

From Chapter 5

IMPLEMENTATION AND PRIORITIZATION

COUNCIL DIRECTED REVIEWS

As a result of the City's previous planning documents, Northern Downtown Pedestrian Linkage Study and the Downtown Station Area Specific Plan, the Council directed staff to address three items: **6th Street**, Bicycle Parking in the Zoning Code and **Wilson Street**.

6th Street The Northern Downtown Pedestrian Linkage Study (NDPLS) 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. Consensus was not reached on the type of bikeways on two segments of the 6th street portion in the NDPLS:

- a) **6th Street between Davis and Wilson Streets**, and
- b) **West 6th Street west of the SMART Property to Pierson Street**.

The 2001 BPMP shows this area of 6th Street as a proposed Class II facility (Route 40). Council directed staff to convene a sub-committee to review the 6th Street portion of the study with the community. Upon the subcommittee recommendation, the Council approved pursuing implementation of Class II bike lanes as the ultimate improvement along the 6th corridor between A Street and Pierson Street as right of way becomes available. The Council further directed implementation of interim bicycle facilities along 6th Street to the Bicycle and Pedestrian Advisory Board (BPAB) during the City's Bicycle and Pedestrian Master Plan update process. Staff did not find any issues or challenges with this direction nor the sub-committee's recommendation of incorporating the Sonoma County Bicycle Coalition's "sharrow" proposal (Shared Roadway Bicycle Marking)—a pavement marking alerting motorist to a shared use route and designation of the street as a bicycle route (Class III). At a special meeting, the BPAB voted to follow the NDPLS and Council's direction. Sixth Street is shown as a proposed Class II-Bike Lane in the Project List (see Chapter 3). Although the Existing Condition column in the project list shows no bikeway, this does not mean that the interim condition proposed by the sub-committee and adopted by the Council cannot take effect. It simply needs to be programmed and prioritized. Once the right of way becomes available, the ultimate improvement of Class II bike lanes can be implemented. Depending on the outcome of the SMART station design and whether the opportunity presents itself for a park west of the 6th Street Play House, on the south side of the street, the Class II bike lanes may not need to extend all the way to Pierson Street, if bicyclist could access the Santa Rosa Creek Pathway via the future park. This would require further study as the area develops and opportunities arise.

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Wilson Street

The Downtown Station Area Specific Plan was initiated in 2006. Its primary goal was creating a program 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. The Downtown Station Area Specific Plan recognized that some of the proposed 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 Planning Commission reviewed the Downtown Station Area Specific Plan over a series of meetings

and adopted 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.

Staff recommended to the City Council that the 2001 BPMP be revised from the currently planned Class II Bike Lane to a Class III Bike Route as part of the Downtown Station Area Specific Plan. 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. In October 2008 the consultant on the BPMP recommended Wilson Street as a Class III and the BPAB

subsequently supported Wilson Street as a Class III. Recognizing that Wilson Street needed more attention than simply labeling it as a Class III-Bike Route, in January 2009 staff convened a cross section of department representatives to further study and focus on Wilson Street as a multi-modal transportation corridor and held a series of public focused group meetings with the West End neighborhood, Sonoma County Bicycle Coalition, Railroad Square Merchant Association, Bicycle and Pedestrian Advisory Board and subsequent public meeting. The conclusion from the various City department representatives is that Wilson Street needed uniformity and additional street treatments to serve as a pedestrian and bicycle friendly transportation corridor. The uniformity involved making the predominant condition of sidewalk and no parking on the west side consistent through out the six block corridor by adding a missing sidewalk and removing parking. The street treatments to calm traffic and enhance awareness involved adding stop signs, pavement markings ("sharrows"), signage and standardizing the travel lanes in both directions to improve the bicycle experience. An added traffic calming measure is bi-directional bus service. The conclusion of uniformity and street treatments were generally accepted by stakeholders in the public focused group meetings. The existing conditions and proposed street treatments, overview/ultimate design and focus group presentation appear in Appendix U. The Wilson Street segment of Route #5 is proposed as a Class III-Bike Route.