



February 3, 2025

Mr. John Jay
City of Sebastopol
7120 Bodega Avenue
Sebastopol, CA 95472

Crosswalk Improvement Study for the Barlow Hotel

Dear Mr. Jay;

W-Trans has completed an evaluation and developed recommendations for crosswalk improvements related to the Barlow Hotel project to be located within the Barlow District. We understand that the proposed Barlow Hotel includes an off-site parking lot on the east side of Morris Street, just north of the intersection with Laguna Park Way. The purpose of this letter is to present existing facilities and traffic and pedestrian volumes, and recommend an appropriate location for the crosswalk and crossing features needed to serve pedestrian trips between the hotel and the new parking lot.

Existing Traffic Conditions

A field visit of the project site and study area was conducted on January 23, 2025. Specific attention was paid to existing vehicle traffic facilities, street conditions, and pedestrian facilities on Morris Street between State Route (SR) 12 and the proposed parking lot, including the intersections of Morris Street/McKinley Street and Morris Street/Laguna Park Way, which are both tee intersections.

Morris Street Geometrics

Morris Street is approximately 44 feet wide including one vehicle travel lane in each direction, five-foot bike lanes, and curb parking on both sides of the street. There are no turn lanes at the intersections with McKinley Street and Laguna Park Way. Morris Street traffic is uncontrolled at these intersections with stop control on the side streets.

A continuous sidewalk exists on the west side of Morris Street between SR 12 and Laguna Park Way. There are several driveways on the west side which are constructed so as to not change the cross slope of the sidewalk. North of Laguna Park Way there is no sidewalk or dedicated pedestrian space on the west side of the street due to vegetation and the slope of the adjacent properties. On the east side of Morris Street there is a continuous five-foot sidewalk from SR 12 north to the Community Center. There are also several driveways between SR 12 and Laguna Park Way that slope within the sidewalk, requiring pedestrians to negotiate the change in slope through the driveway aprons.

Traffic Counts

Historical traffic counts on Morris Street and at the intersection with Laguna Park Way were acquired from past traffic studies. These traffic volumes which had been previously collected in 2014 and 2016 were factored up to expected 2025 conditions using a standard growth rate of 1.5 percent per year. Based on this available data, Morris Street is estimated to currently serve approximately 5,100 vehicles per day with 500 vehicles during the p.m. peak hour just south of McKinley Street. At the intersection with Laguna Park Way, the Morris Street traffic volume is estimated at 4,300 vehicles per day with 430 vehicles during the p.m. peak hour.

Vehicle Speeds

The posted speed limit on Morris Street is 25 miles per hour (mph). Speed surveys were not collected for this effort, nor are there any recent surveys available. Based on field observations, vehicle travel speeds on Morris

Street generally exceed 25 mph, with a portion of the traffic travelling over 35 mph, likely due to the straight alignment, low traffic volumes, and minimal vehicle conflicts.

Collision History

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue for motorists, pedestrians, or cyclists. Intersection collision rates were calculated based on records available from the Transportation Injury Mapping System (TIMS) database managed by UC Berkeley's Safe Transportation Research and Education Center. The database is based on records published by the California Highway Patrol (CHP), as contained in their Statewide Integrated Traffic Records System (SWITRS) reports. The most current complete ten-year period available is January 1, 2014, through December 31, 2023.

Only three (3) collisions involving injuries have been reported over the last ten years on Morris Street between SR 12 and Laguna Park Way, with one collision each at McKinley Street and Laguna Park Way. None of these collisions involved a pedestrian and one involved a bicyclist. These details generally indicate that there has been little collision history on the corridor and not enough data to conclude that any safety issues exist.

Proposed Project and Pedestrian Crossings

The proposed Barlow Hotel project to be located at the current Guayaki Yerba Mate building includes 83 hotel rooms. The hotel will provide valet parking using the proposed off-site parking lot approximately 1,000 feet away on the east side of Morris Street, north of Laguna Park Way, on the former concrete batch plant site. The anticipated vehicle trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021. Based on application of rates for Land Use #310 (Hotel), the proposed 83-room hotel project is expected to generate an average of 663 vehicle trips per day, including 49 trips during the weekday p.m. peak hour.

Pedestrians anticipated to be crossing Morris Street were estimated based on the size of the project, its vehicle trip generation, as well as background pedestrian activity. Assuming that the majority of vehicle peak hour trips are related to guests arriving and departing, it is estimated that valet workers walking to/from the off-site lot would generate approximately 20 to 25 crossings during the peak hour. Accounting for background pedestrian trips bound for the Community Center and trails, the crosswalk could serve approximately 30 to 35 pedestrian crossings per hour in the peak Summer season.

It is understood that construction staging for the hotel will occur in the off-site parking lot. Therefore, there may be a similar volume of pedestrian crossings during this shorter-term construction period.

The Barlow District has special events throughout the year and it is anticipated that the off-site parking lot would serve as an overflow parking area. Therefore, during larger special events, the new pedestrian crossing could serve 100 or more pedestrian crossings per hour on event days.

Potential Crosswalk Locations

Five potential locations on Morris Street were evaluated for a new crosswalk. These included both the north and south legs of the two intersections at Morris Street/McKinley Street and Morris Street/Laguna Park Way as well as a mid-block location. Following are details of potential conflicts and sight distances for these candidate locations.

1. Morris Street/McKinley Street (south leg)

- Standard ADA ramp on the west side
- Poor sight distance on west side to the south due to parked vehicles
- East side landing would require new ADA ramp

2. Morris Street/McKinley Street (north leg)
 - Standard ADA ramp on the west side
 - Poor sight distance on the west side to the north due to parked vehicles
 - East side landing would require narrowing of the business driveway
3. Morris Street/Laguna Park Way (south leg)
 - Standard ADA ramp on the west side
 - Poor sight distance on the west side to the south due to utility pole
 - East side landing is located within a business driveway
4. Morris Street/Laguna Park Way (north leg)
 - West side ramp would need to be upgraded to current ADA ramp standard
 - Adequate sight distance in both directions
 - East side landing would require new ADA ramp
5. Alternative Mid-block Crossing Options

There is an "AmeriCorps Trail" located mid-block between McKinley Street and Laguna Park Way on the east side of Morris Street which is adjacent to the water pump station. A new crossing at this location could line up with the trail and would need the following improvements.

- Curb extensions into the existing parking lanes on both sides of the street
- New ADA Ramps at each crosswalk landing

Location Assessment

Based on the field review of sight distance conditions, availability of curb space for a crosswalk landing, and consideration of vehicle turning movements at each of the two intersections, the north leg of Morris Street at Laguna Park Way is recommended as the most desirable location for the crossing. This location has the added benefit of being less than 100 feet from the southern boundary of the proposed Barlow off-site parking lot.

Warrants for Crossing Improvements

Pedestrian crosswalk warrants were used to evaluate the proposed crossing location to determine other amenities needed to serve the crosswalk. For example, the need for pedestrian activated warning beacons (PAWBs) or curb extensions was examined. (Note: The PAWB is the standard assembly used by the City of Sebsatopol; it is similar in operation to an RRFB (Rectangular Rapid Flashing Beacon.) With current traffic volumes, speeds less than 35 mph, and normal daily pedestrian activity anticipated at this crosswalk, PAWBs would not be warranted. However, traffic conditions that could be present in the future during peak hours of events, and occasional vehicle speeds higher than 35 mph, would result in conditions that do warrant the addition of either PAWBs or curb extensions. Because curb extensions provide a beneficial impact to the corridor in terms of vehicle speed reduction on a 24-hour basis in addition to improving pedestrian safety by shortening the crossing distance, it would be preferable to provide this traffic calming measure rather than just the PAWB flashers.

Short-term Recommendations

The following recommended improvements should be installed prior to construction activity at the hotel site and are intended as a temporary installation.

- A new crosswalk with continental style markings should be installed on the north leg of Morris Street at the intersection with the Laguna Park Way (as shown on the Encroachment Permit preliminary plans).
- Yield markings (aka "Shark's Teeth") should be provided on both approaches with the northern markings placed 20 feet in advance of the crosswalk and the southern markings aligned with the shoulder curb of Laguna Park Way.
- Red curbing should be provided on the west side for 20 feet north of the crosswalk and on the east side for 20 feet both north and south of the crosswalk.
- Double-sided, high visibility W11-2 pedestrian crossing signs should be installed on both side of the street. Include two orange flags atop the sign assembly to indicate a new changed condition for a period of four to six weeks after installation.
- The existing trees on the east side of the street should be trimmed to allow for more lighting coverage by the existing street light.

Note: Ultimately, ADA ramps are required with new crosswalk installations. These are noted in the Long-Term Recommendations.

Long-Term Recommendations

The following recommend improvements should be installed prior to occupancy of the hotel.

- Retain the crosswalk placement, crosswalk markings, yield markings, and red curbing from the short-term recommendations.
- Reconstruct the west side corner and extend six feet into the parking lanes on Morris Street and Laguna Park Way. Provide ADA curb ramps to serve both the crossing of Morris Street as well as the north-south crossing of Laguna Park Way.
- Reconstruct the east side crosswalk landing and extend six feet into the parking lane on Morris Street. Provide ADA curb ramps to serve the crossing of Morris Street.
- Re-install the double-sided, high-visibility W11-2 pedestrian crossing signs on both sides of the street so that they are within the curb extension areas for better visibility to approaching drivers.
- Install pedestrian scale lighting to illuminate both pedestrian landing areas. The style of the lighting should be acceptable to the City and could be used to display the W11-2 pedestrian crossing signs.

Thank you for giving us the opportunity to provide these services. Please let us know if you have any questions.

Sincerely,



Steve Weinberger, PE, PTOE
Senior Principal
SJW/sjw/SEB918.L1