

Appendix W

WILSON STREET FOCUS GROUP PRESENTATION



Since the six blocks of Wilson Street is recommended as a Class III by the Consultant and the BPAB, staff has taken the extra step to design a Class III facility that *looks, feels* and *operates* like a Class III so that bicyclists feel comfortable sharing the lane and motor vehicle awareness is increased.

This effort involved exploring ways for creating a multi-modal corridor that is a bike, pedestrian and transit friendly environment that serves all users (i.e., visitors, RR Sq. merchants, West End Neighborhoods and the Bicycle Community).



- History
- Existing Conditions and Challenges
- Ultimate Design
- Focus Group meetings
- Questions & Answers
- Support

Outline of presentation.



Wilson Street corridor review

What is a Class I bicycle facility?



Before we get started, some definitions of terms



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Wilson Street corridor review

What is a Class II bicycle facility?



Before we get started, some definitions of terms



Wilson Street corridor review

What is a Class III bicycle facility?



Before we get started, some definitions of terms




Wilson Street corridor review

What is a Shared Roadway Bicycle Marking?



Directs bicyclists to position themselves to avoid the “door zone,” and alerts motorist where, in the travel lane, they can expect to find bicyclist.



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Wilson Street corridor review

- Northern Downtown Pedestrian Linkage Study (2004)
- Downtown Station Area Specific Plan (2006)

NDPLS studies the 6th and 7th Street corridor through downtown to develop conceptual plans that would strengthen linkages between the northern and central areas of downtown.

A major goal of the **Downtown Specific Area Plan** (DSASP) is to improve alternative means of circulation in the downtown study area, **meaning transit, bicycles and walking.**

- The DSASP recognized that implementation of **planned** bicycle facilities may require consideration of alternative approaches due to right-of-way constraints.
- The City Council accepted the Downtown Station Area Specific Plan without accepting staff's recommendation to change the Class II designation on Wilson Street referring the issue for review as part of the BPMP update.

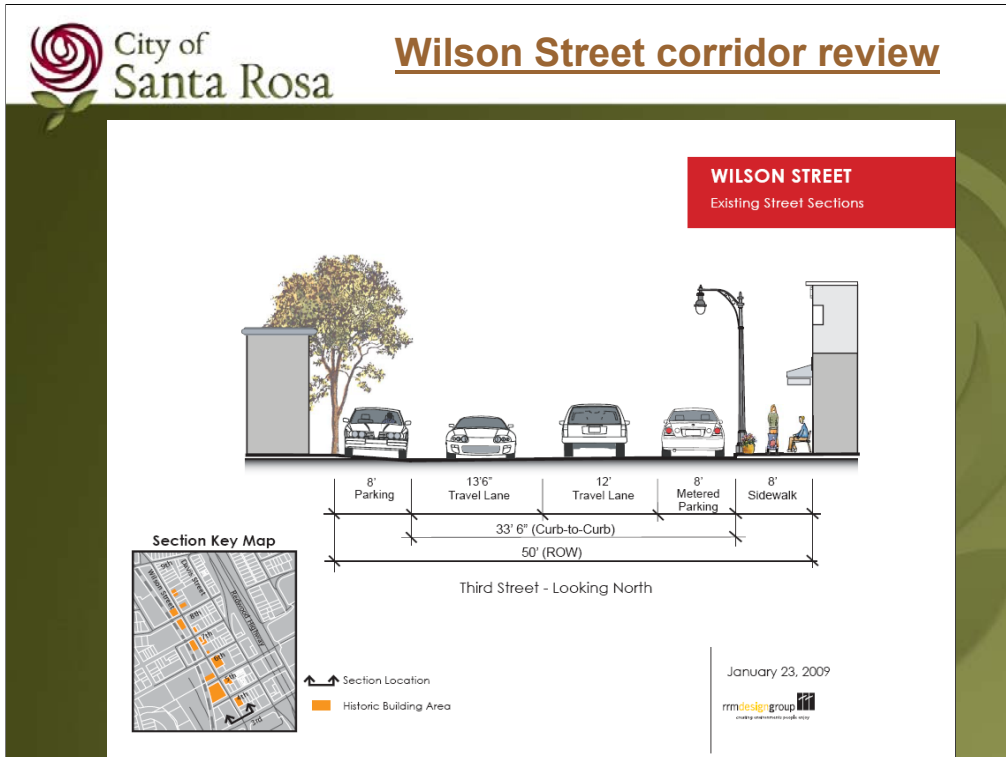


Wilson Street corridor review

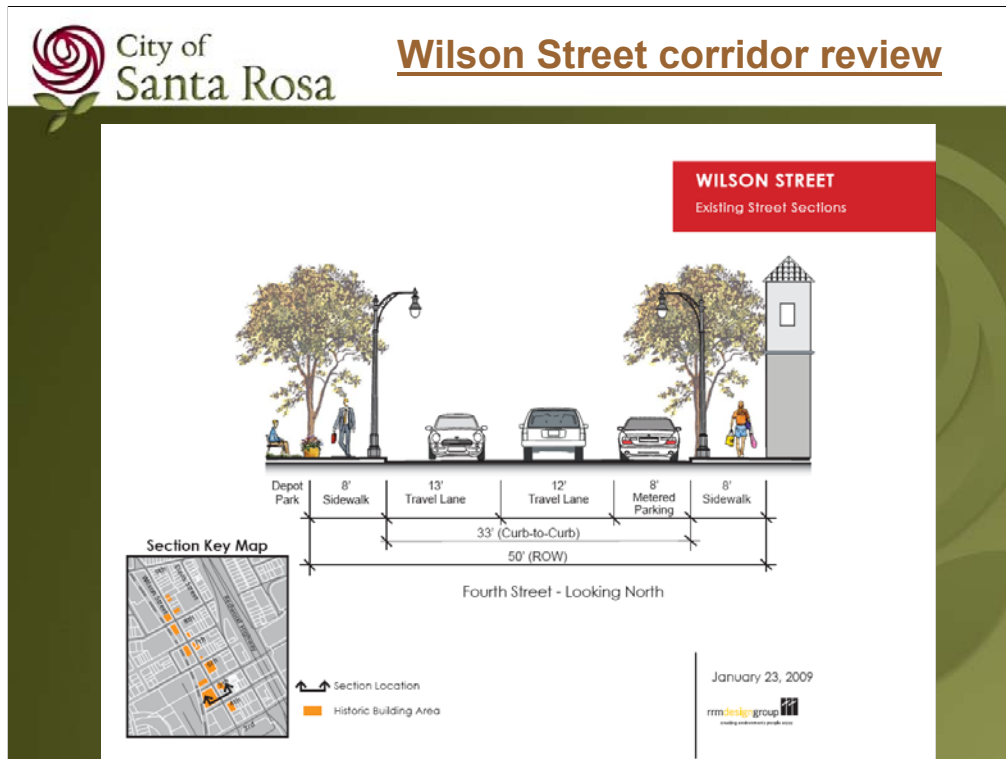
Challenges

- Limited ROW curb to curb
- Historic Buildings (16)
- Store fronts abutting back of Sidewalk
- Two Historic Districts
 - > Railroad Square District
 - > (potential) North of Railroad Square District
- Buildings which have had significant investment in terms of renovations
- New development has to be consistent with character of the respective districts
- 25 parcels on the east side; Only 6 parcels on the west side (mostly no parking)
- Blocks vary in length (200' to 710')

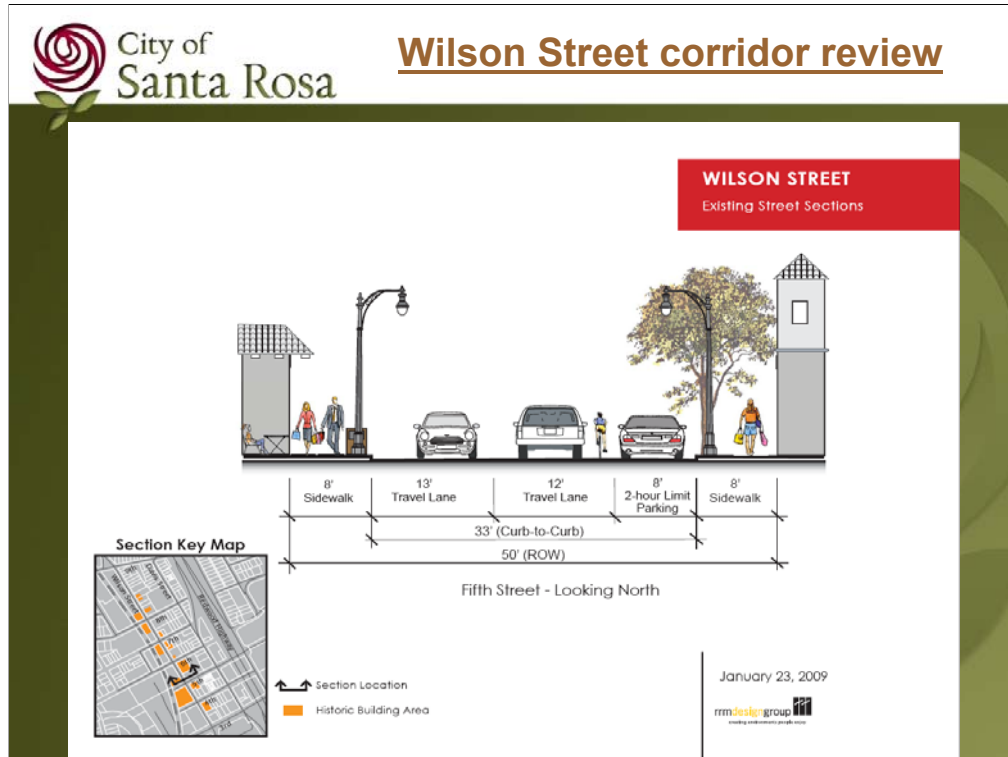
The various challenges and issues with Wilson Street when considering Class II--bike lanes



Inconsistent street widths
280'



Inconsistent street widths
200'



Inconsistent street widths

240'



Inconsistent street widths
265'



Inconsistent street widths

265' Average 250'

Telephone pole—utilities appear



Inconsistent street widths

710'

Telephone pole--utilities

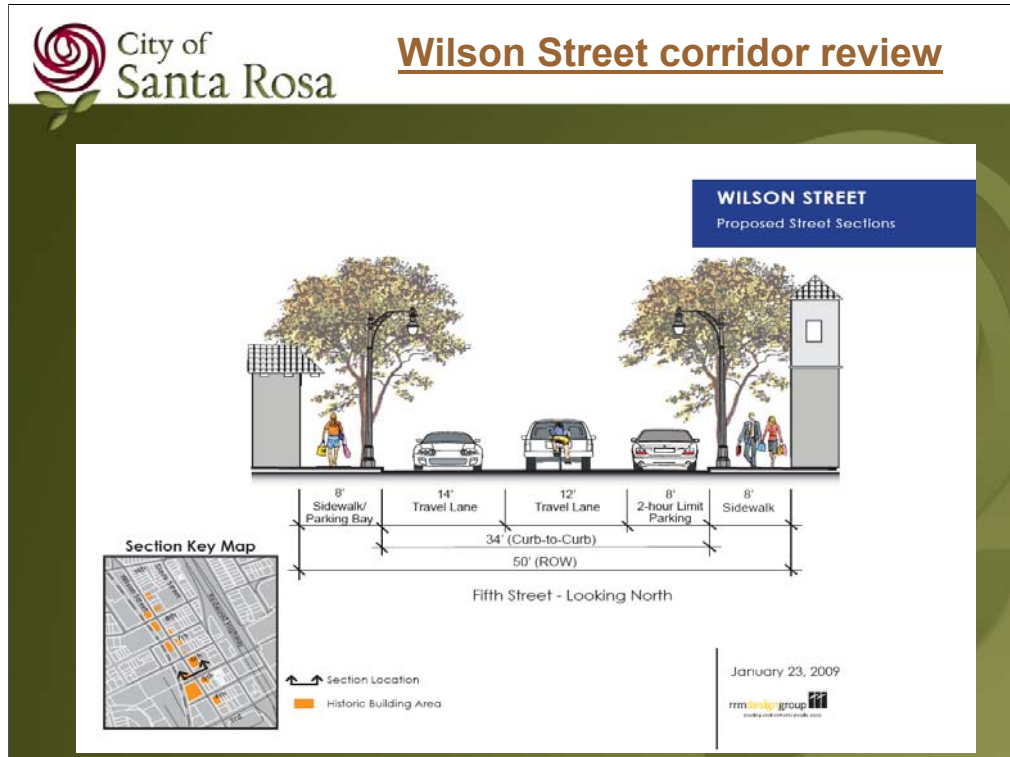


Wilson Street corridor review

Proposed Cross sections



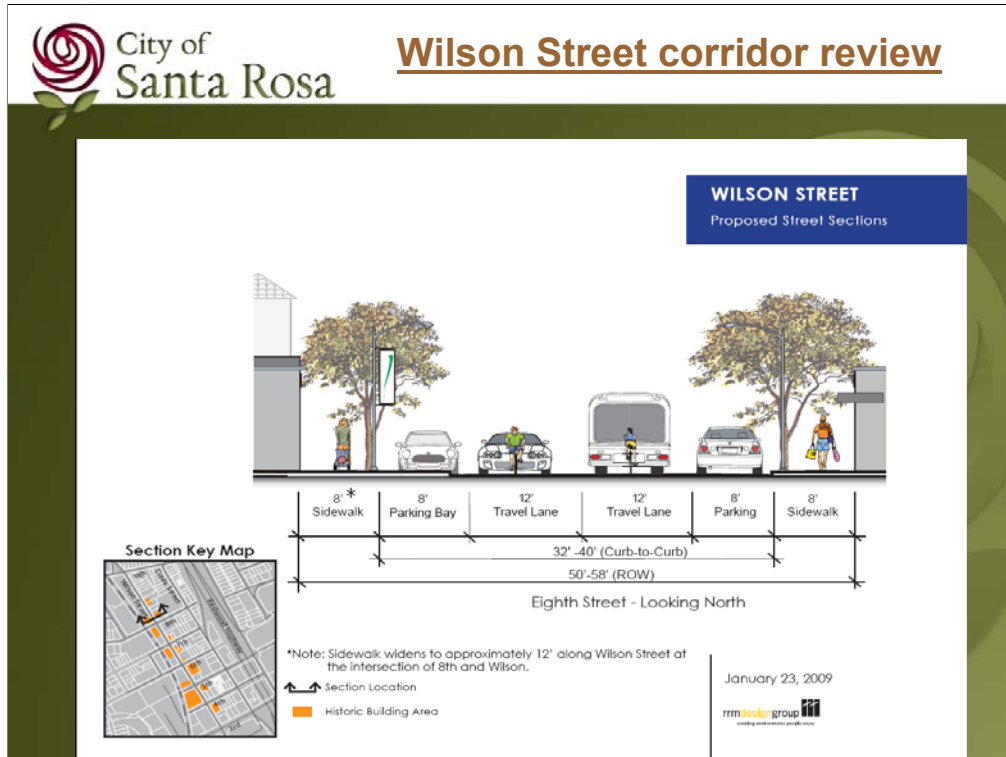
- More consistent street widths
- Adds a Sidewalk on the west side—adds to the pedestrian experience
- You now see bi-directional bus service



- More consistent street widths
- Note potential parking bay
- Bicyclists begin to appear in the lane; it's calmer



- ROW is still 50'
- This slide depicts flexibility for 10' Sidewalk by narrowing the SB 14' lane to 12', further enhancing the pedestrian experience
- Bicyclist here too; it's calmer

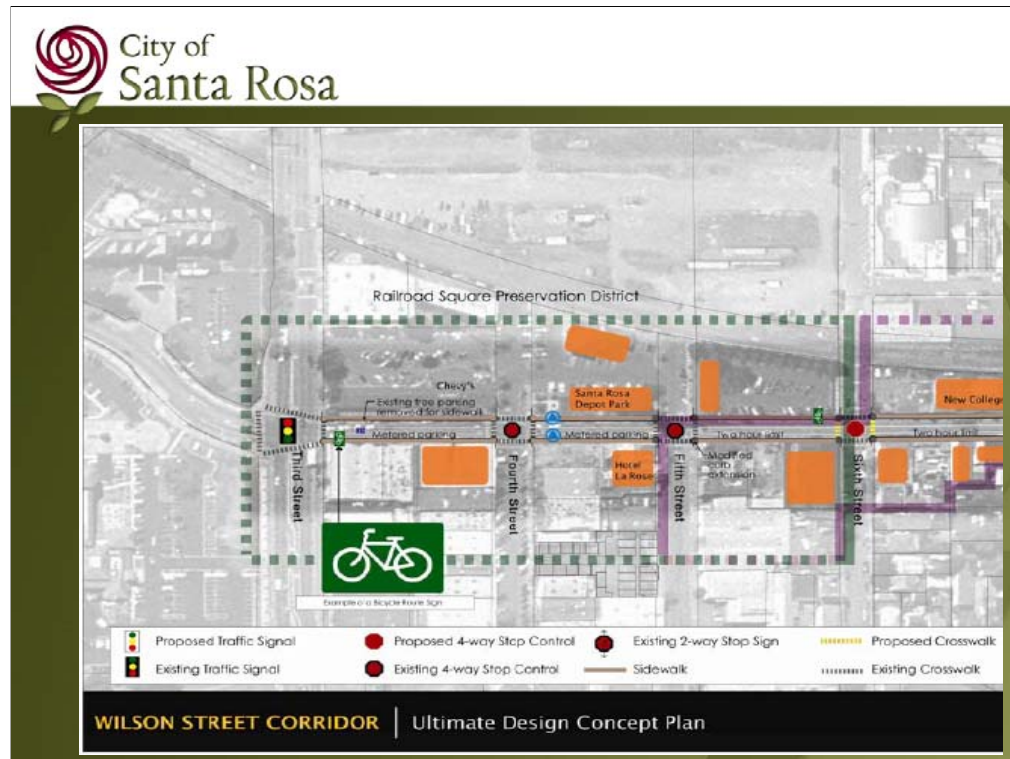


- This addresses this constrained block by utilizing parking bays—note car behind bulb out
- Bicyclist in the lane
- Bi-directional bus service



Wilson Street corridor review

Aerial view of the Wilson
Street corridor

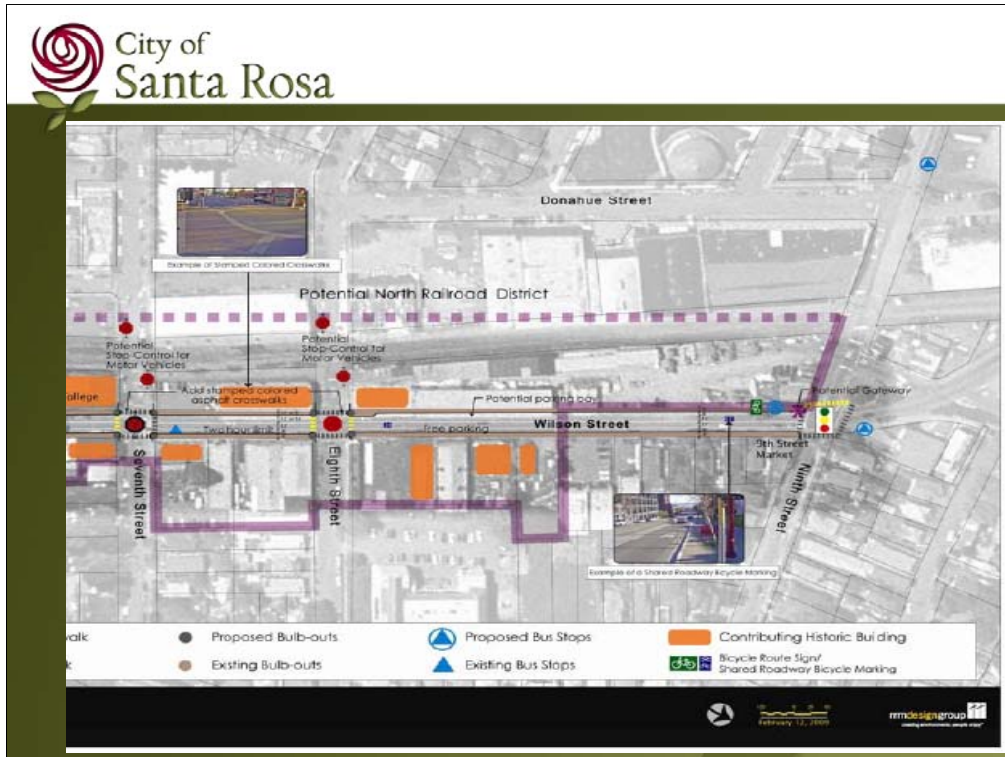


SMART site 75-100+ Units; Cannery site 93 Units

(The dotted lines on the east –west do not represent the actual boundaries. The boundaries extend further east-west and simply represents the boundary of what we are looking at.)

- Bike Route sign
- Shared Roadway Bicycle (pavement) Markings
- Proposed bus stops at 4th St
- Added crosswalks at 6th St

Historic buildings (16) denoted in orange



SMART site 75-100+ Units; Cannery site 93 Units

Deturk Winery 100 Units

West Village 43 Units

(The dotted lines on the east –west do not represent the actual boundaries. The boundaries extend further east-west and simply represents the boundary of what we are looking at.)

- Bike Route sign
- Shared Roadway Bicycle (pavement) Markings 8th - 9th
- Stop signs at Class I path 7th and 8th streets for bicycle priority (motor vehicles stop for bikes)
- proposed bus stops at 9th St
- Added crosswalk at 7th
- 4-Way STOP at 8th St and added crosswalks



Wilson Street corridor review

Benefits

<p>BICYCLIST</p> <ul style="list-style-type: none"> • Route signs • Shared Roadway Bicycle Markings (“Sharrows”) • Two additional stops signs—traffic calming, reduced speeds, (Class III Characteristic) • One additional Traffic signal • Two stop control locations for vehicles approaching SMART Class I Pathway • Increased transit presence (traffic calmer, connectivity i.e. bus bike racks) 	<p>PEDESTRIAN</p> <ul style="list-style-type: none"> • Missing sidewalk restored • Five added cross walks • Three additional Bulb outs intersections (shorter crossing distance, Line of Sight, Traffic calming) • Stamped colored asphalt crosswalks • Two additional stop signs • One additional Traffic signal • Increase transit presence (traffic calmer, connectivity) 	<p>TRANSIT</p> <ul style="list-style-type: none"> • Improved operational efficiency—fewer turning movements • Improved safety—better line of sight • Bi-directional service • Increased ridership • Improved connections to SMART Station
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Benefits to all three modes in staff vision



Potential Stakeholder comments

Comments received in the past related to Wilson Street from members in the community.



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Wilson Street corridor review

- Concern about losing non-conforming parking
- Building heights or facades
- Buses bring pollution
- Vehicles (some) speed through Wilson Street
- Existing BPMP shows proposed Class II lanes

Non-conforming parking west side between 3rd and 4th streets (slide 26)

Heights or facades not subject of corridor (transportation) review;

Bus pollution? City's buses meet clean air requirements, Hybrid buses, seats 41 passengers-that's 41 less automobiles;

Speeding on Wilson Street? Bulb outs, additional stop signs, and bi-directional buses provide traffic calming and reduces speeding;

Wilson Street is proposed Class II? 2001 BPMP is inconsistent (slides 27 & 28)

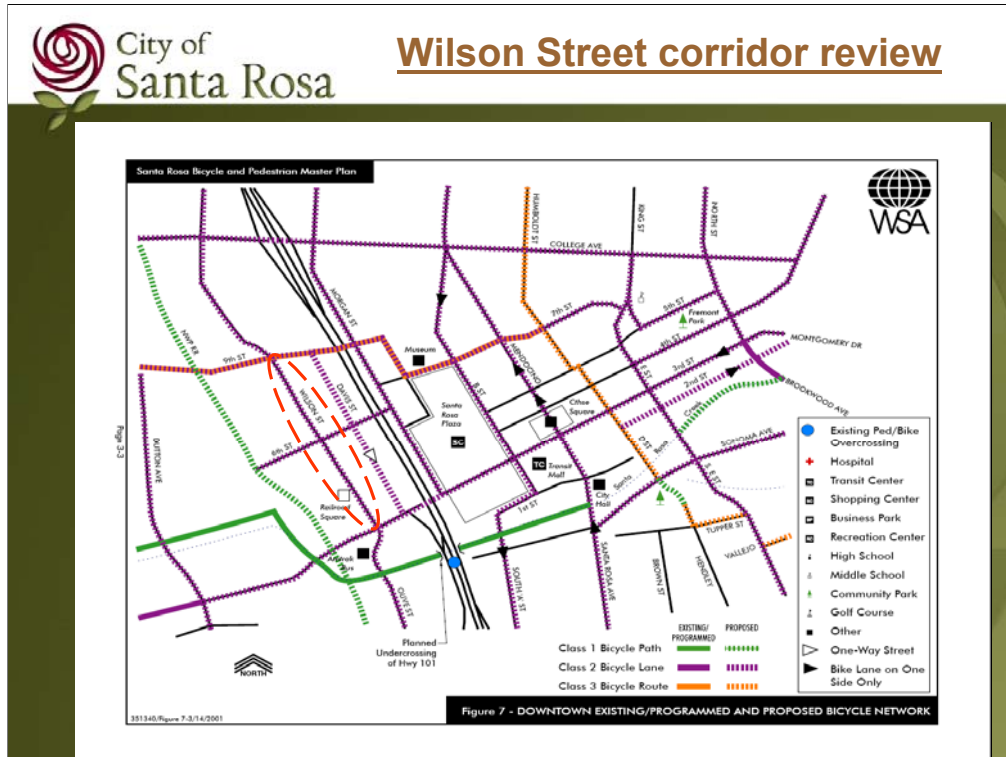

 City of
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Wilson Street corridor review

- Concern about losing non-conforming parking



- Non-conforming parking, west side, between 3rd and 4th streets.
- This missing Sidewalk (S/W) has been an occasional topic at public workshops related to the BPMP and discussed at the BPAB meetings.
- Corridor review is consistent with the DSASP which reduces the parking requirement for this area, in favor of development intensities that support the other modes of transportation: pedestrian, bicycle and transit. This is an example of enhancing the pedestrian experience.
- It is also consistent with the predominant existing conditions in the remaining blocks to north—S/W and no parking on the west side of Wilson Street.
- It would also address an equity issue. Those who park on the east of the street have to pay for parking. Those who park on the west side do not.
- A loss of parking here in favor of a S/W would be off-set by additional 15 new parking spaces that will become available under Hwy 101, about a block away, from **148 spaces to 163**.
- Safety: people who park here have to walk in the street to reach their destinations on the west side of the street.



2001 BPMP map shows a proposed Class II



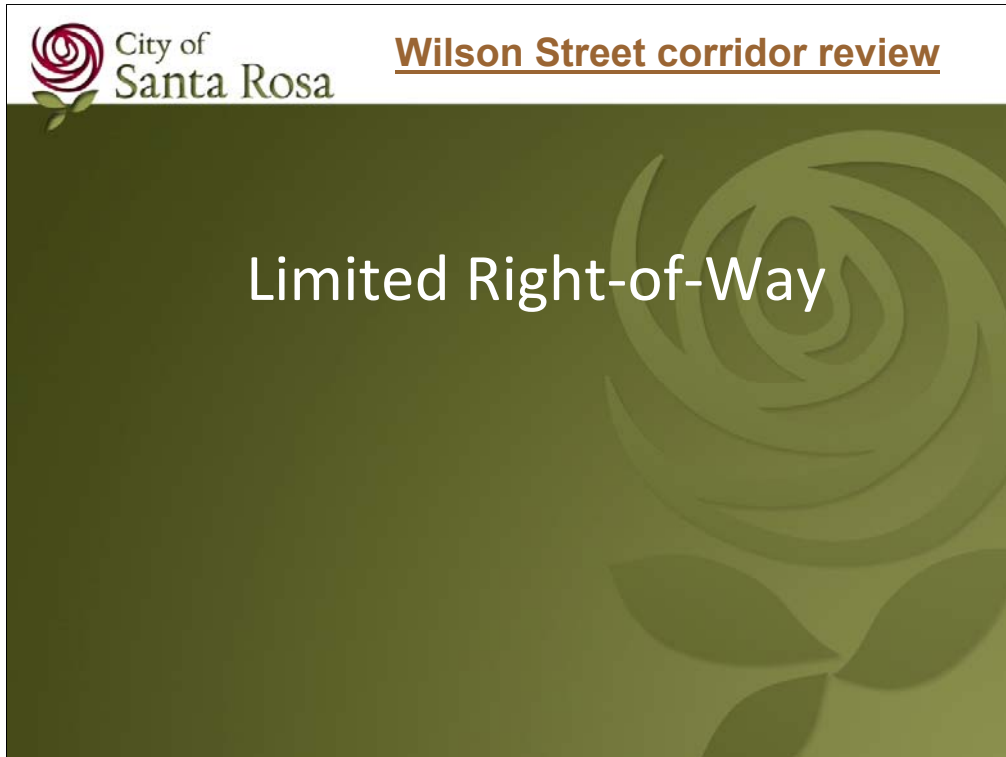
Wilson Street corridor review

Table 3-2
Proposed Santa Rosa Bicycle Network - Onstreet Bikeways

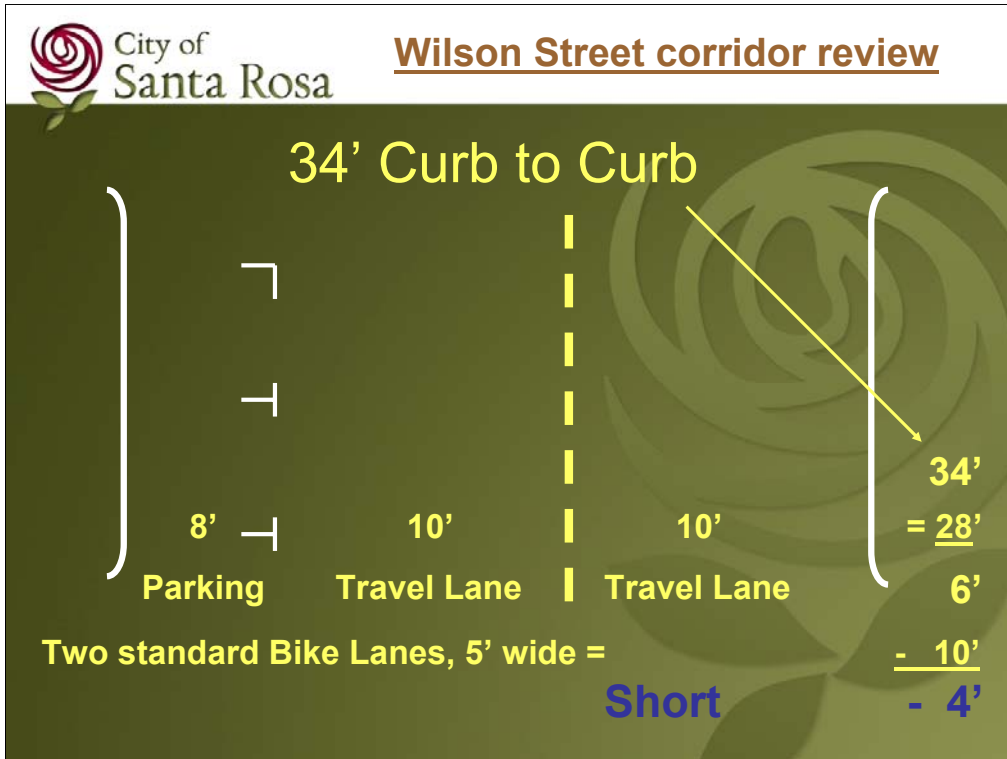
Segment	Street	From	To	Existing Bikeway Type	Proposed Bikeway Type	Segment Length
Route 5						
b	Range Ave.	Russell Ave.	Paulin Creek	bike route	bike lane	0.25
c	Range Ave.	Paulin Creek	West Steele	none	bike lane	0.30
d	Range Ave.	West Steele	Edwards	none	bike lane	0.30
e	Range Ave.	Edwards	Jennings	none	bike lane	0.10
f	Range Ave.	Jennings	Biggs/Frances	none	bike lane	0.30
g	Frances St	Biggs Ave.	Cleveland Ave.	none	bike lane	0.10
h	Cleveland Ave.	Frances St.	Carrillo St.	none	bike lane	0.25
i	Cleveland Ave.	Carrillo St.	Lincoln St.	none	bike route	0.20
j	Cleveland Ave.	Lincoln St.	W. 9th St.	none	bike lane	0.25
k	Wilson Ave.	West 9th St.	3rd St.	none	bike route	0.40
l	Railroad St.	3rd St.	Santa Rosa Creek	none	bike route	0.10
m	Olive St.	Santa Rosa Creek	Sebastopol Rd.	none	bike lane	0.20
Route 6						
a	Cleveland	Hopper	Frances	none	bike lane	2.00
Route 7						
a	Old Redwood Hwy.	North city limits	Fountaingrove Pkwy	programmed bike lane		0.70
b	Mendocino Ave.	Fountaingrove Pkwy	Bicentennial Way	bike route	bike lane	0.40
c	Mendocino Ave.	Bicentennial Way	Steele	none	bike lane	0.50
d	Mendocino Ave.	Steele	Clement	none	bike lane	0.50
e	Mendocino Ave.	Clement	Ridgway	none	bike lane	0.40
f	Mendocino Ave.	Ridgway	Collage	none	bike lane	0.40
g	Mendocino Ave.	Collage	3rd St.	none	1-way bike lane	0.40
h	Santa Rosa Ave.	3rd St.	Sonoma Ave.	none	1-way bike lane	0.20
i	Santa Rosa Ave.	Sonoma Ave.	Maple Ave.	bike route	bike lane	0.40
j	Santa Rosa Ave.	Maple Ave.	Colgan Ave	programmed bike lane		0.80
k	Santa Rosa Ave.	Colgan Ave	Yolanda Ave	programmed bike lane		0.65
m	Santa Rosa Ave.	Yolanda Ave	Bellevue	bike lane		0.85

NOTE: Routes 1-23 are North-South Routes; Routes 30-59 are East-West Routes
WILBUR SMITH ASSOCIATES


2001 BPMP text shows a Class III



This was a topic at the City Council Study Session.



The Class II facilities has a physical issue: the existing condition of parking on the east side only, narrowing the travel lanes to 10 feet, with no parking on the west side will still not accommodate Class II bike lanes.



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Wilson Street corridor review

- Concern about losing non-conforming parking
- Building heights or facades
- Buses bring pollution
- Vehicles (some) speed through Wilson Street
- Existing BPMP shows proposed Class II lanes
- Developers should set back for bike lanes
- Additional Stop signs will slow my bicycle commute


(Continuation of Slide 25):

- Non-conforming parking west side between 3rd and 4th streets (slide 26)
- Heights or facades not subject of corridor (transportation) review;
- Bus pollution? City's buses meets clean air requirements, Hybrid buses, seats 41 passengers-that's 41 less automobiles;
- Speeding on Wilson Street? Bulb outs, additional stop signs, and bi-directional buses provide traffic calming and reduces speeding;
- Wilson Street is proposed Class II? 2001 BPMP is inconsistent (slides 27 & 28)

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- Developer set back? Staff vision would require developers who come in on the west side to set back if they desire parking (NOTE: there are 6 parcels on the West side and 25 parcels on the east side);
- Additional stop signs slow bicyclist? Additional stop signs slow motor vehicle traffic enhancing the bicycle and pedestrian experience; Class I path gives bicyclist priority because of stop signs for motor vehicles approaching Class I pathway. Bicyclists who desire travel with fewer stops would use the Class I pathway.

- Staff continues to coordinate with SMART and property owners on the remaining block 6th to 7th.



City of
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Wilson Street corridor review

Wilson Street Focus Team

- Wayne Goldberg, Director, Advance Planning and Public Policy
- Clare Hartman, Senior Planner, Community Development Dept.
- Heather Hines, City Planner, Community Development Dept.
- Bill Rose, City Planner, Community Development Dept.
- Fred Browne, Civil Engineer, Community Development Dept.
- Lisa Grant, Parks Superintendent Municipal Arborist, Recreation and Parks Dept.
- Jason Nutt, Deputy Director, Traffic Engineering-Public Works Dept.
- Fabian Favila, Transit Planner/Bike & Ped Coord.-Transit & Parking Dept.

This review and vision was developed by a cross section of professional City staff from 5 different departments.



Wilson Street corridor review

Stakeholder Meetings

- West End Neighborhood— Th. 2/5/09 7 pm
- Sonoma Bicycle Coalition—Sa. 2/7/09 10 am
- Railroad Square Merchants Association—Tu. 2/10/09 8:30 am
- Development Community (attended 2/5/09 7 pm meeting)
- Bicycle and Pedestrian Advisory Board—Th. 3/19/09 4 pm

The purpose is to reach consensus and support for a multi-modal corridor that is pedestrian, bicycle and transit friendly.

All five stake holders, six including the City, need to work together as partners for a solution.

The vision may not be reflect 100% of any one stakeholder's desire, but at least it reflects a little of each stakeholder's desire such that we move forward with a vision and plan.



Polk Street, San Francisco, a vision of what Wilson Street can look like. Polk Street is an example of all of the elements proposed in the Wilson Street Corridor vision recommended by staff:

- You have more pedestrians on the street;
- ALL-WAY stop signs;
- Shared Roadway Bicycle Marking;
- Transit—bi-directional,
- you even have a jogger, and
- parking.

Staff recommendation and vision is consistent with what the DSASP described:
Development intensities along the street that support the pedestrian, bicycle and transit modes of transportation; leading to more activity on the street.