

Mobility & Transportation

Design Alternatives for Hopper Avenue



"Envision Hopper Envision the Future"

Why did we do this project:

To promote project like this (They don't get a lot of attention)

Story about why we want to promote this project. (talk about our neighborhoods)

E Robles ave and Brookes ave

Give credit to Envision Hopper (Zoom meeting March 1, 2023 at 5:30)

CHALLENGE

How can Santa Rosa redesign Hopper Avenue from Coffey Lane to Highway 101.



We will be focusing on The residential zone and Transitional zone.

BACKGROUND

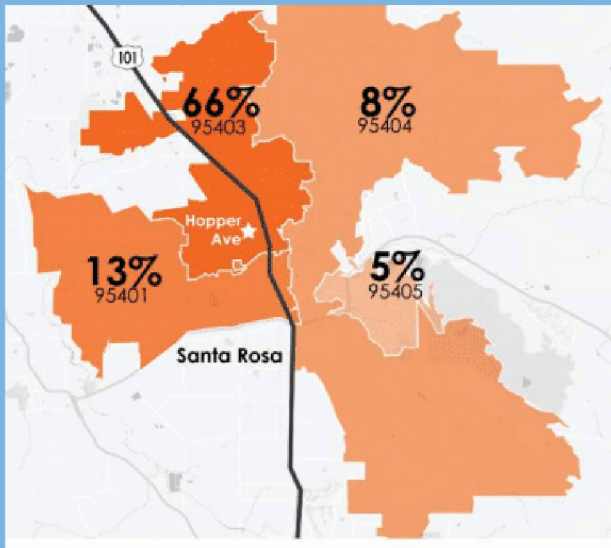


**Important merging
zone to Highway 101**



**PG&E settlement funds
towards recovery**

EXISTING CONDITIONS



COMPLAINTS FROM RESIDENTS:

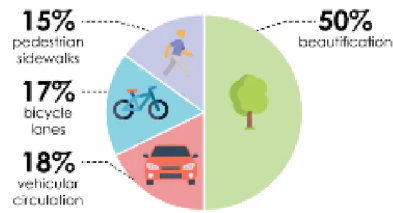
- Wasted road space
- Unsafe bike lanes
- Plantation ruining sidewalks

Residents in these areas code

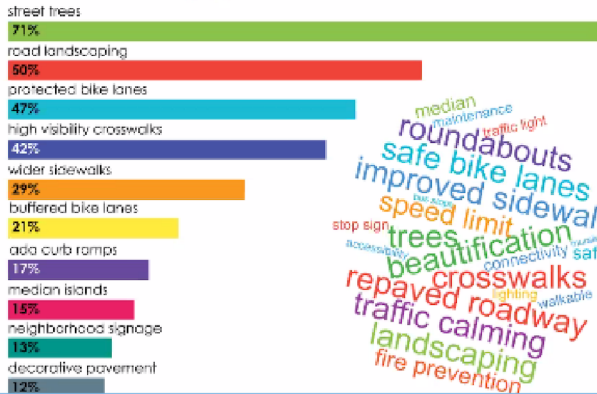


IMPROVEMENTS

What types of improvements are most important?



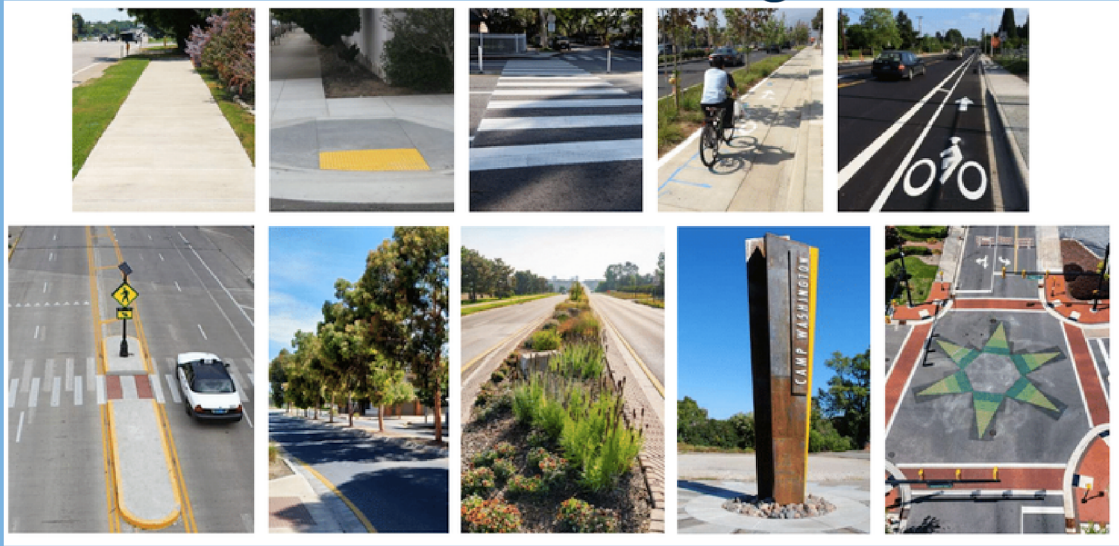
116 Survey Responses Received



WHY IS IT A CHALLENGE

Distribution of the funding provided

Inspiration from the community



Continuous Sidewalk

Center Median

Buffered Bike Lanes.

ADA Curb Ramps

High visibility crosswalk

Protected bike lanes (a physical barrier between the cars and bikes)

Street trees

Road landscaping

Gate way Sign

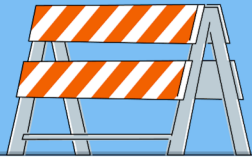
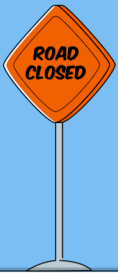
Decorative pavement.

Beautification

MAIN CONCERNS FOR IMPROVEMENTS:

Medians or other traffic-calming measures.

**Bike lane buffers
&
Sidewalk expansions**



Existing Conditions in Residential zones

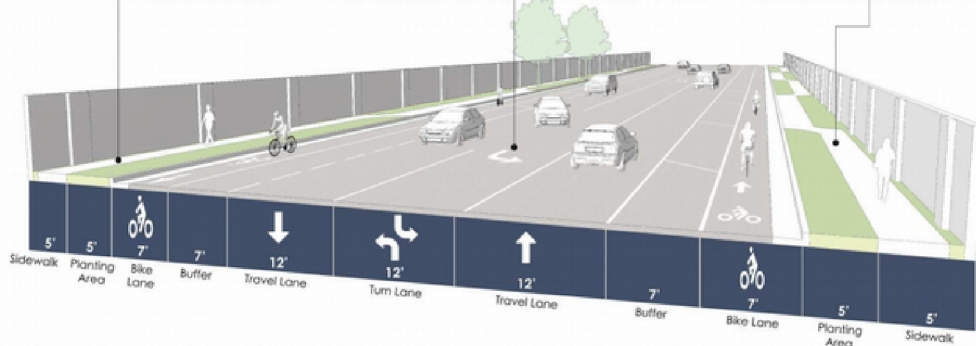
Banyan Place Intersection



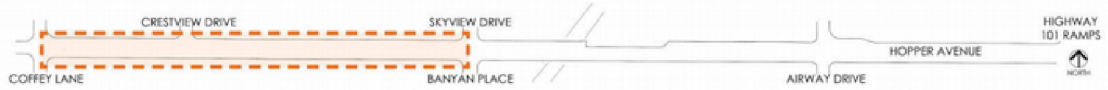
Wide Open Street Corridor



Damaged Sidewalk



Existing Street View - Looking West



Rapid Flashing Beacon



Bus Stop with Shelter



“A crosswalk would give the little ones a chance to cross safely.”



Proposed Design - Looking West

Design Alternative #1

Wide/Straight Sidewalks



Parkway Strips



Center Median



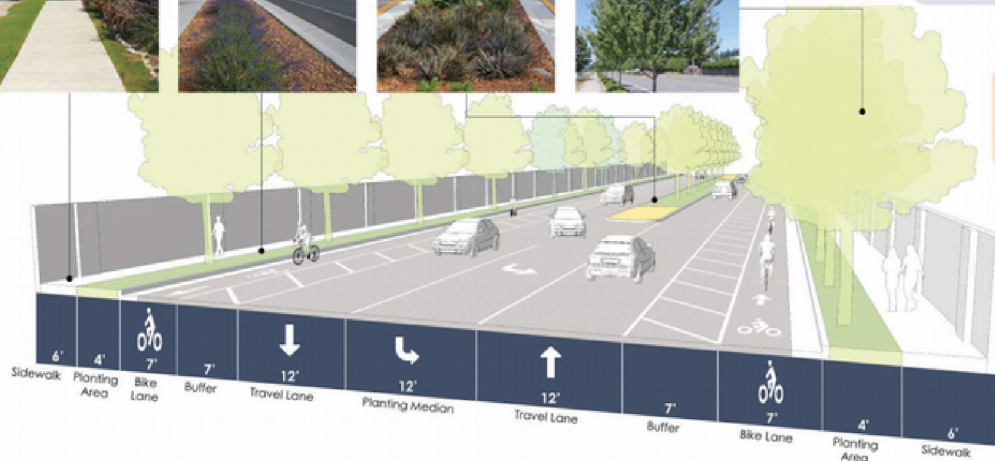
Street Trees



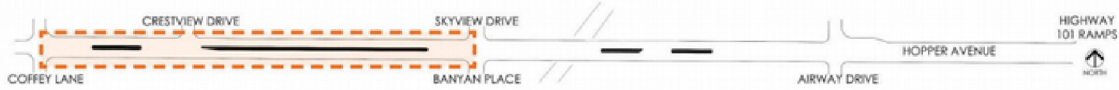
Pros / Cons Comparison

- preserves existing curbs
- wide straight bike lane and buffer
- wide pavement area where median stops

“Bring back the trees and landscape.”



Proposed Alternative #1 - Looking West



Design Alternative #2

Curb Extensions



Wide/Straight Sidewalks



Parkway Strips



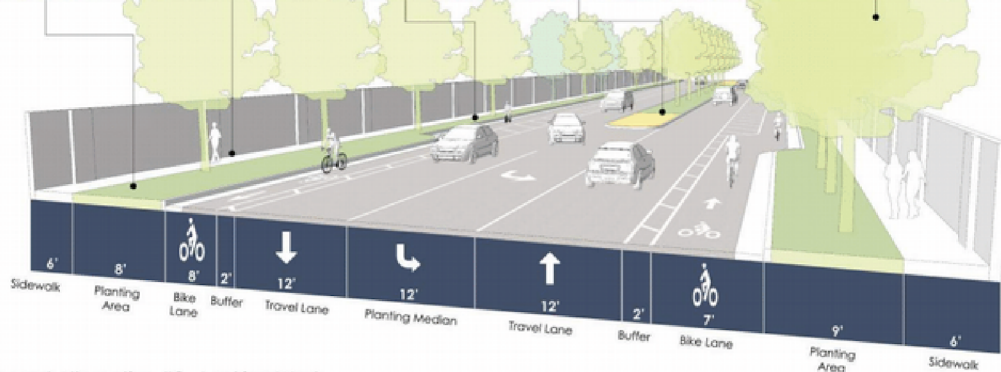
Center Median



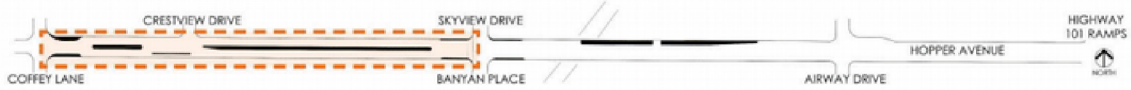
Street Trees



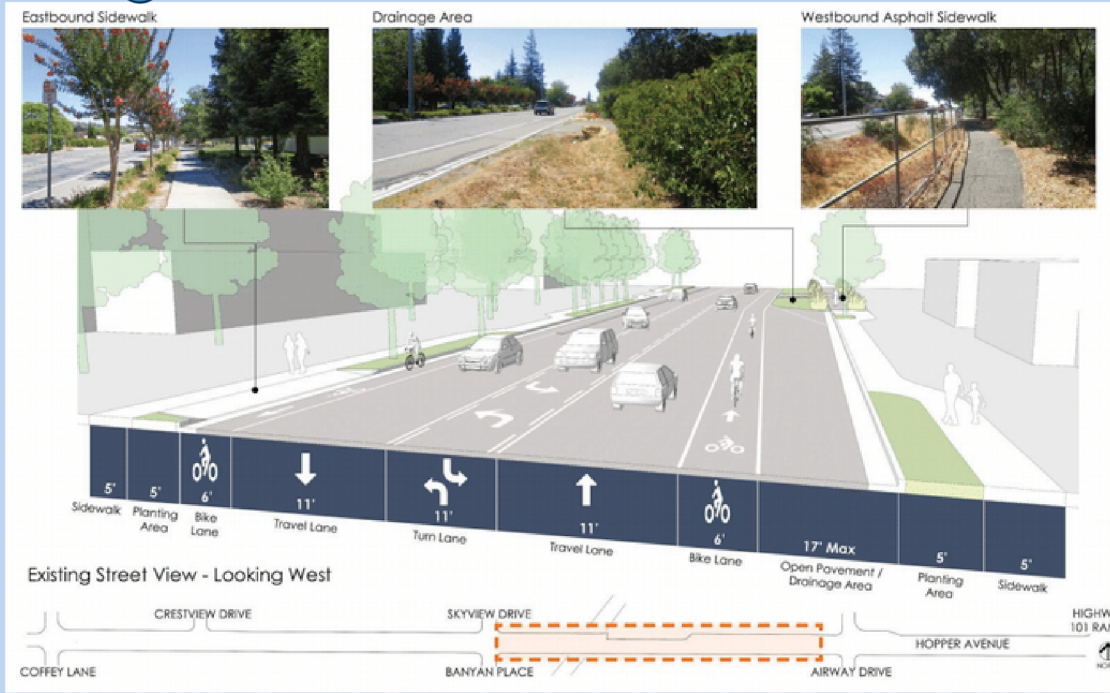
- Pros / Cons Comparison**
- ➕ more beautification planting
 - ➕ shorter street crossings
 - ➖ existing curbs need modification
 - ➖ less bike buffer at curb extensions



Proposed Alternative #2 - Looking West



Existing Conditions in Transitional Zone



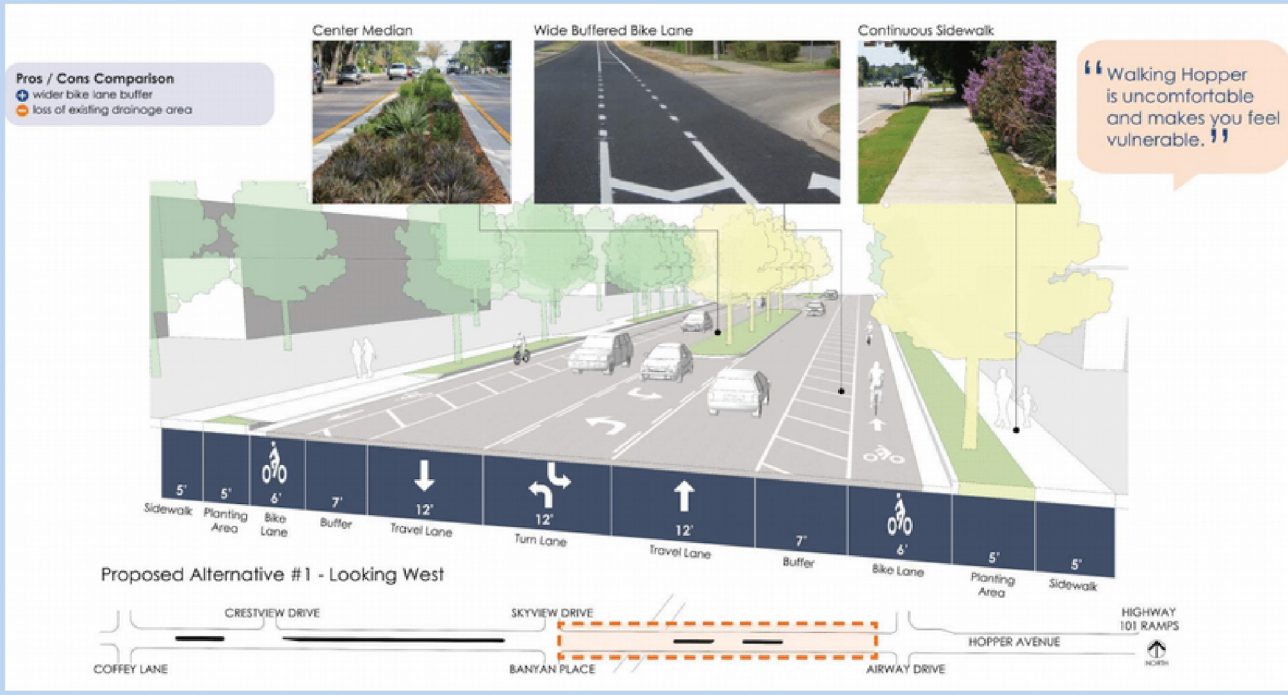
Wide streets

No protections of the bike lines

Drainage area come out of no where

The overall appearance of the street is dye and died.

Design Alternative #1



Add center median to limit the unnecessary road space.

Acts as the drainage area.

(Multiple complains of reckless driving and people don't counts)

Wide buffered bike lane to allow protection to bikers.

Continues sidewalk

Design Alternative #2

Pros / Cons Comparison

- green infrastructure opportunity
- more continuous pavement area

Buffered Bike Lane



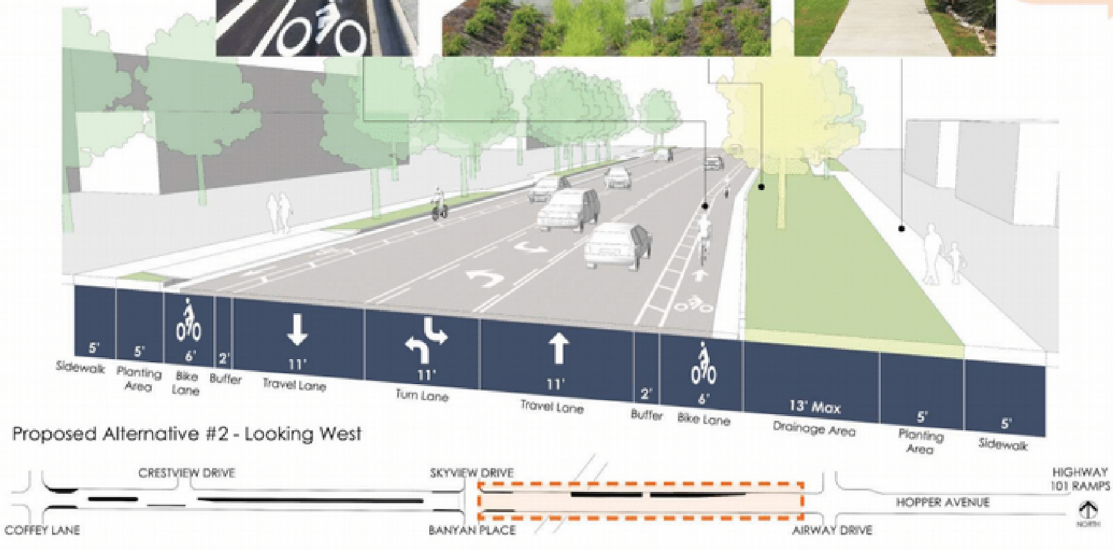
Stormwater Treatment Area



Continuous Sidewalk



“Create a beautiful, complete street that will be a jewel of Coffey Park. !”



No center median but.....

they extent the drainage area
(make it consisted with the sidewalk)

also limited unnecessary space

Buffered bike lane still

continuous sidewalks

CASE STUDY

CALIFORNIA STREET SAFETY
7th Street and 8th Street in San Francisco's
Vision Zero High
Injury Network



BEFORE



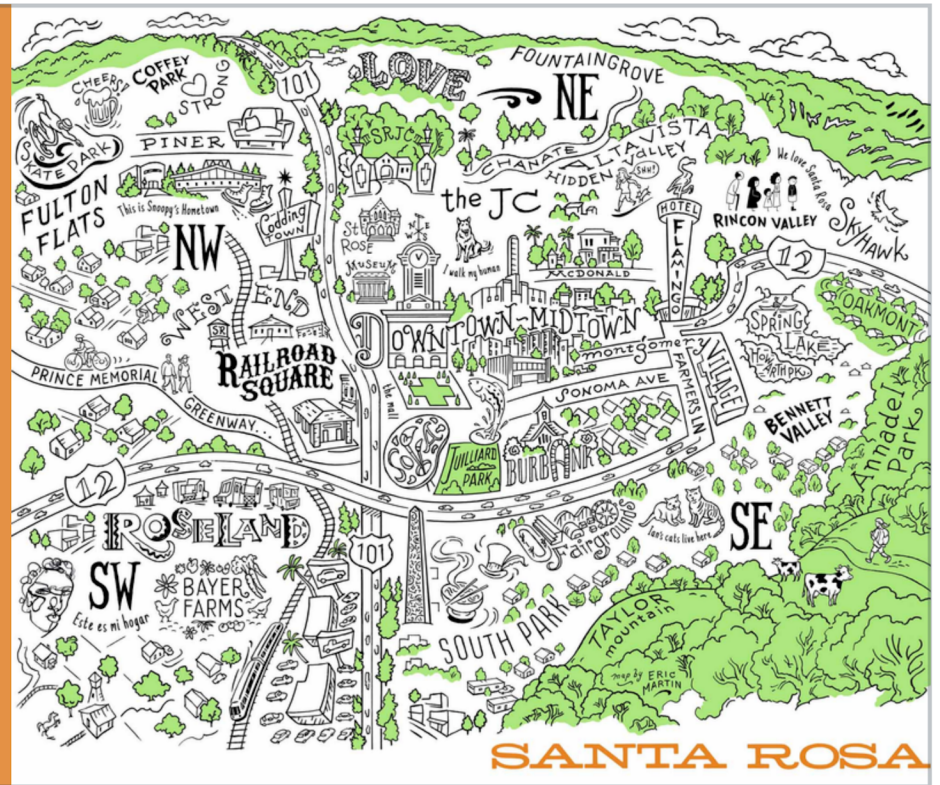
AFTER

13 percent of city streets that account for 75 percent of San Francisco's traffic crashes.

- Protected sidewalks
- Boarding Islands
- Bus stop relocation
- Curb management
- Signal Timing Changes
- Travel lane changes
- Travel Lane Redceton

Completed in winter 2020

WHAT DID WE LEARN



SHORT TERM



Set plan

Well managed

Keep hosting zoom meeting with community, until we have a exact alternative that we like.

Making sure the the project is well managed. (Everyone know there part)

LONG TERM



-Slowing down on construction zones

-Funded by PG&E settlement

-Being mindful of changes being made

Slow down on construction zones because it will take a quite a long time to fix the sidewalks

Our funding during this time will be provided by the PG&E settlement from the wildfires

Another thing that can help in the long term is be mindful of the changes that are being made like listening to construction workers and maybe taking other routes to avoid construction sites

Work Cited:

- <https://www.envisionhopper.com>
-zoom meeting & website
- <https://www.srcity.org/CivicAlerts.aspx AID=2132>
-Transportation in Santa Rosa
- <https://www.sfmta.com/projects/7th-street-8th-street-safety-projects>
-Case Study