Recommended Plan

In response to comments from the public, Caltrans, and emergency responders, the draft plan was modified and the final recommended plan developed. The following treatments are included in the plan:

- Class IV bikeways to increase protection over existing Class II bike lanes
- Dashed green bike lane striping through intersections and at conflict points (e.g., where vehicle traffic is required to cross bike lanes to make right turns)
- Inclusion of protected bike lane signals for north-south bicycle movements on the Stony Point Road traffic signals.
- Curb extensions to reduce crossing distances at intersections and reduce speed of right-turning vehicles
- Raised crosswalks or RRFBs to reduce speeds and highlight presence of pedestrians at uncontrolled crossings
- Multiple enhancements at the crossing of the Joe Rodota Trail to enhance trail user safety
- Addition of a second southbound left-turn lane on Stony Point Road approaching SR 12 Eastbound Ramps to reduce vehicle queuing and allow for more pedestrian crossing time.

It should be noted that the resulting design includes approximately 210 feet on the SR 12 overpass where travel lanes are less than 11 feet, but at least 10 feet wide. Caltrans has indicated that use of lanes less than 11 feet will require the City to pursue a design exception in order to implement this plan. Through the design process the plan was modified as much as possible to include 11-foot lanes without sacrificing a minimum 2-foot buffer space for the bike lanes. If 11-foot lanes were used in the plan, it would not be possible to include buffer space for the bicycle lanes on this section off the SR 12 overpass. It is recommended that the City pursue the design exception.

Also referenced is a suggestion to consolidate the Oliver’s Shopping Center driveways. The City will investigate this further.

The complete list of improvements is described in greater detail below.

Intersection Modifications

Recommended improvements at the study area intersections are illustrated in the close-ups of the concept plan in Plates 8 through 17. The plan indicates striping modifications, lane widths, and proposed hardscape improvements (shown in blue). The full concept plan is presented as Figure 2. It should be noted that the yellow highlighted pavement on the plan indicates where the lanes on the SR 12 overpass would be less than 11 feet wide.
Stony Point Road Corridor Study for Active Transportation Modes

Figure 2 – Recommended Plan
West Third Street

- Add a curb extension at the southwest corner to reduce the crossing distance.

**Plate 8 W. Third St. – Existing**

**Plate 9 W. Third St. – Proposed**

SR 12 Westbound Off-Ramp-Occidental Road

- Add a curb extension at the southwest corner. This will shorten the crossing distance across Occidental Road and channelize southbound traffic entering the westbound on-ramp, reducing vehicle speed, and narrowing the bicycle-vehicle conflict zone.
- Add a curb extension at the northeast corner.
- Install a raised crosswalk or RRFB at the SR 12 on-ramps.
- Modify lane striping to reduce the size of the intersection, encouraging reduced speeds.
- Modify the lane configuration for the westbound off-ramp approach, converting the through/right-turn lane to through only. As a result, only one lane would turn right across the crosswalk.
- Provide a new pedestrian connection between Stony Point Road and the housing development at the northeast corner of Stony Point Road/SR12 WB Off-Ramp.
SR 12 Eastbound Ramps-Joe Rodota Trail

- Remove the pork chop island/free right turn to reduce speed of northbound right-turning vehicles.
- Realign the crosswalk to create a more direct path for trail users.
- Add curb extensions on all four corners.
- Provide a second southbound left-turn lane onto the SR 12 East on-ramp; this would reduce delay and allow for additional crossing time for Joe Rodota Trail users.
- Remove one of the eastbound left-turn lanes from the off-ramp.
- Install bikecross markings adjacent to the crosswalk to identify the path of travel for bicyclists.
- Install dashed bike lane striping along Stony Point Road through the intersection.
- Include either “No Right Turn on Red” signage for the northbound right-turn and eastbound left-turn lanes, “No Right Turn” blank-out sign, or separated signal phasing that gives a red right arrow while trail users have a green.
Stony Point Plaza

- Provide a bike lane buffer with bollards to help channelize vehicle traffic and provide protection for bicyclists from turning vehicles.
- Consider potential for installing a multi-use path along the west side of Stony Point Road as a long-term improvement to enhance the connection between Joe Rodota Trail and Sebastopol Road.

Sebastopol Road

- Add a curb extension on the southwest corner and widen the sidewalk along the adjacent segment on Sebastopol Road.
- Install green dashed bike lane striping along Stony Point Road through the intersection.
- Consider the potential for extending a multi-use path along the west side of Stony Point Road, including the segment along the north side of Sebastopol Road, to connect to Cesar Chavez Language Academy.