffic or pedestrian activity in the morning or afternoon. (Not much school activity.) • No obvious traffic violations. • The block of Valentine Ave to the east (between Pleasant Hill Ave and Zimpher Dr) has WB speed limit signs (25 mph), but none in the EB direction. • The existing STOP signs (R1-1's) appear to be the "large" ones. Consider installing ALL WAY plaques (R1-3P) to the Stop signs? • There is no centerline on the SB Pleasant Hill Ave approach (other three do).
Morris St / Laguna Park Way Two-Way Stop Control *(3 Leg)* 1 Severe Injury Collision *Top Type:* Broadside *Top Violation:* Improper Turning	Evaluate conversion to all-way STOP control (from 2-way or Yield control)	• Sight distances appear good, except maybe at the EB Laguna Park Way stop, where a retaining wall on the NW corner may block sight distance to the north on Morris. However, traffic is low, and you can pull forward to see. • Traffic volumes were very low during observations • There were no speeding issues observed but speeding above speed limit on Morris St (25 mph) may occur given that it is straight, flat, and long. • There were some RV's parked on Morris Street. It looks like there may have been more in the past, but there appear to be some new "3 Hour Parking" signs along the west side of Morris Street.
Bodega Ave / Jewell Ave/Dutton Ave Signal *(4 Leg)*	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation)	• Wide median on Jewell Ave, so there is an offset, particularly from SB Dutton to SB Jewell. • Placing signals on mast heads might be good idea. (?) Consider striping a centerline on SB Dutton?

Top Type: Rear End, Hit Object *Top Violation:* Unsafe Speed	Convert signal to mast arm (from pedestal-mounted)	• During observation at end of school day (1:15 pm) school driveway was full plus 1-2 cars queued onto Bodega Ave. • The north crosswalk is “zebra” striped • Consider retiming the ped-walk signals to provide a lead time for pedestrians before vehicles can go. • A lot of pedestrians crossing street at end of school day. Consider adding some kind of Yield-to-Ped” warning signs, such as “Turning Vehicles Yield to Pedestrian” (R10-15).
	Install raised pavement markers and striping (Through Intersection)	
	Install "Keep Clear" pavement markings in intersection	
N Main St / Analy Ave Two-Way Stop Control *(3 Leg)* 1 Pedestrian Collision *Top Types:* All Unique *Top Violations:* All Unique	Add intersection lighting	• Analy Ave serves as a de facto driveway for West County High School. (Including diagonal parking spaces.) Analy Ave is very busy with vehicles and pedestrians during school start and end times (but is relatively uncrowded at other times of the day). • At school times, lots of students are walking around, but most stay on the east side of Main St and walk to the Healdsburg/Main intersection (not a lot of pedestrians cross Main St at the Analy intersection). • There is a crosswalk across Main St with flashing beacons (RRFB’s) on the south side of the intersection and it also has curb bulb-outs to reduce the crossing distance. • Sight distances from the WB Analy approach are probably ok during non-busy times. But when busy, sight distances can be very limited looking both south and north onto Main St. due to so many vehicles. • Left turns from WB Analy onto SB Main St are difficult to navigate during busy school times.
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	
	Improve sight distance to intersection (Clear Sight Triangles)	
	Upgrade intersection pavement markings	
Bodega Ave / Pleasant Hill Ave Signal *(4 Leg)* *Top Type:* Rear End *Top Violation*: Unsafe Speed	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	• During observations, vehicle speeds did not appear to be too high. During the day at least, traffic is consistently high enough on Bodega Ave to limit speeds. Speeds may be higher at off times. • Pavement markings at the intersection are somewhat faded (lane stripes, turn arrows, “merge” arrows on SB Pleasant Hill Ave). • There are YIELD signs for the Pleasant Hill right-turn lanes, but no “yield line” pavement markings.
	Improve signal timing (phases, red, yellow, or operation)	
	Install larger advanced signal warning sign	
Wallace St / Bonnardel Ave Two-Way Stop Control *(3 Leg)* *Top Type:* All Unique *Top Violation:* All Unique	Enforcement during school start and dismissal times	• This intersection also provides access to West County High School. • Street parking occupancy is high. It is residential permit parking on Wallace St (no parking is allowed on the north side of Wallace St east of Bonnardel) and on the west side of Bonnardel Ave. Parking on the east side of Bonnardel is not restricted but is occupied by student vehicles during the day. The high parking occupancy contributes to a sense of narrow lanes. • Sight distance from Bonnardel looking east onto Wallace St is somewhat limited due to a sloped area with some trees and bushes. (Keep the bushes trimmed as low as possible.) • There are no crosswalks at this intersection.
	Install centerlines on intersection approaches	

S Main St / Burnett St 2 Severe Injury Collisions Two-Way Stop Control *(4 Leg)* *Top Type:* Sideswipe *Top Violation:* Auto Right of Way	Upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) Add intersection lighting Evaluate removal of parking close to intersection	• Sight distance from EB Burnett St stop sign looking north up Main St may be limited if a vehicle is parked on west side of Main Street near intersection • The north crosswalk on Main St has one "Ped Crossing" warning sign (W11-2 sign) on the east side. There are no W11-2 signs on the south crosswalk. • The SB Main St approach has a Yield-Line pavement marking ("sharks-teeth" triangles), but no "Yield Here to Pedestrians" signs (R1-5). • It is noted that a similar crosswalk at the Petaluma Ave/Burnett St intersection has a crosswalk with flashing beacons. Whereas this intersection does not.
N Main St / Keating Ave 1 Severe Injury Collision Two-Way Stop Control *(3 Leg)* *Top Type:* Other/Bicycle *Top Violation:* Improper Turning	Install bike conflict markings through intersection and at Rite Aid driveway adjacent Evaluate closure or restriction of movements of Rite Aid driveway	• N Main St volumes (traffic conditions) along this section appear to be busy throughout the day. • Vehicle queuing/stopped vehicles also occurs along this section of Main St. • There is a crosswalk on the north side with flashing beacons. At times queued vehicles were seen stopped in the crosswalk and queued through the Main/Keating intersection. • EB left turns are allowed from Keating, but Main St traffic is busy. Consider adding KEEP CLEAR legends? • The adjacent parking lot (Rite Aid) did not appear to conflict with the intersection, as volumes are pretty low.
Petaluma Ave / Sebastopol Ave Signal *(4 Leg)* *Top Type:* Sideswipe, Rear End *Top Violation:* Improper Turning	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (phases, red, yellow, or operation)	• Did not observe signal violations by vehicles. The intersection is busy, and vehicles tend to flow fairly slowly through the intersection. • There are faded "Sharrow" pavement markings on Petaluma Ave (no bike lanes), but traffic is busy and bikes on this section of Petaluma Ave would be in close proximity to vehicles. • The pedestrian crossing signals have a long pedestrian lead time before cars are allowed to go.
N Main St / Wallace St 1 Severe Injury Collision Two-Way Stop Control *(3 Leg)* *Top Type:* Broadside *Top Violation:* DUI, Improper Turning, Auto Right of Way	Evaluate/improve sight distance to intersection (Clear Sight Triangles) Evaluate removal of parking in front of the Masonic Center	• This section of N Main St (116) is very busy with frequent vehicle queues. (Similar to N Main/Keating.) • There is no crosswalk across Main St (There is a signalized crossing at the nearby Healdsburg/Main intersection.) • Wallace St vehicle volumes increase at school times. • There are KEEP CLEAR pavement legends on Main St, but WB left turns from Wallace St can be challenging due to volumes on Main Street. • Also, sight distance from WB Wallace looking south on Main Street can be limited due to street parked vehicles on the east side of Main St in front of the Masonic Center

Table 2 *Notes from Visited Priority Segments*

Segment	Recommended Countermeasures	Notes
Bodega Ave (Washington Ave to Main St) *Top Type:* Rear End *Top Violation:* Unsafe Speed	Add segment lighting Install edge-lines and centerlines Install dynamic/variable speed warning signs Install delineators, reflectors and/or object markers	• Similar to the other sections on Bodega Ave, traffic volumes during most of the day seem high enough to regulate speeds. • This section fronts Park Side Elementary school. • There are no bike lanes, and it seems kind of narrow, but there are sidewalks on both sides. • Street parking is allowed on Bodega Ave east of the Dutton intersection (not allowed west of intersection.)
Bodega Ave (W City Limit to Ragle Rd) 1 Severe Injury Collision 1 Ped and 2 Bike Collisions *Top Type:* Broadside *Top Violation:* Auto Right of Way	Add segment lighting Install guardrails Install delineators, reflectors and/or object markers Install edge-lines and centerlines Install centerline rumble strips/stripes	• It's possible speeding may be an issue at off-hours when volumes are lower. But most of day, there are enough vehicles on Bodega Ave which tends to regulate speeds. • There is a "greenbelt" along the south side of Bodega Ave between Valley View Dr and Ragle Road. • Bodega Ave lane widths along this section were measured. The total width is approximately 30 feet, with 11 feet WB and 19 feet EB (but the EB width is about 13 feet of flat surface and 6 feet of sloped surface near the curb which is not really drivable). • Existing pedestrians and bikes were observed to be low. (No peds and 1 bike during observations.)
Bodega Ave (Pleasant Hill Ave to Virginia Ave) 1 Severe Injury Collision *Top Type:* Rear End *Top Violation:* Unsafe Speed	Add segment lighting Install delineators, reflectors and/or object markers Install dynamic/variable speed warning signs Install edge-lines and centerlines	• On WB Bodega Ave, there is a hillside slope that creates a narrower section between Pleasant Hill Ave and Golden Ridge Ave. (no shoulder area). This may affect WB bicyclists by having to travel more directly in the travel lane. And may limit sight distance from Golden Ridge Ave looking west. • Sight distances from Virginia Ave seem adequate (longer than Golden Ridge) and Virginia Ave is located further away from the crest on Bodega Ave than Golden Ridge. • Although speeds on Bodega Ave may be an issue at times for side street traffic trying to turn onto Bodega Ave, the high volume of cars and limited gap times on Bodega Ave may also be relevant.
Ragle Rd (Ragle Ranch Rd to Bodega Ave) 1 Severe Injury Collision *Top Type:* Rear End *Top Violation:* Wrong Side of Road	Add segment lighting Install delineators, reflectors and/or object markers Install edge-lines and centerlines	• Speeding issues were not observed during the field visit. But speeding above the speed limit (25 mph) may occur because the segment is relatively flat and straight. (Interestingly, the segment of Ragle Rd north of Ragle Ranch has a 30-mph speed limit. And used to be 35 mph as shown on Google earth.) • There is a sidewalk with curb & gutter along the east side. The west side has unimproved/dirt shoulders. • Somewhat faded lane markings and non-reflective raised centerline dots. May be harder to see at night.

Morris St (Community Center Parking Lot to SR 12) 1 Severe Injury Collision *Top Type:* All Unique *Top Violation:* All Unique	Add segment lighting Install dynamic/variable speed warning signs	• The speed limit is posted 25 mph. And there is a "Curve 15 mph" warning sign for the NB approach to the curve. As noted in the Morris/Laguna Park intersection discussion, speeding above the speed limit on Morris St may occur given that it is straight, flat, and long. • The traffic volumes were very low during the field observations, but volumes and cut-through traffic may pick up during commute times. • A few RVs were parked on the east side of Morris Street. There are "3 Hour Parking" signs along the west side of Morris Street
Burnett St (High St to Petaluma Ave) *Top Type:* All Unique *Top Violation:* Unsafe Starting or Backing	Add segment lighting Install edge-lines and centerlines Evaluate on-street parking and where to reduce	• As noted in the Burnett/Main St intersection discussion, sight distances for the approaches to Main Street may be limited if vehicles are parked on Main Street near the intersection.
Sebastopol Ave (Brown St to Morris St) 2 Pedestrian Collisions *Top Type:* Rear End *Top Violation:* Unsafe Speed	Install dynamic/variable speed warning signs	• This segment is in the core downtown area. • Traffic volumes/congestion are high throughout the day. • The high volumes appear to regulate speeds.
Sebastopol Ave (Morris St to E City Limit) *Top Type:* Rear End *Top Violation:* Unsafe Speed	Install dynamic/variable speed warning signs	• This segment of Sebastopol Ave serves as a transition zone between the highway (higher speeds) and the downtown streets (lower speeds). The WB direction speed limit lowers from 45 mph outside of the City, to 35 mph approaching Morris Street. (And lowers to 25 mph west of Morris Street.) • As WB vehicles slow down, there can be vehicle queues on the approach to Morris Street.

Field Visit Images

Intersections

- **Pleasant Hill Ave / Valentine Ave**

- **Morris St / Laguna Park Way**

- **Bodega Ave / Jewell Ave/Dutton Ave**

- **N Main St / Analy Ave**

- **Bodega Ave / Pleasant Hill Ave**

- **Wallace St / Bonnardel Ave**

- **S Main St / Burnett St**

- **N Main St / Keating Ave**

- **N Main St / Wallace St**

Segments

- **Bodega Ave (Washington Ave to Main St)**

- **Bodega Ave (W City Limit to Ragle Rd)**

- **Bodega Ave (Pleasant Hill Ave to Virginia Ave)**

- **Ragle Rd (Ragle Ranch Rd to Bodega Ave)**

- **Sebastopol Ave (Brown St to Morris St)**