

CITY OF SANTA ROSA  
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL  
SUBJECT: WILSON STREET CORRIDOR REVIEW/BICYCLE AND  
PEDESTRIAN MASTER PLAN UPDATE  
STAFF PRESENTER: FABIAN FAVILA, TRANSIT PLANNER  
DEPARTMENT OF TRANSIT AND PARKING  
AGENDA ACTION: NO ACTION REQUESTED

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ISSUE(S)

Staff will present an informational briefing on the Wilson Street Corridor Review and an update on the Bicycle and Pedestrian Master Plan Update process and schedule.

BACKGROUND

The Wilson Street corridor between 3rd and 9th Streets has been reviewed in previous planning efforts. Past proposals on accommodating bicycle facilities on the street have not received universal support from various parts of the neighboring community. Subsequently, prior to the Bicycle and Pedestrian Master Plan (BPMP) update beginning, the City Council directed that the 6th Street and Wilson Street corridor be reviewed as part of the City's BPMP update process.

The Department of Transit and Parking (Department) is responsible for maintaining and updating the BPMP. In mid 2007, the City entered into a professional services agreement with Moore Iacofano Goltsman, Incorporated (MIG) to provide planning and consultant services for an update of the 2001 BPMP. The Wilson Street corridor review is a part of the BPMP update process. Because of the high interest in the Wilson Street corridor, the Department entered into a professional service agreement with RRM Design Group to graph the staff's "ultimate design" for the Wilson Street corridor and scheduled an additional public workshop for Wilson Street stakeholders to comment.

The 6th Street and Wilson Street were first addressed in the Northern Downtown Pedestrian Linkage Study and the Downtown Station Area Specific Plan respectively. This study session focuses on the Wilson Street corridor review. However it provides an opportunity for Council members to receive an update on the content of the revised BPMP, upcoming public workshops, project schedule, and to ask questions.

## ANALYSIS

### **6th Street**

1. The Northern Downtown Pedestrian Linkage Study was initiated in 2004 to study 6th and 7th street corridor through downtown to develop conceptual and design improvement plans that would strengthen linkages between the northern and central areas of downtown.
2. There were two segments of 6th street in the Northern Downtown Pedestrian Linkage Study where consensus was not reached: a) 6th Street between Davis and Wilson Streets, and b) West 6th Street west of the SMART Property to Pierson Street. The existing 2001 BPMP shows this area of 6th Street as a proposed Class II facility—two white painted parallel lines on the street, 5 feet apart. The Northern Downtown Pedestrian Linkage Study found that the width of the street was not sufficient to accommodate Class II bike lanes, parking on both sides, and travel lanes along these two segments of 6th Street. At issue was a desire by the bicycle community to have Class II bike lanes in these two segments as proposed in the 2001 BPMP.
3. The West End neighborhood also expressed concern about losing parking spaces to accommodate Class II bike lanes west of the SMART site citing the area has low traffic volume and is more residential and that parking was needed for residents.
4. The City Council by Resolution (No.26608) in June 2006 accepted the Final Report for the Northern Downtown Pedestrian Linkage Study and directed staff to go back to the community and identify opportunities to strengthen support for the plan.
5. As a result of the June 2006 City Council meeting directing staff to go back to the community to strengthen support for the plan a sub-committee with representation from the Cultural Heritage Board, Design Review Board, and Planning Commission was established. The sub-committee recommended incorporating the Sonoma County Bicycle Coalition's "Sharrow" (Shared Roadway Marking)—a roadway treatment alerting motorist to a shared use route and designation of the street as a bicycle route (Class III). The Shared Roadway Marking would change the definition of this segment to a Class III in the plan as an interim measure between Davis and Wilson Streets with the long-term objective of obtaining additional right-of-way when available so that Class II bike lanes and on-street parking can be installed. The sub-committee concurred with the position of the West End neighborhood on the segment west of the SMART site noting that removal of the proposed Class II designation in the BPMP would not preclude future bicycle connections to the SMART and SR Creek Pathway.
6. The City Council by Resolution (No.26724) in November 2006 accepted the sub-committee recommendations and concept plans for the Northern Downtown Pedestrian Linkages Study and approved pursuing implementation of Class II bicycle lanes as the ultimate improvement along the 6th corridor between A

Street and Pierson Street<sup>1</sup>. The City Council further directed implementation of interim bicycle facilities along 6th Street between Wilson and Davis Streets and West 6th Street west of the SMART property to the Bicycle and Pedestrian Advisory Board during the City's Bicycle and Pedestrian Master Plan update process.

7. At its December 2008 Special meeting, the BPAB voted to follow the Northern Downtown Pedestrian Linkage Study.
8. MIG has recommended a Class III designation through these two segments.

### **Wilson Street**

1. The Downtown Station Area Specific Plan was initiated in 2006. The primary goal of the Downtown Station Area Specific Plan program is to create a transit supportive environment through land use intensification, improved modal connectivity and circulation, and creation of more walkable environments within the Plan Area.
2. The Downtown Station Area Specific Plan recognized that some of the currently planned Class II bicycle facilities would be difficult to implement due to a combination of right-of-way and site constraints, neighborhood parking issues, and the presence of historic structures. The Downtown Station Area Specific Plan also suggested alternative approaches for accommodating bicycle travel where right-of-way constraints exist.
3. The Planning Commission reviewed Downtown Station Area Specific Plan over three meetings. The Planning Commission unanimously passed a resolution recommending approval of the Downtown Station Area Specific Plan with several modifications, among them that the planned Class II bike lanes along Wilson Street not be changed and that the effort for determining the type of bicycle facility be coordinated with the BPMP update process.
4. Staff recommended to City Council as part of the Downtown Station Area Specific Plan to revise the 2001 BPMP from the currently planned Class II to a Class III Route.
5. The City Council by Resolution (No.26950) in October of 2007 accepted the Downtown Station Area Specific Plan without accepting staff's recommendation to change the Class II designation on Wilson Street preferring instead that the issue be reviewed further as part of the BPMP update.
6. At its December 2008 Special meeting the BPAB voted to support changing the Class II designation on Wilson Street to Class III.
7. MIG has recommended a Class III designation on the Wilson Street corridor.
8. Staff has assembled a Wilson Street Focus Team made up of key city staff to review the Wilson Street corridor and recommend the "ultimate final design" for this corridor. The Wilson Street corridor review is intended to further describe how Wilson Street can operate as a Class III, and be a multi-modal corridor that is pedestrian, bicycle and transit friendly and includes parking, leading in time, to

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<sup>1</sup> Page 9, Item 57 b-c of the Downtown SASP Resolution (No. 26950) amends the existing 2001 BPMP to reflect this condition.

a sustained and livable community with a corridor that provides a greater variety of services and transportation choices.

9. Staff will present the “ultimate final design” concept to various stakeholders before incorporating it into the BPMP update and before returning to Council for approval of the BPMP as part of the General Plan Revision process.

### RECOMMENDATION

No action requested, but Council may discuss this item and give feedback and direction to staff.

Author: Fabian Favila

Attachments: None