



## Memorandum

**Date:** August 17, 2020  
**Project:** SEB071  
**To:** Mr. Alan Montes  
City of Sebastopol  
**From:** Steve Weinberger  
sweinberger@w-trans.com  
**Subject:** Review of Traffic Analysis for Woodmark Apartments

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As requested, W-Trans has reviewed "Draft Transportation Impact Analysis Report – Woodmark Apartments at 7760 & 7716 Bodega Avenue" dated May 22, 2020. These comments are based on our extensive knowledge of the study area issues, experience with traffic impact studies and our recommendations for the traffic study from December of 2019 which were as follows:

### **Operational Analysis for Traffic Study**

*The Traffic study should evaluate the project impacts at the following intersections:*

- Bodega Avenue/Ragle Road
- Bodega Avenue/Pleasant Hill Road
- Bodega Avenue/Robinson Road
- Bodega Avenue/Dutton Avenue-Jewell Avenue
- Bodega Avenue/South Main Street
- Sebastopol Avenue/Petaluma Avenue

### **Access**

*In the Traffic Study, two access alternatives should be evaluated with full operational analysis including delay and queuing projections at both project access points. The two scenarios should consist of:*

- Full Access at both project access points.*
- Full Access at the eastern project access and Right-turn in/Right-turn out only at the western project access.*

*For Scenario a), the concern is the impact of a full access intersection at the midblock location including eastbound left-turn queuing extending into the Nelson Way intersection, blocking eastbound through traffic, and need for widening to accommodate the added turning movements. In addition, the safety of southbound left-turn movements from the project to eastbound Bodega Avenue should be considered.*

*For Scenario a) and b) at the eastern access, the primary concern is the need for redesign of the intersection of the project access with the adjacent apartment access. The potential for northbound queuing entering this combined access should be evaluated. Traffic signal warrants should be completed for the Bodega Avenue/Robinson Road intersection should be calculated.*

**Bicycle Facilities**

*Bike lanes have already been designed for Bodega Avenue from Dutton Avenue to Ragle Road. The traffic study should demonstrate that any changes to the project frontage including those created to accommodate the project access points, will allow for minimum 5-foot bike lanes in the corridor.*

**Pedestrian Facilities**

*The need for additional pedestrian crossing improvements and impacts of additional pedestrian crossings should be evaluated at the intersections of Bodega Avenue/Nelson Way and Bodega Avenue/Robinson Road.*

**Peer Review Comments**

**Page 8 , Project Description** – The description should also include the details of the project access points.

**Page 8, Study Area** – The study area is not the project site, it is the traffic study area. The project site is in the City, not “in close proximity”.

**Page 8, Study Intersections** – Why are the study segments not continuous? At a minimum, the study segments should at least cover the project frontage.

**Page 16, Bodega Avenue** – Bodega Avenue is a three-lane arterial.

**Page 16, Petaluma Avenue** – Petaluma Avenue is a one-way, one to three lane....

**Page 16, Sebastopol Avenue** – Sebastopol Avenue is a three-lane arterial.

**Page 17, Existing Pedestrian Facilities** – 1) Be sure to note where there are no sidewalks on Bodega Avenue including along Sebastopol Memorial Lawn cemetery on the south side and the section on the north side in the same area. Also, note that the elevated nature of the existing sidewalk along the project frontage and if it meets ADA standards. 2) Since the project is in close proximity to Nelson Way/Gold Ridge Farm, be sure to describe the pedestrian facilities including the HAWK device at this intersections. 3) It is likely that curb ramps at the Robinson Road intersection do not meet ADA standards. This should be discussed. 4) Describe the existing continuous flashing beacon at the Robinson Road intersection that points in one direction only.

**Page 18, Existing Bicycle Facilities** – “Class II bike lanes are located along Bodega Avenue between Ragle Road and Dutton Avenue-Jewell Avenue.” This is not correct.

**Page 19, Intersection Level of Service/Existing Conditions** - It should be noted that W-Trans has completed LOS analysis for the Petaluma Avenue/Sebastopol Avenue intersection recently (attached). The results are close, but the W-Trans results show a LOS C condition for the p.m. peak hour. It is acknowledged that updating the LOS calcs will not make a difference in the results, but these calculation differences should be checked and noted in the report.

**Page 40, Signal Warrants** – The signal warrants for the Robinson Road intersection should be based on higher volume conditions (Access Scenario 2 with all left-turn movements at the Robinson Road access) since it is the worst-case condition. Please clarify and ensure that these warrants are based on this conditions and note it in the report. This will be an important issue for staff and the Council, so the results will be scrutinized.

**Page 45, Queuing Analysis at Project Driveways** – What is more important is the potential queuing on the northbound and southbound approach at the Robinson Road intersection, especially with Access Scenario #2 (all left-turns at the Robinson Road access). Please highlight these results in the report as local residents will want to know these impacts.

**Page 46, Site Access** – Under access scenario 1 (full access on the west), there is no mention that there is an existing median almost immediately west of the driveway. 1) Once the driveway is widened, will there be any

conflicts with the median? Will vehicles be able to turn left into the project without interference from the median and/or will these vehicles block the path of eastbound through vehicles? 2) Will there be any anticipated vehicle conflicts with the midblock full access? 3) Because of these issues, it is unlikely that staff will support full access from the western driveway unless the project proposes geometric modifications to address this. 4) The close proximity between the Robinson Road (north)/Bodega Avenue and Robinson Road (north)/Project Driveway should be discussed in greater detail including potential vehicle conflicts and queuing caused by southbound Robinson Road queuing impacting northbound left turns into the project which in turn may cause queuing onto Bodega Avenue. The resolution of this issue is critical and the proposed design should address this.

**Page 49, Pedestrian Access** – As noted in the Recommendation for the traffic study (above), “The need for additional pedestrian crossing improvements and impacts of additional pedestrian crossings should be evaluated at the intersections of Bodega Avenue/Nelson Way and Bodega Avenue/Robinson Road.” This was not done. In particular, the City would like to see an assessment of the Robinson Road crosswalks and the need to bring the crossing facilities up to current standards. A previous report was completed with recommendations for Robinson Road. An excerpt is attached.

**Page 49, Pedestrian Access** – Indicate if the elevated sidewalk along the project frontage will be addressed as part of the project.

**Page 49, Bicycle Access** - As noted in the Recommendation for the traffic study (above), “Bike lanes have already been designed for Bodega Avenue from Dutton Avenue to Ragle Road.” The traffic study should demonstrate that any changes to the project frontage including those created to accommodate the project access points, will allow for minimum 5-foot bike lanes in the corridor. This was not done and needs to be addressed. The striping plan for Bodega Avenue requires a minimum width of 40 feet (three 10-foot lanes and two 5-foot bike lanes, however a width of 43 feet would be desired. With any changes to the project frontage including the sidewalk, will these widths be available for bike lane striping?

#### **Attachments**

- Bodega Pedestrian Safety Summary 8-25-17
- Intersection LOS for Sebastopol Avenue (SR12)/Petaluma Avenue (SR116)