



Traffic Safety Committee

Date: Thursday, January 19, 2017
Time: 6:00 pm
Place: Emergency Operations Center
Sonoma Police Department
175 First Street West, Sonoma, CA

Committee Members

Christopher Woodcock
Rosemary Sutcliffe
Armando Zimmermann
Yvonne Bowers
Nancy Parmelee
Jeanne-Louise Camus - Alternate

MEETING AGENDA

CALL TO ORDER

COMMENTS FROM THE PUBLIC

At this time, members of the public may comment on any item not appearing on the agenda. It is recommended that you keep your comments to three minutes or less. Under State Law, matters presented under this item cannot be discussed or acted upon by the Traffic Safety Committee at this time. For items appearing on the agenda, the public will be invited to make comments at the time the item comes up for Committee consideration.

1. **ITEM 1** – Request for red curbs to be painted on Second Street East at France Street
2. **ITEM 2** – Request for red curbs to be painted on East MacArthur at Third Street West
3. **ITEM 3** – Request for bicycle parking stall on Plaza
4. **ITEM 4** - Update on Traffic Speed Survey
5. **COMMITTEE / STAFF COMMENTS OR UPDATES**
6. **FINAL COMMENTS**
7. **ADJOURN**

I do hereby certify that a copy of the foregoing agenda was posted on the City Hall bulletin board on January 12, 2017.

Colleen Pratt, Public Works Administrative Assistant
City of Sonoma Public Works

MEMO

To: Traffic Safety Committee

Staff: Dan Takasugi, Public Works Director / City Engineer

Agenda Item: **Request for Red No Parking Curb on Second St. East at France and Chase St.**

Discussion

On February 14, 2016, the City received a Traffic Hazard Report from Richard Chadwin, requesting red no parking curbs on Second St. East at France and Chase Streets. The Traffic Safety Subcommittee met and denied the request for a red curb. The request was appealed by Mr. Chadwin to the Traffic Safety Committee.

Per Sonoma Municipal Code 10.52.020.A, the Public Works Department is authorized to place curb markings to designate stopping and parking regulations.

Red (no stopping/parking) curbs have been used very sparingly over the last 3 years under the current Public Works Director/City Engineer's tenure. The reasons are as follows:

- a. Granting of red curb requests, except for very serious safety concerns, sets a slippery slope precedent to where red curbs could be justified at almost any driveway or intersection location throughout the City.
- b. Excessive use of red curbs removes valuable public parking from the City's limited inventory of parking spaces.
- c. Creates an enforcement and maintenance burden on City staff, that when multiplied across many areas, results in a significant budget issue.

As for vehicular safety, there have been zero (0) vehicular accidents at Chase Street and 2nd St. East and one (1) accident (January 2011) at France Street and 2nd St. East over the past 5 years.

Recommended Committee Action:

Deny the appeal request. Accident data does not support the need for red no parking curbs at either Chase Street or France Street on Second Street East. The need for street-side parking should not be relinquished from the public parking inventory.

Attachments:

Appeal Letter from Richard Chadwin

MEMO

To: Traffic Safety Committee

Staff: Dan Takasugi, Public Works Director / City Engineer

Agenda Item: **Request for Red No Parking Curb on East MacArthur Street at Third Street East**

Discussion

The City received a Traffic Hazard Report from Robert Sherwood, requesting red no parking curbs on Second St. East at France and Chase Streets. The Traffic Safety Subcommittee met and denied the request for a red curb. Mr. Sherwood appealed his request to the Traffic Safety Committee.

Per Sonoma Municipal Code 10.52.020.A, the Public Works Department is authorized to place curb markings to designate stopping and parking regulations.

Red (no stopping/parking) curbs have been used very sparingly over the last 3 years under the current Public Works Director/City Engineer's tenure. The reasons are as follows:

- a. Granting of red curb requests, except for very serious safety concerns, sets a slippery slope precedent to where red curbs could be justified at almost any driveway or intersection location throughout the City.
- b. Excessive use of red curbs removes valuable public parking from the City's limited inventory of parking spaces.
- c. Creates an enforcement and maintenance burden on City staff, that when multiplied across many areas, results in a significant budget issue.

As for vehicular safety, there has been one (1) accident (September 2012) at East MacArthur Street and Third Street East over the past 5 years. The accident involved a car attempting to park legally hitting a legally parked car, and does not appear to be a result of driveway sight distances.

Recommended Committee Action:

Deny the appeal request. Accident data does not support the need for red no parking curbs on East MacArthur Street at Third Street East. The need for street-side parking should not be relinquished from the public parking inventory.

Attachments:

Traffic Hazard Report from Robert Sherwood

MEMO

To: Traffic Safety Committee

Staff: Dan Takasugi, Public Works Director / City Engineer

Agenda Item: **Request for Bicycle Parking Utilizing 2 Parking Stalls on the Plaza**

Discussion

On September 14, 2016, the City's Community Services and Environment Commission (CSEC) considered an issue on whether to dedicate two (2) parking stalls at the Plaza for permanent bicycle parking. The CSEC recommend to City Council, dedicating 2 or more parking stalls at the Plaza for permanent bicycle parking.

The City Manager has directed staff to seek out a Traffic Safety Committee (TSC) recommendation on this issue, since it involves a potential traffic/parking changes within City Right-of-Way.

Vehicle parking in the Plaza is already scarce during busy times of the day. The reduction of 2 or more parking stalls will incrementally push parking further into nearby residential areas.

City Public Works staff have observed that the currently installed Phase 1 bicycle Bollards in the Plaza are seldom used. If special events occur where more bicycle parking is required, then temporary bicycle racks could be required of the event organizer.

Another concern is that the City's street sweeper will not be able to sweep along the curb line, if bicycle racks are in the right-of-way, and trash/leaves may accumulate around the bicycle racks. At night, the bicycle racks may not be easily seen, and could be hit by delivery trucks, turning vehicles, or other bicyclists, who are not expecting an obstruction in the public right-of-way.

Staff is concerned that the visibility of such bicycle rack(s) in a vehicle parking stall may not be clear to motorists who may be distracted in searching for available parking. The resulting turn-in and subsequent backing-out vehicle movement can create confusion to other vehicles in a similar distracted state of searching for an available parking stall. The option of adding large signage (which by standards would need to be 7-feet from ground to bottom of sign) is likely not desired around the historic Plaza.

Recommended Committee Action:

The TSC recommend that in lieu of dedicating 2 Plaza parking stalls, that staff research and identify funding sources for the installation of the previously Council-approved Phase 2 Bollards that would create additional permanent bicycle parking in the Plaza.

Attachments:

CSEC Staff Memo of September 14, 2016 on Bicycle Parking at the Plaza
Response from CSEC Commissioner Matt Metzler to CSEC Staff Memo

A proposal to meet the need for bike parking on the Sonoma Plaza.

According to the Sonoma General Plan (p. 39): “. . .many residents continue to use automobiles because the city lacks the facilities and amenities to render biking an efficient alternative to driving . The second goal and policy set in the Circulation Element promotes bicycling as a means of reducing the number of vehicle trips on the local roadway network, recognizing it as more than just a recreational activity.”

Adding on-street bike parking is proposed to meet this goal. Determining the exact need for more bike parking (through research, traffic studies, etc.,) is not practicable because the lack of such bike parking is probably a major limiting factor in discouraging residents and visitors from choosing to bike rather than drive to the Plaza. If visible, convenient, on-street bike parking was made available, more would probably choose to bike instead of drive. The Bicycle and Pedestrian Master Plan lists Existing and Proposed Bicycle Parking Locations, p. 31-33. However, there are no proposed bicycle parking locations listed.

This proposal is to convert two or more on-street car parking spaces on the perimeter of the Plaza to permanent bike parking. The proposal is to convert two car parking spaces to bike parking on the north side of West Napa Street just west of the horseshoe. There are currently three car parking spaces there, one handicapped and two regular car parking spaces. This would be an ideal place for on-street bike parking because it is very visible to those arriving at the Plaza on Broadway from the South. In addition, just west of these three car parking spaces is a large tree with a curb that sticks out into the street much farther than a parked car, making parallel parking a car into the adjacent space very difficult.

The exact location of the proposed on-street bike parking is to be decided. It has also been suggested that additionally or instead the on-street bike parking should be located on the west, north, or east side of the Plaza because more cyclists may arrive from those directions.

Information on providing on-street bike parking on the Sonoma Plaza:

According to GARY HELFRICH, Executive Director of the Sonoma County Bicycle Coalition, visibility and ease of access is the best thing for a bike parking location

A point to make in favor of taking up a few parking places is that we can generally park 10-12 bikes in a single car parking spot. This means that literally 10 times as many customers can be accommodated in the same space. Bike valet also needs to be marketed as an amenity at the market - I'm sure there are lots of people who are still hesitant to go to the market because parking a car is impossible and they are unsure if their bike will be safe.

Tina Panza with the Sonoma County Bicycle Coalition did check in with Adrian Palanchar, and he indicated that the current location was chosen for its “central” location & b/c riders are coming into town from every direction – but he also indicated that he would support moving the bike parking to anywhere the town/community would like it to be.

Unfortunately, there is very little research on bicycle parking.

Visibility and ease of access is the best thing for a bike parking location.

For more information, go to

http://bikeportland.org/wp-content/uploads/2010/05/PDX_Bike_Corral_Study.pdf

or

<http://grist.org/biking/2011-04-11-the-economic-case-for-on-street-bike-parking/>

The economic case for on-street bike parking

We bend over backwards to make car parking easy and cheap. The costs never seem to be too high, the urban real estate too valuable, or alternatives to driving worthy enough of actually incentivizing. Even though we can never build enough to keep up with demand, we keep demanding — and constructing — more. And to hell with the price.

Bike parking, on the other hand, is an afterthought in many municipalities, if it exists at all. Which is a real shame — because it can be a powerful economic development engine.

A recent study in Melbourne found that bike parking spaces are better at generating revenue than car parking spaces. In part, this is simply because bicycles take up so little space, and parking can provide more opportunities for paying customers to park right at a business's front door.

And those customers may have more disposable income, not to mention more incentive and motivation to spend locally. Researchers have found that people who bike (and walk) to local retail businesses spend more money there [PDF].

Another finding in the latter study is that the business owners who benefited from this greater spending power were often unaware of it. Business owners are often the most powerful forces in maintaining unmetered street parking spaces for cars.

But in some of the emerging bike-friendly cities of the U.S. — take Santa Monica, Calif., as an example — business owners are among the first to catch on that well designed, visible bike parking, built in accordance with best practices, makes it easy and attractive for customers to ride to a business.

This doesn't have to be expensive. Your basic on-sidewalk bike staple provides two parking spaces and costs between \$100 and \$300 to buy and install. In Seattle and Baltimore, they're reusing old parking meter posts to curb the costs of transitioning to digital meters and create attractive bike parking all at once.

To compare: By one estimate, the average cost to build a single car parking space in the U.S. is *\$15,000*.

Good bike racks also serve as a giant billboard trumpeting a business's commitment to its bicycling customers and to sustainability and livability. On the other hand, when bike parking is poorly installed or hard to find, it says a lot about how little the business values those things.

Bike parking, along with bike lanes and reduced car traffic speeds, can be an important element in a multifaceted approach to making an area more bicycle friendly.

Take the example of Fort Worth, Texas, which recently paid just over \$12,000 to purchase and install 80 new bike staples in its Near Southside shopping district, (thanks to Fort Worthology's Kevin Buchanan for the tip). Each staple holds two bicycles, so the total cost was \$78 per space. An additional \$160,000 is being spent to restripe the streets in the district, replacing two car traffic lanes with bike lanes. According to Buchanan the changes have resulted in a nearly 200 percent increase in business for restaurants on the district's popular Magnolia Street.

Buchanan said that a car-parking garage in the district built in 2004 cost more than \$5 million for 320 spaces — that's more than \$16,000 per space.

That's right: It cost more to create a space to store a single car than it does to provide 160 bike parking spaces in the same area.

With those kinds of numbers, it's no surprise that some cities and businesses are upping their bike parking budgets to get even more bang for their buck.

Portland businesses are lining up to have car parking replaced with bike parking corrals. Photo: Kevin Buchanan Enter the bike corral, a bit of infrastructure that replaces one on-street car parking space with as many as 11 bicycle parking spaces at the cost of about \$4,000.

Portland, Ore., began to build these slowly, working out design kinks in partnership with business owners who desperately needed more bike parking. Despite initial grumbling about the removal of car parking, the corrals have taken off like wildfire. When business owners are lining up to complain that their car parking hasn't been replaced with bike parking fast enough, and some of them start taking the project into their own hands, you know you're onto something.

As of this writing, there are 59 well-used bike corrals replacing on-street car parking throughout the city, with a waiting list. More are being built all the time.

It's not just Portland. Bike corrals are cropping up across the country, in places as far flung as Ashland, Ore., Los Angeles, Baltimore, and Cincinnati.

These articles basically goes over the concept of cyclists spending more money, because they are more akin to foot traffic than cars.

<http://bicyclecoalition.org/facts-biking-improves-business/#sthash.y8HViR13.dpbs>

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[A Case for Reallocating Parking to Bikes](#)

Firstly, let's be clear: car drivers *do* spend more money shopping when they park than cyclists do. But because bikes are more space-efficient the space used to park bikes produces more economic activity in a shopping strip than if it were used by a car.

- **Space used for car parking is less efficient at generating expenditure than bike parking**

It may initially seem logical to conclude that if car users spend more, then public space should be dominated by car parking to attract more 'high spenders' to make the retail precinct successful and vibrant. However, the relative space efficiency of each mode needs to be considered. Table 1 shows that average cyclists' expenditure in Lygon Street is 73% of a car users', however the space required to park a bike is 12% of the space required to park a car. There are much smaller financial returns which result from the investment in land for car parking compared by bike parking although the potential for increases in bike trips may be limited in current circumstances. Each square metre of space allocated to cars reaps just \$6 per hour in expenditure, whereas each square metre of space allocated to bikes reaps five times as much (\$31 per hour).

Table 1: Comparison of average expenditure and space efficiency

Mode	\$ spent per hour	parking space measurement	hourly revenue generated per m2*
BIKE	\$47	1.5m2	\$31
CAR	\$65	13m2	\$6

*Based on car occupancy of 1.2 people per car and bike occupancy of 1 person per bike.

• **Incrementally replacing car parking with bike parking makes economic sense**

The financial benefits of replacing car parking with bike parking only makes sense where people cycle. Replacing car parking with bike parking which is then unoccupied would reduce the amount of expenditure derived from that public space. So how many car parking spaces should be removed and replaced with bike parking?

It's fairly laborious and inexact to determine precisely, however the best bet is to take an area which has a high demand for bike parking, and replace two car spaces to begin with and see if demand then justifies more.

In 2008 the Melbourne City Council constructed a semi-permanent curb-outstand, removing two car parking spaces for bike parking spaces. Some months later the Council made it permanent with the curb-outstand shown in the image below. The project was extremely successful, with the bike parking allocated full at peak periods, from about 6:00 p.m. to 8:00 p.m., and very full around lunch time also.

MEMORANDUM

Date: September 14, 2016

TO: Community Services and Environment Commission

FROM: Katherine Wall, Public Works Administrative Manager

SUBJ: City Staff Report on Plaza Bicycle Parking Proposal

This staff report is in response to the Plaza bicycle parking proposal prepared by Matt Metzler of the Community Services and Environment Commission (see proposal attached).

Background

On November 19, 2008, the City Council adopted the Plaza Bicycle Parking Plan (Parking Plan), which followed the approval of the Sonoma Bicycle and Pedestrian Plan that occurred in September of 2008. The Parking Plan identified several options for bicycle parking within the Plaza, and please see attached for specific locations. To date, the Phase 1 Bollards identified in the Parking Plan have been installed (see photos attached); however, the wooden post bike racks that are shown as existing were removed as well as the Phase 1 Inverted-U racks due to vandalism. The proposed Phase 2 Bollards have not been installed as a funding source has not yet been identified. City staff would support the installation of the Phase 2 Bollards if funding was identified by a viable source.

Utilizing existing vehicle parking for permanent bicycle parking would be difficult within the Plaza as there is currently evidence of significant vehicle parking needs, which will continue to grow in the coming years. City staff, in coordination with a consultant, has recently completed a draft of the Downtown Sonoma Parking Study, which evaluates the current vehicle parking needs in the Plaza area as well as the future demands. This Study will soon be brought to the Planning Commission and then to City Council for approval. With this Study in mind, City staff would like to avoid using vehicle parking spaces as permanent bicycle parking. However, City staff would be in support of temporary bicycle parking in vehicle parking spaces during special events.

Recommended Commission Action:

The CSEC proceed with researching and identifying funding sources for the installation of the already Council-approved Phase 2 Bollards that would create additional permanent bicycle parking in the Plaza.

Attachments:

1. Plaza Bicycle Parking Proposal
2. Approved Plaza Bicycle Parking Plan
3. Photographs of Existing Bollards within the Plaza Park

Cc: Dan Takasugi, Public Works Director

A proposal to meet the need for bike parking on the Sonoma Plaza.

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This proposal is to convert two or more on-street car parking spaces on the perimeter of the Plaza to permanent bike parking. I propose converting two car parking to bike parking on the north side of West Napa Street just west of the horseshoe. There are currently three car parking spaces there, one handicapped and two regular car parking spaces. This would be an ideal place for on-street bike parking because it is very visible to those arriving at the Plaza on Broadway from the South. In addition, just west of these three car parking spaces is a large tree with a curb that sticks out into the street much farther than a parked car, making parallel parking a car into the adjacent space very difficult.

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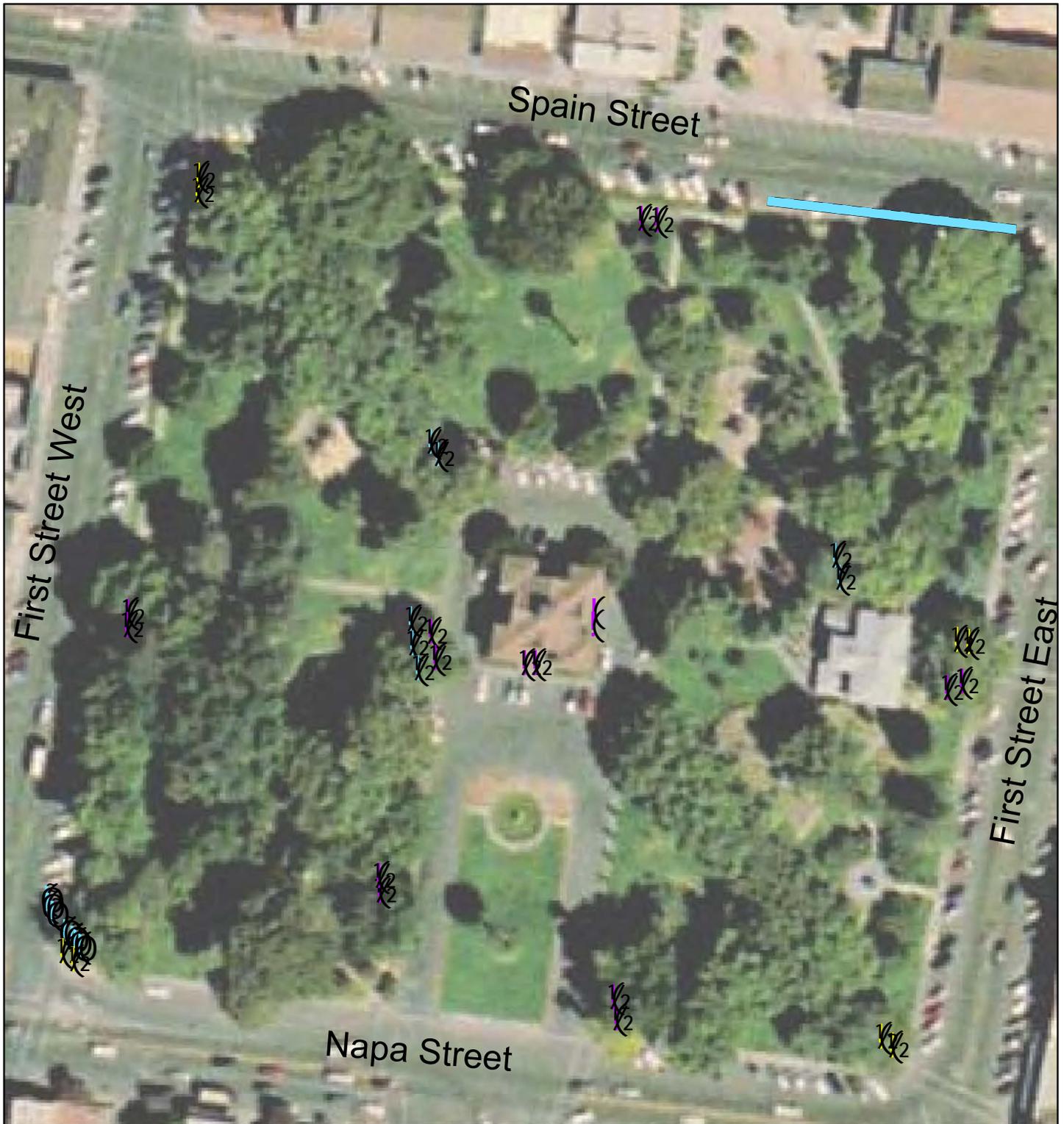
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City of Sonoma
 Plaza Bicycle Parking Plan
 10/23/08WA



-  Existing; Cement Slots
-  Existing; Wood Posts
-  Proposed; Bollard; Phase 1
-  Proposed; Inverted-U; Phase 1
-  Proposed; Bollard; Phase 2
-  Existing; Hitching Post

