



# COUNTY OF SONOMA

575 ADMINISTRATION  
DRIVE, ROOM 102A  
SANTA ROSA, CA 95403

## SUMMARY REPORT

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**Agenda Date:** 2/11/2025

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**To:** Board of Supervisors

**Department or Agency Name(s):** Sonoma County Board of Supervisors

**Staff Name and Phone Number:** Johannes J. Hoevertsz, 707-565-2550

**Vote Requirement:** Majority

**Supervisorial District(s):** Third

**Title:**

Parking Restrictions on a Portion of West Robles Avenue - First Read

**Recommended Action:**

Adopt a Resolution introducing, reading the title of, and waiving further reading of an ordinance amending Ordinance No. 2300 to establish a No Parking zone on the north side of West Robles Avenue between Moorland Avenue and the Sonoma Marin Area Transit (SMART) railroad tracks (Post-Mile Designation, PM 10.11 to PM 10.27).

**Executive Summary:**

The Department of Public Infrastructure recommends establishing a no parking zone on West Robles Avenue between Moorland Avenue and the Sonoma Marin Area Transit (SMART) railroad tracks.

The proposed parking prohibition on West Robles Avenue between Moorland Avenue and the Sonoma Marin Area Transit (SMART) railroad tracks in unincorporated Santa Rosa is designed to enhance safety and visibility for all road users, including motorists, pedestrians, and bicyclists. The prohibition addresses safety concerns while supporting necessary improvements for compliance with quiet zone requirements near the railroad crossing.

**Discussion:**

West Robles Avenue between Moorland Avenue and the SMART railroad tracks has a narrow roadway width that limits coexistence of parked vehicles, moving traffic, pedestrians and bicyclists. Parked vehicles effectively reduce the usable roadway width, creating pinch points that increase the likelihood of vehicle conflicts and unsafe passing maneuvers.

Visibility along West Robles Avenue at the entrance to Andy's Unity Park may be affected by parked vehicles, roadside features, and existing sight lines. These conditions can influence drivers' ability to observe other roadway users, including vehicles, pedestrians, and bicyclists, when entering or exiting the park. Given the park's usage patterns, particularly during peak hours, evaluating potential measures to enhance sight distance may support overall traffic safety in the area.

The nearby SMART railroad crossing is part of a designated quiet zone, which requires supplemental safety measures to ensure compliance with federal regulations. Parked vehicles near the crossing can obstruct

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visibility of warning signs, signals, and approaching trains, reducing the effectiveness of quiet zone measures. Any visibility or safety issues at the railroad crossing could compromise the integrity of the quiet zone and lead to increased risk for road users.

The current annual cost of maintenance for the no parking signage and markers is estimated at \$1,500.

**Strategic Plan:**

This item directly supports the County’s Five-year Strategic Plan and is aligned with the following pillar, goal, and objective.

**Pillar:** Healthy and Safe Communities

**Goal:** Goal 5: Continue to invest in public safety so that residents and visitors feel safe in our community.

**Objective:** Objective 3: Invest \$5 million by 2024 on new pedestrian and bicycle facilities, and adopt maintenance guidelines on roads to consider bicyclists and pedestrians.

**Racial Equity:**

**Was this item identified as an opportunity to apply the Racial Equity Toolkit?**

No

**Prior Board Actions:**

None.

**FISCAL SUMMARY**

<b>Expenditures</b>	<b>FY24-25 Adopted</b>	<b>FY25-26 Projected</b>	<b>FY26-27 Projected</b>
Budgeted Expenses	\$1,500	\$1,500	\$1,500
Additional Appropriation Requested			
<b>Total Expenditures</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$1,500</b>
<b>Funding Sources</b>			
General Fund/WA GF			
State/Federal			
Fees/Other	\$1,500	\$1,500	\$1,500
Use of Fund Balance			
General Fund Contingencies			
<b>Total Sources</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$1,500</b>

**Narrative Explanation of Fiscal Impacts:**

Expenses associated with maintaining the signage and traffic markings is estimated to be \$1,500 per year and will be included in future Road Maintenance Recommended budgets (11051-34010102). Road maintenance

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utilizes multiple sources of funding for ongoing maintenance including State highway Users Tax (HUTA), Senate Bill 1 Road Maintenance and Rehabilitation Program (SB1), contributions for Sonoma County's General Fund, and allocations from Measure M.

**Narrative Explanation of Staffing Impacts (If Required):**

None.

**Attachments:**

Resolution

Ordinance

Location Map

**Related Items "On File" with the Clerk of the Board:**

None.