

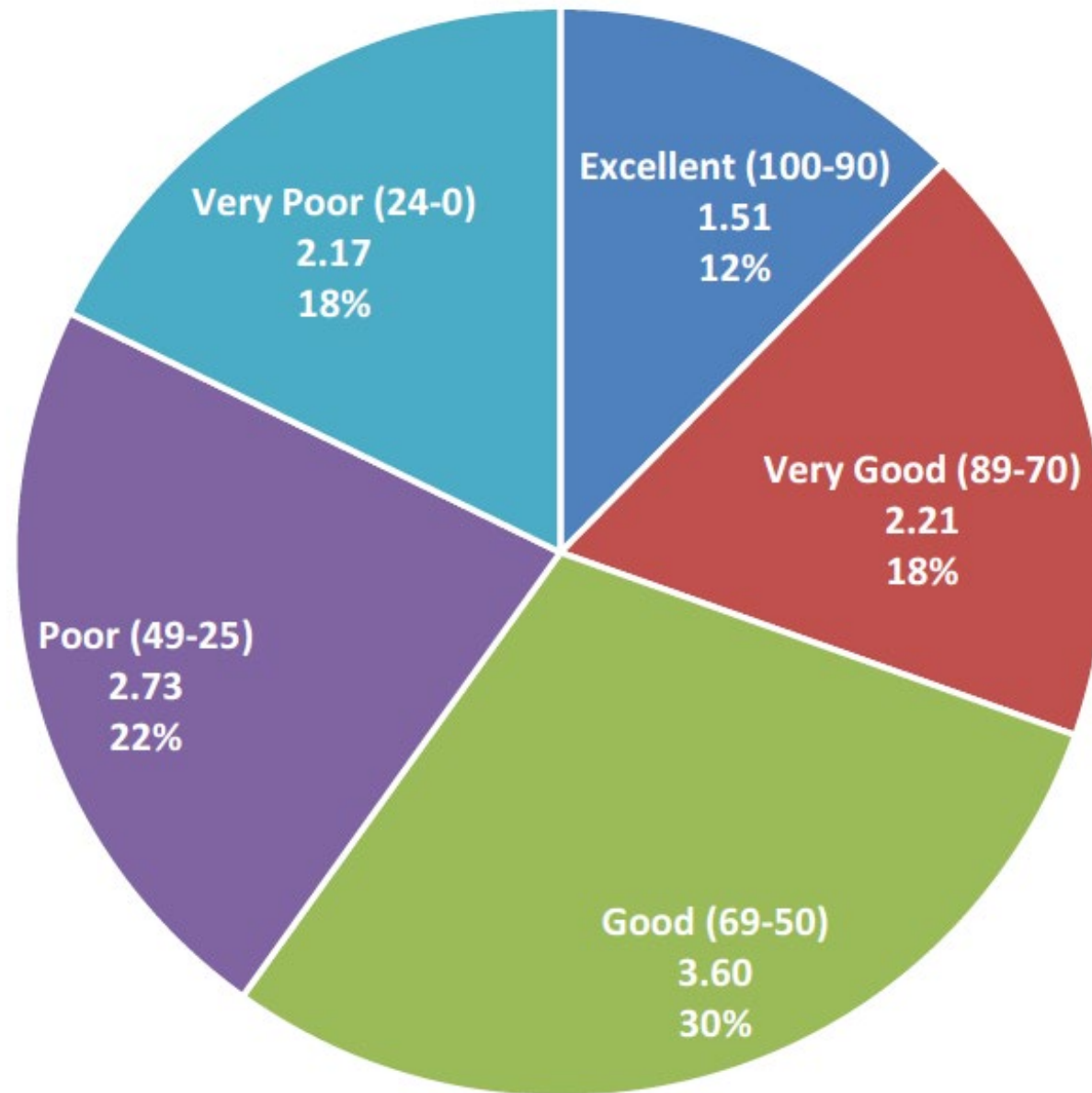
HINEBAUGH CREEK PATHWAY IMPROVEMENTS

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BACKGROUND

- APRIL 2018 FUGRO ROADWARE, INC. PREPARED AN OFF-STREET BIKE PATH REPORT FOR THE CITY
- 43 PATHWAY SECTIONS WERE IDENTIFIED THROUGHOUT THE CITY
- 29 PATHWAY SECTIONS WERE IDENTIFIED FOR REPLACEMENT DUE TO LOW PAVEMENT CONDITION INDEX (PCI)

Centerline Miles of Bike Paths by Pavement Condition



PATHWAY SELECTION

- PATHWAYS ARE SELECTED FOR IMPROVEMENT BASED ON PCI, LOCATION, AND CONNECTIVITY.
- PCI: LOW PCI PATHWAYS CAN BE DIFFICULT TO TRAVERSE AND DETER USAGE.
- LOCATION: PATHWAYS ADJACENT TO SCHOOLS OR NEIGHBORHOODS HAVE VERY HIGH POTENTIAL FOR USAGE.
- CONNECTIVITY: PATHWAYS THAT CONNECT PEOPLE TO PLACES HAVE A HIGH POTENTIAL FOR USAGE.
- USAGE IS THE PURPOSE OF REPLACING PATHWAYS.

Project Scope

- 3 SECTIONS OF PATHWAY ALONG HINEBAUGH CREEK:
 - DONNA COURT TO COUNTRY CLUB DRIVE
 - SAN MATEO COURT TO SNYDER LANE
 - SNYDER LANE TO K-SECTION
- SECTIONS WILL BE 6 INCHES OF REINFORCED PORTLAND CEMENT CONCRETE OVER 6 INCHES OF AGGREGATE BASE.

COUNTRY CLUB DRIVE

SNYDER LANE

PATHWAY TO BE REPLACED

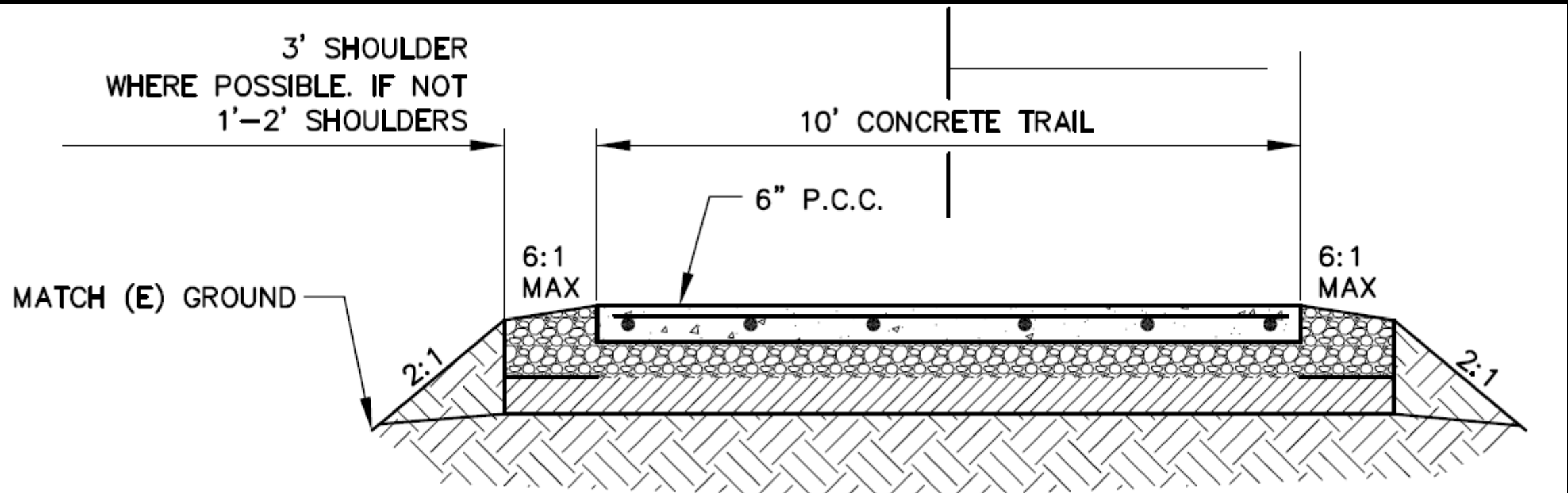
NEW ENHANCED CROSSWALK

ROHNERT PARK EXPRESSWAY



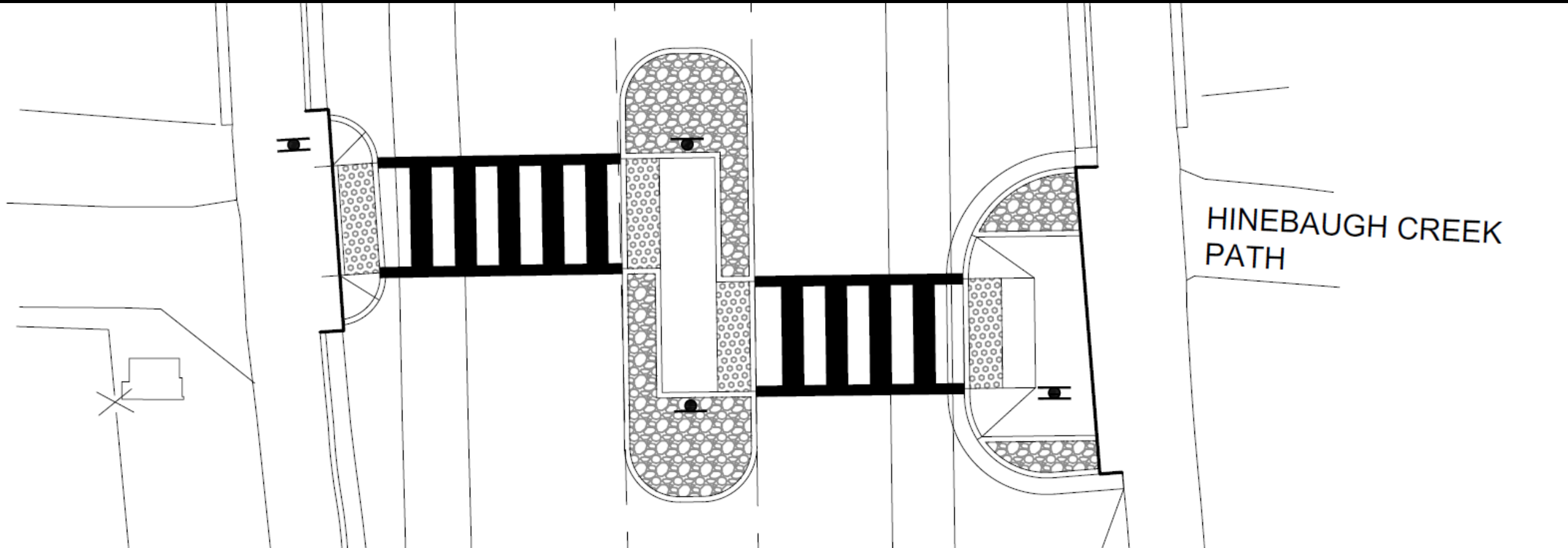
PATHWAY SECTION

- CALTRANS RECOMMENDED PATHWAY WIDTH IS A 10 FOOT TRAVELED WAY WITH 3 FOOT SHOULDERS AND A 10 FOOT VERTICAL CLEARANCE.
- CALTRANS MINIMUM PATHWAY WIDTH IS AN 8 FOOT TRAVELED WAY WITH 2 FOOT SHOULDERS AND AN 8 FOOT VERTICAL CLEARANCE.



PROPOSED IMPROVEMENTS

- 1 NEW ENHANCED CROSSWALK AT SNYDER LANE AND HINEBAUGH CREEK.



ENHANCED CROSSWALK

- SAFETY IS THE PRIORITY
- CROSSWALK SAFETY ENHANCEMENTS:
 - CURB EXTENSIONS (BULB OUTS)
 - MEDIAN PEDESTRIAN REFUGE
 - RECTANGULAR RAPID FLASHING BEACONS (RRFBs)
 - ADVANCED “YIELD HERE TO” PEDESTRIANS STRIPING & SIGNAGE
 - HIGH VISIBILITY CROSSWALK MARKINGS

TREE REMOVAL

- HINEBAUGH CREEK'S PATHWAYS WERE ORIGINALLY DESIGNED IN JULY 1980 AS 8-FOOT-WIDE ASPHALT CEMENT PATHWAYS WITH 18 INCH SHOULDERS AND TREES ON BOTH SIDES.
- THE TREES HAVE GROWN IN THE LAST 44 YEARS AND CAUSED PATHWAY DETERIORATION.
- TO COMPLY WITH CALTRANS' RECOMMENDED PATHWAY WIDTH 150 TREES WOULD NEED TO BE REMOVED.
- TO COMPLY WITH CALTRANS' MINIMUM PATHWAY WIDTH 38 TREES WOULD NEED TO BE REMOVED.

TREE REMOVAL SUMMARY

- REASONS FOR REMOVAL ARE:
 - Pathway Width
 - Maintenance Issue or Potential Hazard
 - Roots / High Likelihood of Damage to Tree
- 38 TREES IDENTIFIED TO BE REMOVED
 - LIQUIDAMBAR STYRACIFLAU - 23 TREES, NON-NATIVE
 - SALIX SPP. - 3 TREES, NON-NATIVE
 - PINUS SP. - 1 TREE, NATIVE
 - SEQUOIA SEMPERVIRENS - 2 TREES, NATIVE
 - CINNAMONUM CAMPHORA - 1 TREE, NON-NATIVE
 - ACER SACCHARINUM - 4 TREES, NON-NATIVE
 - DEAD WALNUT - 1 TREE, DEAD
 - EUCALYPTUS NICHOLII - 3 TREES, NON-NATIVE
 - 3 NATIVE TREES TOTAL

QUESTIONS?

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