

HSIP Cycle 12 Application – Engineer's Checklist (For Set-aside Applications)

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this HSIP application, based on the final application and application attachments as submitted to Caltrans. The engineer's initials and stamp should not be placed until the application has been finalized.

The purpose of this checklist is to ensure all of the primary elements of the application are included and the application is free of errors. Applications with errors in the supporting data will not be considered in the project selection process.

Special Considerations for Engineers before signing and stamping this document attesting to the accuracy of the application: Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculations or reports be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding HSIP application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer. By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

1. **Vicinity map /Location map**

- a. The project limits must be clearly depicted in relation to the overall agency boundary

Engineer's Initials: SNW

2. **Project layout-plan showing existing and proposed conditions must:**

- a. Be to a scale which allows the visual verification of the overall project limits
- b. Show the full scope of the proposed project, including any non-safety construction items

Engineer's Initials: SNW

3. **Scope of Work:**

- a. The scope of work must be consistent with the type of the funding set-aside that the application targets at

Engineer's Initials: SNW

4. **Detailed Engineer's Estimate and Project Cost Estimate (HSIP Analyzer – Sections II & III)**

- a. All likely construction costs associated with the project are identified and included in Section II (Construction Cost Estimate and Cost Breakdown)
- b. Each of the main project elements are broken out into separate construction items. The costs for the construction items are based on calculated quantities and appropriate corresponding unit costs
- c. For each non-general construction item, "Set-aside", "Other Safety" and "Non-Safety" components must be properly identified and accounted for
- d. The Total Construction Cost in Section II must match the "Construction Items – Total Cost" in Section III (Project Cost Estimate) (automatic in the HSIP Analyzer)
- e. The project costs of all phases must be properly accounted for in Section III

Engineer's Initials: SNW

5. **Additional narration, documentation, letters of support:**

- a. The answers to the "Narrative Questions" in the application form are consistent with and support the engineering logic

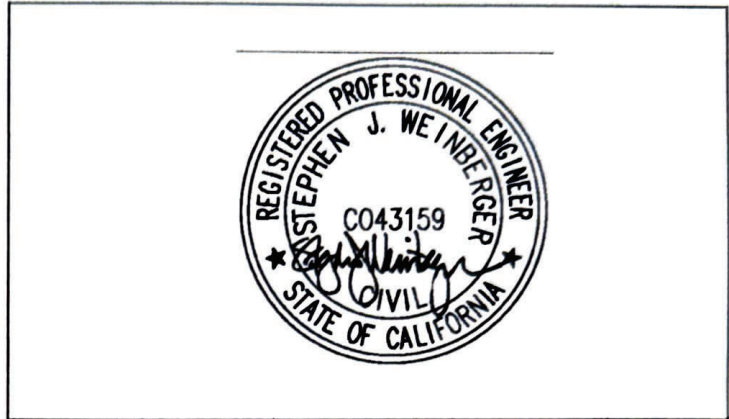
Engineer's Initials: SNW

Signature and Stamp Page

Licensed Engineer:

Engineer's Stamp:

Name: Stephen J. Weinberger
 Title: Senior Principal
 Engineer License Number: CE 43159
 Signature: [Handwritten Signature]
 Date: September 6, 2024
 Email: sweinberger@w-trans.com
 Phone: 707-480-7491



To ensure the application's quality and the agency's commitment to deliver the safety project in an expedited manner, the application must be signed by the Agency's Transportation/Traffic Engineering Manager.

By signing this application, the manager is attesting to:

1. All data in the application is accurate and represents the total scope of the planned project;
2. The agency understands the Project Delivery Requirements for the HSIP Program and is prepared to deliver the project per these requirements; and
3. The agency understands if Caltrans staff determine that any of the above requirements are not met, or data is inaccurate, or the application fails to meet the program guidelines and application instructions, the application will be rejected and will not be eligible to receive HSIP funding. Due to time constraints in the evaluation process, applicants will not be notified until after the selection process is complete. Refer to the Application Instructions for more information.

Transportation Manager:

Name: Mario Landeros
 Title: Interim City Engineer
 Signature: [Handwritten Signature]
 Date: September 6, 2024

**APPLICATION FORM FOR LOCAL
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**Application ID 04-Sebastopol-1

DOT LAPG 9-A (REV 04/2024)

Page 1 of 5

APPLICATION SUMMARY

This summary page is filled out automatically once the application is completed.

After the application is finalized, please save this PDF form using the exact "Application ID" (shown below) as the file name.

Application ID 04-Sebastopol-1

Important: Review and follow the [Application Form Instructions](#) step-by-step as you complete the application. Completing an application without referencing the instructions will likely result in an incomplete application or an application with fatal flaws that will be disqualified from the ranking and selection process.

Submitted By (Agency)

Sebastopol

Application Category

Funding Set-asides

Caltrans District

04

Application Number

1

Out of

1

Project Location

Intersection of Covert Lane and Zimpher Drive.

Project Description

Install pedestrian-activated circular LED rapid flashing beacons, install perimeter lighted pedestrian crossing signs, install pedestrian pushbuttons, install curb extensions, install ADA ramps, install refuge island, restripe intersection approach.

Total Project Cost

\$388,400

HSIP Funds Requested

\$349,560

Benefit Cost Ratio (BCR)

**APPLICATION FORM FOR LOCAL
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Basic InformationDate: Caltrans District: MPO: Agency: County: Total number of applications being submitted by your agency: Application Number (each application must have a unique number): Check if this application is one of the multiple ones for the same project (please review the form instructions for explanation).**Contact Person Information**Name (Last, First): Position/Title of Contact Person: Email: Telephone: Extension: Address: City: Zip Code:

(Enter only a 5-digit number)

Application Category: **Project Information**

Project Title:

-Be Brief (Limited to 100 Characters)

Project Location:

-Be Brief (Limited to 250 Characters)

-See [Application Form Instructions](#)

Project Description:

-Be Brief (Limited to 250 Characters)

-See [Application Form Instructions](#)**Total Project Cost**

\$388,400

HSIP Funds Requested

\$349,560

Benefit Cost Ratio (BCR)

(Required for a BCR application. Skip for Funding Set-Aside application)

APPLICATION FORM FOR LOCAL**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**Application ID 04-Sebastopol-1

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1. Project Identification

Describe how the agency identified the project as one of its top safety priorities. Was a data-driven safety evaluation of their entire roadway network completed? Do the proposed project locations represent some of the agency's highest fatal and injury crash concentrations and types of crashes?

(Limited to 5,000 characters)

The need for pedestrian crossing enhancements at the Covert Lane/Zimpher Drive intersection was first identified by residents through the City's 2022 Local Road Safety Plan (LRSP) outreach effort. Since the completion of the LRSP, numerous residents have contacted City staff to request infrastructure enhancements (see attached memo). In response, the project was referred to the City's Traffic Safety Working Group which directed staff to develop recommendations. The City has made substantial progress in the past several years in implementing pedestrian crossing improvements at intersections along the SR 116 corridor, which operates as the City's primary arterial corridor. The Working Group identified Covert Lane/Zimpher Drive as the next highest priority, as Covert Lane carries the highest traffic volume of Sebastopol's remaining uncontrolled pedestrian crossings (see attached memo).

Covert Lane is a primary local street in the northern part of Sebastopol, carrying 5,400 vehicles per day. An important link in the local street network for all transportation modes, the Covert Lane/Zimpher Drive intersection is located adjacent to two shopping centers, and within approximately 1,000 feet of Brook Haven Middle School, and within one-half mile of six churches, Willard Libby Park, and Ragle Ranch Regional Park. Due to the types of pedestrian generators, the crossing is important seven days a week, so pedestrian counts were collected on both weekday and weekend days in August 2022; 27 pedestrians crossing at that location were counted during a one-hour span on Wednesday and 22 on Saturday. All of the pedestrians who crossed during the Wednesday observation appeared to be middle school students, while a more diverse blend of people was observed during the Saturday count. The number of students using this crossing to walk to Brook Haven Middle School is expected to increase as the City recently approved the 96-unit Canopy residential project which will be located less than one-half mile north of the project site near SR 116.

Current conditions at the intersection pose challenges for pedestrians, resulting in safety concerns. The crossing is located approximately 200 feet west of the SR 116/Covert Lane intersection; since SR 116 carries regional and local traffic through Sebastopol, the Covert Lane/Zimpher Road intersection represents a transition point from a regional to local route. While the speed limit is 25 mph, the 85th percentile speed was measured at 32 mph eastbound and 31 mph westbound. Meanwhile, the lane configuration on the westbound approach is confusing to drivers, creating an unpredictable path of travel and uncertainty for pedestrians. While the westbound left-turn lane onto Zimpher Drive requires through drivers to shift right and back to the center as they cross Zimpher Drive, drivers are regularly observed proceeding straight through, ignoring the left-turn lane. Southbound drivers on SR 116 turning right onto Covert Lane intending to then turn left onto Zimpher Drive must cross into the left-turn lane. In the eastbound direction, the travelway is 24 feet wide and the red curb creates a de facto right-turn lane onto Zimpher Drive. There is a need to better channelize both the eastbound and westbound vehicles to create more predictable paths of travel and minimize potential vehicle/pedestrian conflicts.

The proposed project includes the following:

- 1) Add rectangular rapid flashing beacons (RRFBs), double-sided signage at both ends of the crosswalk, and advance yield markings to help raise the awareness of drivers to pedestrians;
- 2) Restripe the intersection approaches to channelize traffic through the Covert Lane/Zimpher Drive intersection, reducing the potential conflict area with pedestrians, including eliminating the westbound turn lane;
- 3) Add curb extensions with ADA-compliant ramps to create better visibility of pedestrians to oncoming drivers as they enter the crossing; reduce the curb radius to reduce the speed of eastbound vehicles as they turn right onto Zimpher Drive; and
- 4) Enhance the existing pedestrian refuge island, including the addition of ADA-compliant ramps, to provide pedestrians with better protection from approaching vehicles.

The proposed design for the intersection was developed based on consideration of factors including vehicle traffic volumes, pedestrian volume, vehicle speeds, pedestrian crossing distance, and observations of the intersection. The project as proposed is consistent with the City's standard pedestrian crossing design that has been deployed at seven uncontrolled pedestrian crossing locations at City-maintained intersections since approximately 2017. The design is also consistent with countermeasure NS23PB from the Local Road Safety Manual, which indicates that such improvements have a collision reduction factor (CRF) of 35 percent.

2. Prior Attempts to Address the Safety Issues

List all other projects/countermeasures that have been (or are being) deployed at the location(s) within the last 5 years. Applicants must identify all federal and/or state funds that have been used or approved within the proposed project limits within the last 5 years. Normally HSIP funding cannot be used to construct safety countermeasures at the same locations within 5 years.

(Limited to 5,000 characters)

No HSIP funds have been used for improvements at the project location within the past five years.

SR 116 is located 200 feet east of the project intersection and serves as a major route for residents to access local destinations but also as a regional route to destinations throughout western Sonoma County. As a result, the City has worked with Caltrans to implement

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pedestrian crossing enhancements along the SR 116 corridor within Sebastopol to encourage speed reduction. By reducing vehicle speeds along SR 116, these improvements indirectly support pedestrian safety along Covert Lane.

3. Other Comments

Explain here if this project has any special circumstances or if you have other comments. Enter "NA" if none.

(Limited to 5,000 characters)

The Caltrans District 4 Pedestrian Plan had identified the section of SR 116 adjacent to the intersection as a Tier 1 priority due to the high density of pedestrian collisions. The project intersection represents a transition point between the regional traffic along SR 116 and the residential neighborhood along Covert Lane.

The City's SR 116 corridor study established a design goal for treatments at uncontrolled crossings throughout Sebastopol. This includes 1) pedestrian activated LED warning beacons (PAWB) on both sides of each crosswalk, 2) double-sided pedestrian crossing signs on both sides of each crosswalk, and 3) advance yield markings (also known as "shark's teeth") approaching each crosswalk. The proposed design at the Covert Lane/Zimpher Drive intersection is consistent with the design deployed elsewhere in the City.

The proposed project also complements the ongoing programmatic work of the Sonoma County Safe Routes to School program. This effort features programs to encourage walking and bicycling at schools throughout Sonoma County, including Brook Haven Middle School. Given the large number of students using this crossing on a daily basis, the proposed enhancements will provide infrastructure support for these encouragement efforts to help achieve the City's broader mode shift goals. The Safe Routes to School program has provided a letter of support for this project, as have the Sebastopol Union School District and the Sebastopol Police Department.

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Application Attachments (See [Application Form Instructions](#))Please attach all files as needed. **Note: files may not be attachable if file is open. Close before attach.**

1. Local Roadway Safety Plan (LRSP) Certification (Required for all projects) 1-LRSP Self-Certification_240904.pdf
2. Engineer's Checklist (Required for all projects) 2-Engineers Checklist-stamped_ml.pdf
3. Vicinity Map/Location Map (Required for all projects) 3-location map.pdf
4. Project Maps/Plans Showing Existing and Proposed Conditions (Required for all projects) 4-ex conditions and concept plans.pdf
5. Pictures of Existing Condition (Required for all projects) 5-Existing conditions photos.pdf
6. HSIP Analyzer (Required for all projects) HA04-Sebastopol-1.pdf
7. Collision Diagram(s) (Required for a BCR application)
8. Collision List(s) (Required for a BCR application)

Warrant Studies

- Check if the project includes new installation of certain traffic control devices (e.g., traffic signals, pedestrian signals, etc.). If yes, Traffic Signal Warrant 4, 5 and/or 7 must be met (CA MUTCD Chapter 4C).

9. Warrant Studies (Not required for this project)
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Work on the State Highway System

Does the project include improvements on the State Highway System?

- Yes, and the project will be jointly-funded with Caltrans
(Must be jointly-funded if the project is for intersection safety improvement involving SHS).
A formal Letter of Support from Caltrans District Traffic is required. The letter should include estimates of cost sharing.
- Yes, but the project will not be jointly-funded with Caltrans.
A written correspondence from Caltrans District Traffic is required. The correspondence should indicate that Caltrans does not see issues that would prevent the proposed project from receiving an encroachment permit.
- No.

10. Letter/Email of Support from Caltrans (Not required for this project)
11. Additional Narration, Documentation, Letters of Support, Etc. (Optional) additional attachments-ALL.pdf



Engineering Division

714 Johnson Street
Sebastopol, CA 95472
Phone: (707) 823-2151
Fax: (707) 823-4721

[https://www.cityofsebastopol.gov/
engineering@cityofsebastopol.gov](https://www.cityofsebastopol.gov/engineering@cityofsebastopol.gov)

September 4, 2024

To: [Caltrans Local Assistance](#)

In order to apply for the local Highway Safety Improvement Program (HSIP) funds, an agency must have completed their Local Roadway Safety Plan (LRSP) or an equivalent of the LRSP, such as Systemic Safety Analysis Report (SSAR), Vision Zero Action Plan or Comprehensive Safety Action Plan. The LRSP or its equivalent must be updated and validated at least every five years. It is strongly recommended that the LRSP (or its equivalent) and its update be approved by the agency's Board or Council.

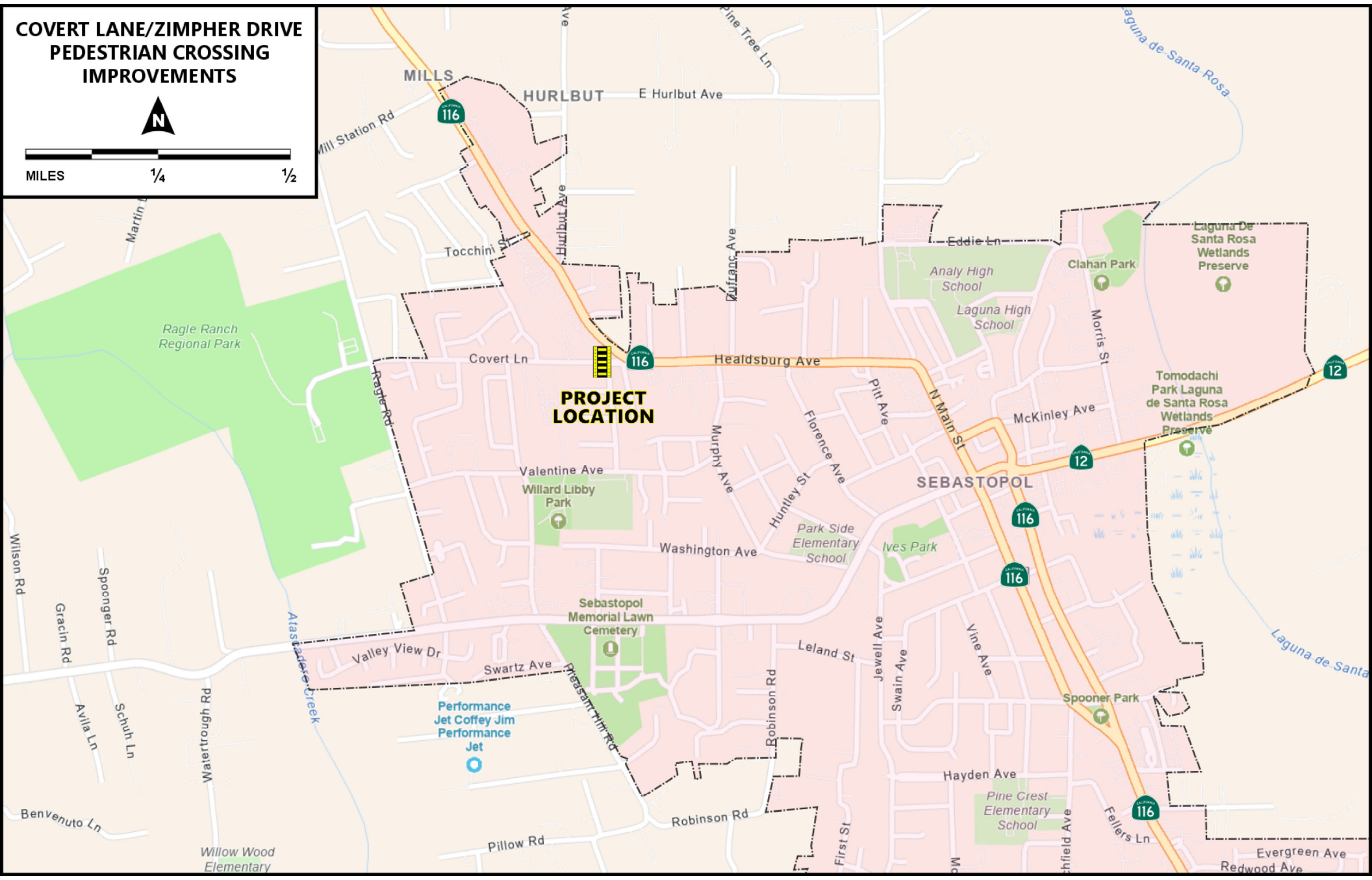
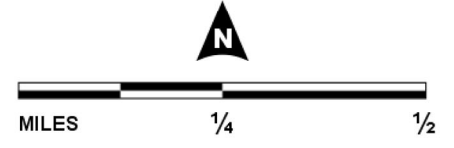
[The City of Sebastopol](#) certifies that it has completed an LRSP (or its equivalent). The LRSP (or its equivalent) is data driven and facilitates a comprehensive approach to addressing road safety.

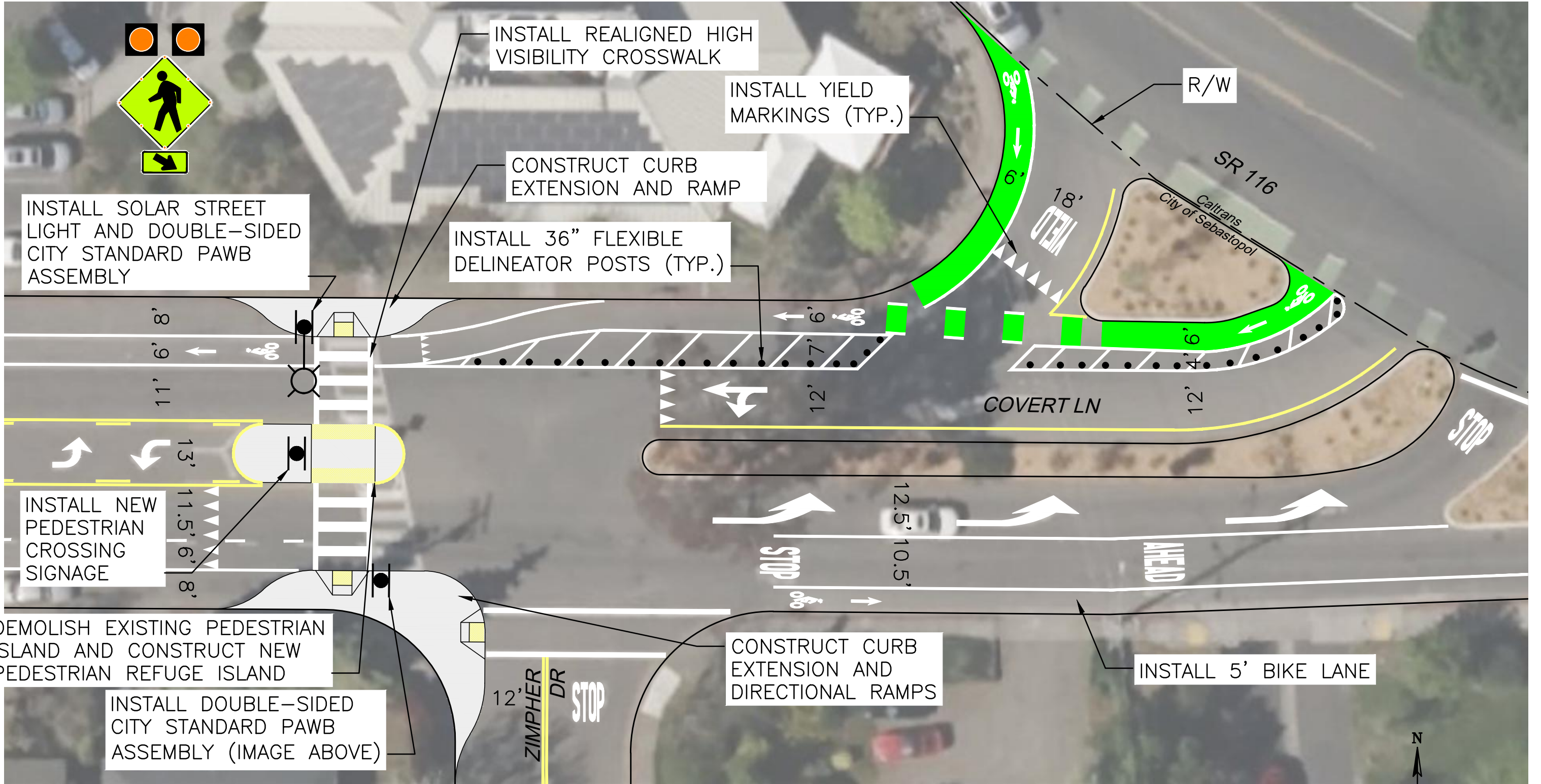
You may direct any questions regarding the LRSP to Mario Landeros at (707) 236-1542 or mario.landeros@ghd.com.

Thank you,

Mario Landeros, PE
City Engineer

COVERT LANE/ZIMPHER DRIVE PEDESTRIAN CROSSING IMPROVEMENTS





PRELIMINARY
NOT FOR CONSTRUCTION



SCALE: 1"=20'



COVERT LANE/ZIMPHER DRIVE PEDESTRIAN IMPROVEMENTS

CONCEPTUAL DESIGN PLAN



R/W

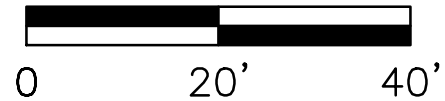
SR 116

Caltrans
City of Sebastopol

COVERT LN

ZIMPHER
DR

PRELIMINARY
NOT FOR CONSTRUCTION



SCALE: 1"=20'



COVERT LANE/ZIMPHER DRIVE PEDESTRIAN IMPROVEMENTS

EXISTING CONDITIONS

COVERT LANE/ZIMPHER DRIVE PEDESTRIAN CROSSING IMPROVEMENTS

City of Sebastopol, HSIP Cycle 12 Application

Photos of Existing Conditions

Westbound approach to intersection – Existing westbound left-turn lane onto Zimpher Drive, vehicles turning onto Covert Lane from SR 116 required to merge.



Merge area for westbound vehicles is not clearly defined



Westbound approach to pedestrian crossing includes through lane and left-turn lane



Eastbound approach to pedestrian crossing – end of Covert Lane bike lane creates second travel lane, increasing pedestrian exposure to vehicle traffic



Eastbound travel lanes, east of the pedestrian crossing – 1-block bike lane gap, wide travel lanes encourage higher speeds



Students crossing at the project crosswalk



Covert Lane/Zimpher Drive Pedestrian Crossing Improvements

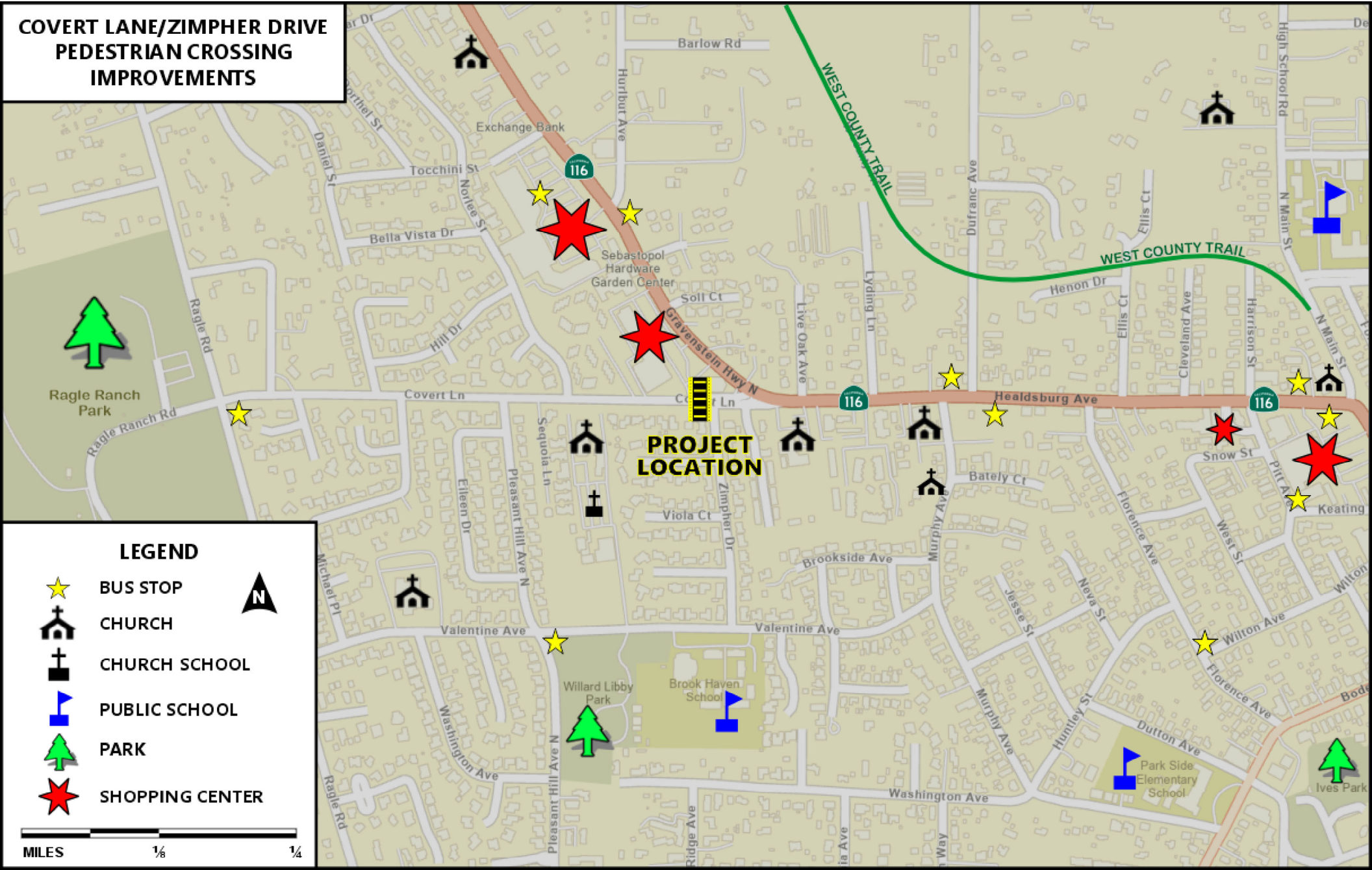
City of Sebastopol

HSIP Cycle 12 Application









Additional Supporting Documentation

1. Project area destination map
2. Project background memo
3. Resident emails regarding project location
4. Police Department letter of support
5. School letter of support
6. Safe Routes to School program letter of support
7. Sonoma County Transit letter of support
8. Excerpt from Local Road Safety Manual
9. Excerpt from Caltrans District 4 Pedestrian Plan

COVERT LANE/ZIMPHER DRIVE PEDESTRIAN CROSSING IMPROVEMENTS



LEGEND

-  BUS STOP
 -  CHURCH
 -  CHURCH SCHOOL
 -  PUBLIC SCHOOL
 -  PARK
 -  SHOPPING CENTER
- 
- 
MILES 1/8 1/4



Memorandum

Date: November 14, 2023

Project: SEB912

To: Mario Landero
Dante DelPrete
Chief Ron Nelson
Kari Svanstrom
John Jay

From: Steve Weinberger
sweinberger@w-trans.com

Subject: Covert/Zimpher Pedestrian Crossing

(Note: This memo is a compilation of emails that were sent on this issue in November 2023.)

In relation to our Traffic Safety Working Group item on Covert/Zimpher, I did an inventory of all uncontrolled marked pedestrian crosswalks on City maintained streets. (These do not include Caltrans maintained State Highway pedestrian crosswalks.)

In this first list are all uncontrolled marked pedestrian crosswalks that either already include or will include a flashing beacon or HAWK device. Therefore, these locations do not currently need attention.

- North Main Street/West County Trail (RRFB)
- Bodega Avenue/High Street (RRFB)
- Bodega Avenue/Florence Avenue (RRFB pending)
- Bodega Avenue/Washington Avenue (RRFB)
- Bodega Avenue/Robinson Road (RRFB pending)
- Bodega Avenue/Nelson-Gold Ridge Farm (HAWK)
- Bodega Avenue/Ragle Road (RRFB)

Following are all uncontrolled marked pedestrian crosswalks that do not include any additional lighting devices. They have generally been organized in terms of the main street traffic volume from higher (top) to lower (bottom). Covert Lane carries approximately 5,400 vehicles per day.

- Covert/Zimpher
- Covert/Norlee
- Valentine/Michael Pl
- Valentine/Super Playground
- Willow Street/Ives Pool
- Laguna Parkway/Skatepark
- McKinley Street/eastern Barlow midblock
- McKinley Street/Barlow Taylor Lane
- Huntley/Jesse Street
- South High Street/Veterans Building
- Hayden Avenue/South High Street

- McFarlane/Walnut Lane
- McFarlane/Woodland Avenue

At the intersection of Covert Lane/Zimpher Road, the pedestrian crosswalk on Covert Lane is located on the west leg of the intersection. The crossing is approximately 70 feet long, crossing (from south to north): parking, bike lane, eastbound travel lane, center median, westbound travel lane, bike lane, and parking. It should be noted that the center two-way left-turn lane is structured as a median at the crosswalk with curbs flanking the crosswalk forming a refuge island. It appears that the crosswalk has been remarked within the last two to three years now including ladder crossing markings. There are no pedestrian crossing warning signs at the intersection nor pavement markings such as sharks' teeth.

There appears to be good visibility of potential pedestrian crossings for motorists traveling in the eastbound direction. For vehicles traveling in the westbound direction, there are potential complications due to two factors: 1) vehicles entering from southbound SR116 are traveling at a high rate of speed and 2) westbound vehicles stopped for a pedestrian may be perceived as a vehicle queued to turn left onto Zimpher Road thus causing the next vehicle entering to pass on their right. These two conditions seemed to have been described in the e-mail from the local resident.

At a minimum we would recommend that the following be installed:

- a) pedestrian crossing warning signs in each direction consisting of two signs per direction with one located on the sidewalk and one located within the delineated median. The post in the median could be double sided to serve both directions.
- b) Sharks' teeth pavement markings in advance of the crosswalk in both directions to warn approaching motorists of the pedestrian crossing.

Beyond these crossing enhancements, the next course of action would be to explore restriping of the westbound lanes between SR116 and Zimpher Road.

We did check the pedestrian warrants for flashing beacon enhancements. Covert Lane carries approximately 5,400 vehicles per day and based on this volume with a minimum of 30 pedestrian crossing per hour, flashing beacons are warranted (see attached).

In summary:

- As you know, based on our recommendations in September 2022, pedestrian crossing warning signs were installed on a post in the median of the crossing.
- Those recommendations from 2022 also suggested the installation of Sharks' teeth pavement markings in advance of the crosswalk in both directions to warn approaching motorists of the pedestrian crossing. Those markings are not installed to date.
- Based on a re-review of pedestrian warrants for flashing beacon enhancements at this location, devices such as an RRFB flashing beacon are warranted given the recent survey showing a pedestrian crossing volume of up to 30 pedestrian crossings during the school peak hour and similar volumes on a Saturday.
- Based on further field reviews, it is recommended that an RRFB be pursued and the short westbound section of Covert Lane between SR116 and Zimpher Drive be restriped to address the high speed right turn movements and the concurrent northbound left-turn movements from SR116 onto Covert

Lane. These two movements provide confusing geometrics for motorists whose attention may be diverted away from the crosswalk a short distance ahead.

Please call if you have any questions.

Steve Weinberger

From: Dante Del Prete <ddelprete@cityofsebastopol.org>
Sent: Monday, September 19, 2022 7:37 AM
To: Eileen_Keyser
Cc: Ron Nelson; Don Mort; Toni Bertolero; Mario Landeros; Steve Weinberger
Subject: RE: Need for flashing system/ Crosswalk Covert Lane at ZIMPHER Drive

Eileen Zimpher Keyser,

Thank you for reaching out with your concerns regarding the pedestrian crosswalk on Covert Lane at Zimpher Drive. I have copied our traffic safety review committee on this email for review of the current conditions and potential recommendations.

Our City Engineer, Mario Landeros will be getting back to you with more information.

Thank you,

Dante Del Prete
Public Works Superintendent
City of Sebastopol | 714 Johnson St. | Sebastopol, CA 95472 Public Works Department
707-823-5331 Ofc | 707-823-4721 Fax

City of Sebastopol records, including emails, are subject to the California Public Records Act. Unless exemptions apply, this email, any attachments and any replies are subject to disclosure on request, and neither the sender nor any recipients should have any expectation of privacy regarding the contents of such communications.

-----Original Message-----

From: Eileen_Keyser <dezimpher@gmail.com>
Sent: Sunday, September 18, 2022 2:21 PM
To: Dante Del Prete <ddelprete@cityofsebastopol.org>
Subject: Need for flashing system/ Crosswalk Covert Lane at ZIMPHER Drive

I feel that there is a critical need for a flashing system pertaining to the crosswalk crossing Covert Lane at ZIMPHER Drive. Also there should be "Shark Teeth" marked on the street to alert drivers where to stop.

I almost loss my life there, Friday September 9th at around 9:15am. I was 1/2 way across when a large truck stopped for me and immediately laid on his horn because he saw a car speeding around the side of him and about to enter the crosswalk at a quick clip. Luckily the sound of the horn stopped me and the car or I would've for sure been killed.

The traffic exiting 116 is really moving fast when they hit that crosswalk.

In the middle of winter, the employees from Pacific Market, Sebastopol Hardware and Redwood Credit Union cross that intersection at the close of business, in the dark, to their cars parked on Zimpher Drive and Covert Lane. Cars are totally unaware of the pedestrians entering the crosswalk.

You really take your chances crossing Covert Lane day or night

We really need flashers!! This crosswalk is a lawsuit waiting to happen. I really hope it doesn't come to that.

Thank you for your time and consideration regarding this very dangerous situation.

Eileen Zimpher Keyser
707 322 1755



SEBASTOPOL POLICE DEPARTMENT

6850 Laguna Park Way, Sebastopol, CA 95472

Telephone: (707) 829-4400 / Fax: (707) 829-0967 / City Hall: (707) 823-1153

*Ronald Nelson
Chief of Police*

September 4, 2024

Mr. Don Schwartz, City Manager
City of Sebastopol
7120 Bodega Avenue
Sebastopol, CA 95472

Dear Don,

On behalf of the City of Sebastopol Police Department, I would like to express our strong support for the City of Sebastopol's application to the Highway Safety Improvement Program (HSIP) for pedestrian crossing enhancements at the Covert Lane/Zimpher Drive intersection.

This crossing provides an important pedestrian connection to the shopping centers to the north, Brook Haven School, several churches, and other destinations in the area. Our staff observed safety issues at this location such as vehicles failing to yield to pedestrians, pedestrians crossing the streets while not utilizing crosswalks thus creating a hazard for themselves and motorists, a vehicle accident that involved a pedestrian being struck, and vehicles exceeding the posted speed limit.

As currently designed, the pavement markings at the intersection are confusing for pedestrians, bicyclists, and drivers. The proposed addition of Rectangular Rapid Flashing Beacons (RRFBs), curb extensions, ADA-compliant ramps, and striping improvements will improve the visibility of pedestrians crossing at this location and make this crossing easier to navigate.

We strongly urge Caltrans to provide funding for the proposed Covert Lane/Zimpher Drive improvements to benefit transit riders and the larger Sebastopol community.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ron Nelson', with a long horizontal flourish extending to the right.

Ron Nelson
Chief of Police



Mr. Don Schwartz, City Manager
City of Sebastopol
7120 Bodega Avenue
Sebastopol, CA 95472

Dear Mr. Schwartz,

On behalf of Brook Haven School, I would like to express our strong support for the City of Sebastopol's application to the Highway Safety Improvement Program (HSIP) for pedestrian crossing enhancements at the Covert Lane/Zimpher Drive intersection.

This crossing which is located approximately 1,000 feet north of the school, provides an important pedestrian connection for our students walking between the school and residential areas to the north, as well as the local shopping center. We have worked with Safe Routes to School for years actively teaching and encouraging students who live within safe boundaries to walk or bike to school. Just last year we experienced two student pedestrians hit by cars on their way to school. This is something we hadn't experienced in prior years and it definitely highlighted the need for increased measures to ensure student safety.

We understand that the grant would fund the addition of RRFB flashers as well as, curb extensions, ADA-compliant ramps, and striping improvements which will improve the visibility of pedestrians crossing at this location and make this crossing easier to navigate.

We strongly urge Caltrans to provide funding for the proposed Covert Lane/Zimpher Drive improvements to benefit transit riders and the larger Sebastopol community.

Sincerely,

A handwritten signature in blue ink that reads "Sara Gramm".

Sara Gramm
Superintendent & Principal

District Office

7611 Huntley Street
Sebastopol, CA 95472

(707) 829-4570 office
(707) 829-7427 fax

www.sebastopolschools.org
"Elevating Excellence for All"

Park Side Elementary School

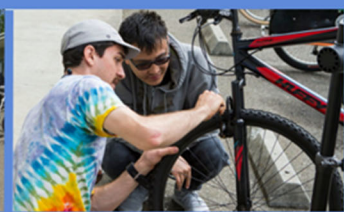
Molly Bulwa, Principal
7450 Bodega Avenue
Sebastopol, CA 95472
(707) 829-7400

Brook Haven Middle School

Sara Gramm, Superintendent/Principal
7905 Valentine Avenue
Sebastopol, CA 95472
(707) 829-4590

CASTLE Preschool & Child Care

Ashley VanBezooyen, Director
7601 Huntley Street
Sebastopol, CA 95472
(707) 829-4577



SONOMA COUNTY BICYCLE COALITION

August 30, 2024

BOARD OF DIRECTORS

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Mr. Don Schwartz, City Manager

City of Sebastopol

7120 Bodega Avenue

Sebastopol, CA 95472

Dear Mr. Schwartz:

On behalf of the Sonoma County Bicycle Coalition's Safe Routes to School Program, I am pleased to support the City of Sebastopol in seeking funds through the Highway Safety Improvement Program for safety improvements to the intersection of Covert Lane/Zimpher Road, just north of Brook Haven School in Sebastopol.

Sebastopol is applying for funds from the Highway Safety Improvement Program (HSIP) to design and construct pedestrian crossing improvements at the intersection of Covert Lane/Zimpher Drive, which provides an important pedestrian connection to the shopping centers to the north, Brook Haven School, several churches, and other destinations in the area. The project would include addition of an RRFB as well as restriping of the approaches on Covert Lane to eliminate the westbound left turn lane and channelize vehicle traffic as it passes through the intersection. Other elements of the project include curb extensions on the north and south side of the crosswalk and enhancing the existing pedestrian refuge island to better protect pedestrians.

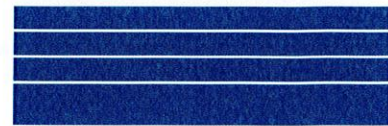
This project will enhance traffic safety and health for students and other community members. Brook Haven Middle School has been an ongoing and engaged participant in the Sonoma County Safe Routes to School program since 2008, both educating and encouraging students to utilize active transportation to/from school. Creating environments that encourage increased use of human-powered transportation contributes to calmer driver behavior, physical activity, better air quality, and reduced greenhouse gas emissions – desired outcomes that also align with the Sonoma Climate Mobilization Strategy, and the broader California Air Resources Board AB 32 2022 Scoping Plan, California Department of Transportation Climate Action Plan for Transportation Infrastructure (CAPTI), and Plan Bay Area 2050+.

The Sonoma County Safe Routes to School Program enthusiastically supports the City of Sebastopol's efforts to improve safety, active transportation mobility, and healthy environments for their residents. We hope Caltrans will award HSIP funds to support the City's safety efforts and look forward to continuing to promote active transportation for students in Sebastopol.

Sincerely,

Christina Panza

Director, Safe Routes to School Program



September 4, 2024

Mr. Don Schwartz, City Manager
City of Sebastopol
7120 Bodega Avenue
Sebastopol, CA 95472

Dear Mr. Schwartz,

On behalf of Sonoma County Transit, please accept our strong support for the City of Sebastopol's application to the Highway Safety Improvement Program for pedestrian crossing enhancements at the Covert Lane/Zimpher Drive intersection.

This crossing is very important for residents walking to and from Sonoma County Transit's bus stops located on Highway 116 approximately 800 feet north of the crossing. These bus stops serve intercity route 20, which provides service between Santa Rosa, Sebastopol, and the Lower Russian River area. These bus stops also serve the local route 24 Sebastopol shuttle, which provides service throughout the City of Sebastopol. The crossing is also important for improving access and safety for numerous other nearby destinations, including two shopping centers, Brook Haven Middle School, Ragle Ranch Regional Park, and several churches.

As currently designed, the pavement markings at the intersection are confusing for pedestrians, bicyclists, and drivers. The proposed addition of Rectangular Rapid Flashing Beacons (RRFBs), curb extensions, ADA-compliant ramps, and striping improvements will improve the visibility of the crossing at this location and make it easier to navigate.

Sonoma County Transit appreciates the City of Sebastopol's efforts to provide safer and more comfortable access to and from its bus stops in Sebastopol. We strongly urge Caltrans to provide funding for the proposed Covert Lane/Zimpher Drive improvements for the benefit of transit users and the larger Sebastopol community.

Sincerely,

Steven Schmitz
Senior Transit Specialist

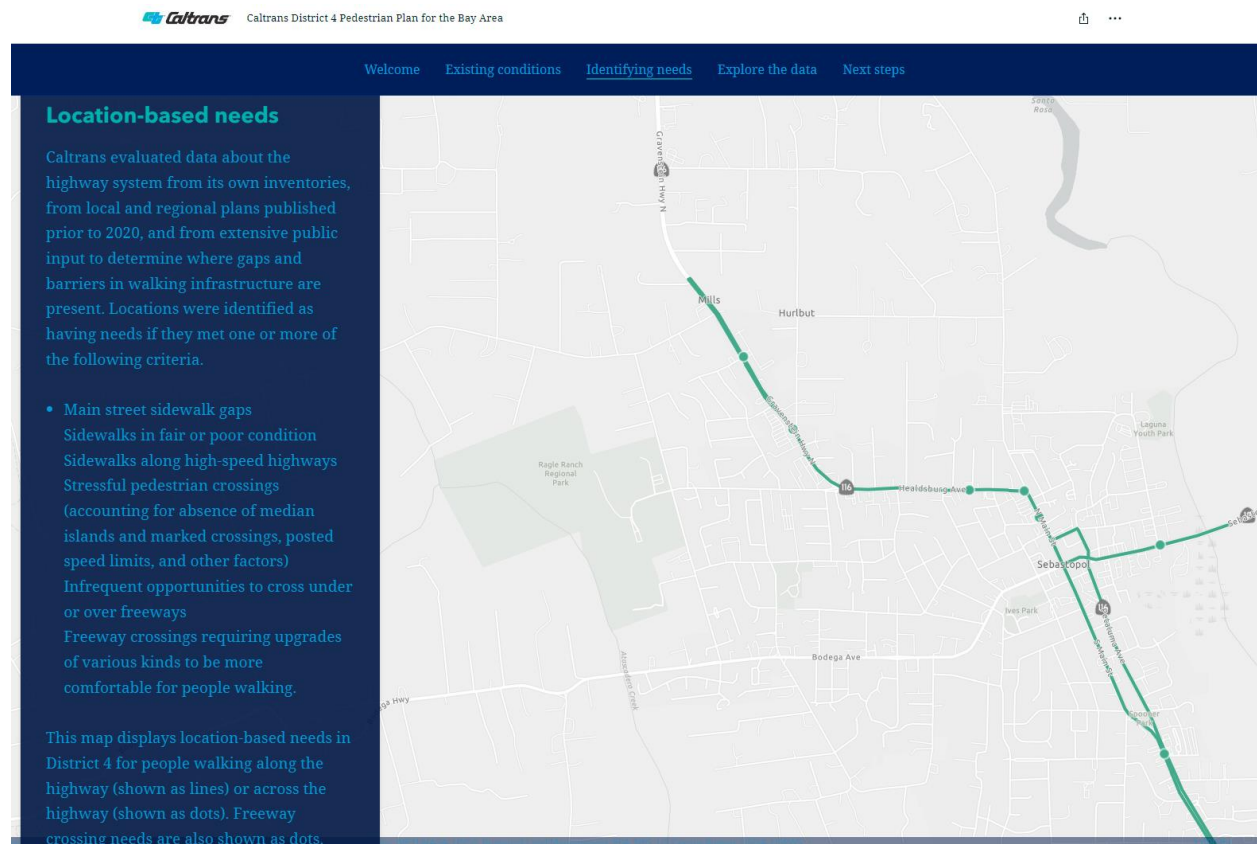
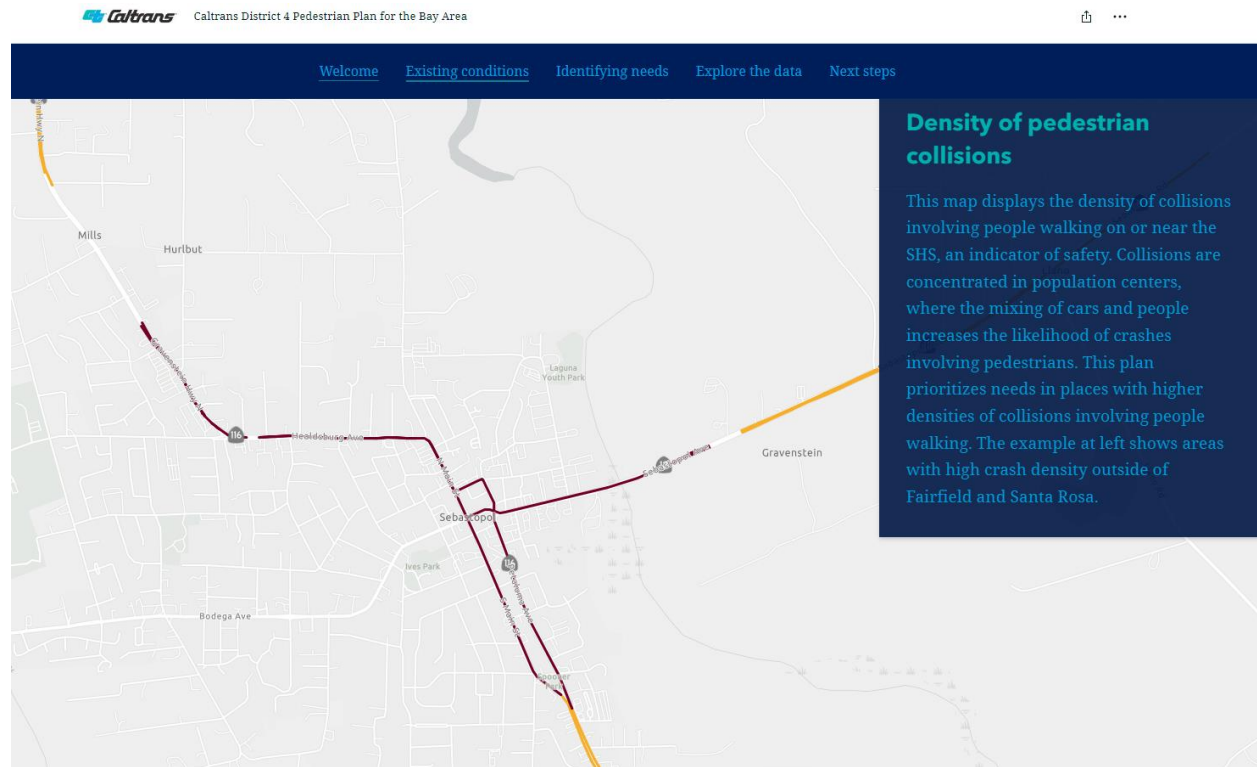
Cc: Bryan Albee, Transit Systems Manager

NS23PB, Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)

For HSIP Cycle 12 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the new crossing (influence area) with enhanced safety features. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).		
General information			
Where to use:			
Non-signalized intersections where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with turn pockets. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases, flashing beacons, curb extensions, advanced "stop" or "yield" markings, and other safety features should be added to complement the standard crossing elements.			
Why it works:			
Adding pedestrian crossings that include enhanced safety features has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The enhanced safety elements help delineate a portion of the roadway that is designated for pedestrian crossing. Incorporating advanced "yield" markings provide an extra safety buffer and can be effective in reducing the 'multiple-threat' danger to pedestrians. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.			
General Qualities (Time, Cost and Effectiveness):			
Costs associated with this strategy will vary widely, depending upon the types of enhanced features that will be combined with the standard crossing improvements. The need for new curb ramps and sidewalk modifications will also be a factor. This CM may be effectively and efficiently implemented using a systematic approach with more than one location and can have relatively high B/C ratios based on past non-motorized crash history.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian and Bicycle	CRF: 37%

Source: *Local Road Safety Manual*, Version 1.7, Caltrans, April 2024.

Caltrans District 4 Pedestrian Plan for the Bay Area (arcgis.com)



Prioritization

Locations with needs on the SHS were evaluated and prioritized according to how they align with the goals of *Toward an Active California*. This helps assess which needs might be best suited to move into project development over time. This involved three steps:

Step 1: The SHS was broken into smaller segments that are more in scale with highway segments Caltrans might use to develop its improvement projects.

Step 2: Each segment was assigned a score based on its context, using measures like those in the *District 4 Today* section of the Summary Report. Measures were grouped according to the goals of *Toward an Active California* and weighted to reflect local active transportation vision and input. Freeway crossings, which aren't included in those segments, are also scored.

Step 3: Scored segments (and freeway crossings) were ranked and sorted into tiers; Tier 1 represents the highest intensity of need.

