



## Memorandum

**Date:** February 12, 2026

**Project:** SOX934-1

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Sonoma County Public Infrastructure

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**Subject:** Geyserville Streetscape Improvement Plan – Existing Conditions

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This memorandum serves to summarize the existing transportation conditions and facilities and previous planning efforts that will inform the development of potential design alternatives for Geyserville Avenue and SR-128 within the community of Geyserville moving forward. Existing background and planning documentation relative to transportation conditions in the study area have been reviewed and data from various sources compiled, including traffic counts, parking occupancy data, vehicle travel speeds, roadway cross section measurements, lighting conditions, and field observations. In addition, the collision histories for each corridor were reviewed in detail and collision rate calculations prepared.

### Study Area

The study area consists of Geyserville Avenue (SR-128) between Geyser Ridge on the north and Walden Street on the south and SR-128 between Geyserville Avenue on the west and the Northwestern Pacific rail right-of-way on the east. It is noted that while the roadways are aligned on a skewed orientation from true north-south or east-west, for the purposes of this study orientation was based on US 101 which runs north-south; therefore, Geyserville Avenue was considered to run north-south and SR-128 east-west. Within the study area, the County of Sonoma has jurisdiction over Geyserville Avenue between the intersection with SR-128 and Walden Avenue. Caltrans has jurisdiction over SR-128, which includes the northerly study segment of Geyserville Avenue. The study roadway segments are summarized below and are shown in Figure 1.

1. Geyserville Avenue (SR 128) between Geyser Ridge and Walden Street
2. SR 128 between Geyserville Avenue and Northwestern Pacific rail right-of-way

The land uses on Geyserville Avenue and SR-128 are primarily residential with other uses located in pockets throughout the study area. Geyserville Elementary School fronts the west side of Geyserville Avenue at the north end of the study segment. A tractor store and Church are located on the east side near the intersection of Geyserville Avenue/Renz Road. The Old School House Plaza at the intersection of Geyserville Avenue/School House Lane includes commercial uses, law offices, and the US Post Office. Most of the non-residential uses are located in the “Downtown Core” surrounding the intersection of Geyserville Avenue/SR-128 including restaurants, tasting rooms, retail stores, and the Northern Sonoma County Fire Station.

The existing uses within the study area are consistent with the *County of Sonoma General Plan, 2020*, which effectively designates the core as a multi-use district with the remainder of the study area primarily as a low-density residential district apart from a few parcels. The study area is mostly built out, though further development on empty lots or modifications to the school would likely have the greatest impact on future traffic volumes and circulation patterns.

## Roadway Characteristics and Observations

### Geyserville Avenue

Geyserville Avenue is a major collector managed by the County of Sonoma. A segment of the road beginning in the community of Geyserville composes part of SR-128, a minor arterial administered by Caltrans. In its entirety, Geyserville Avenue spans approximately 7.6 miles between Zanzi Lane and Lytton Springs Road, with the study segment between Geyser Ridge and Walden Street being approximately 0.7 miles in length. The roadway cross-section width varies block-to-block with the narrowest section near Geyser Ridge. The public right-of-way width is approximately 53 feet, though it varies along the study segment. A typical cross section for the segment of Geyserville Avenue between Woods Lane and SR-128 is illustrated in Plate 1.

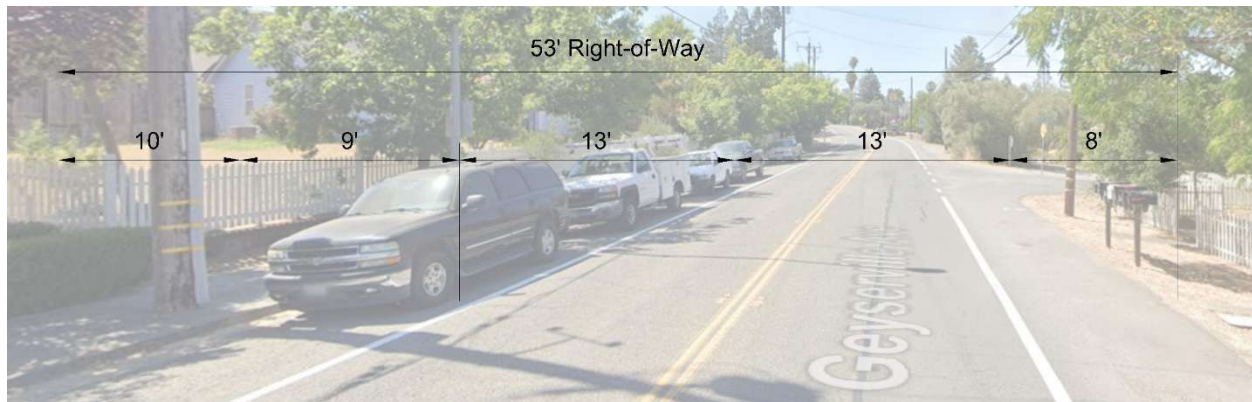


**Plate 1** Geyserville Avenue between Woods Lane and SR-128, Looking North

The roadway is comprised of two travel lanes that measure between 11 and 13 feet and on-street parallel parking intermittently on both sides. Stop and school zone pavement markings are present near Geyserville Elementary School. North of Woods Lane, the right-of-way is narrower than 53 feet as the east shoulder varies in width. An intermittent sidewalk is provided on the west side from the fire station to the north end of the study area with frequent driveways providing for vehicular access to commercial and residential uses abutting the roadway. Discontinuous sidewalks are provided on the east side between the intersection of Geyserville Avenue SR-128 and the Geyserville Park & Ride. Pedestrians walk on the roadway shoulder, both paved and unpaved, elsewhere. Notable differences in the cross section include in front of the Old School House Plaza, where the west shoulder is widened and the curb is painted red to accommodate Sonoma County Transit (SCT) buses at the transit stop.

Based on traffic count data collected on Tuesday, November 30, 2021, at the intersection of Geyserville Avenue/SR 128 while school was in session, 343 vehicles entered the intersection during the a.m. peak hour and 397 vehicles entered during the p.m. peak. Count data from Caltrans collected in 2023 shows an average daily traffic (ADT) volume of 3,450 vehicles per day on Geyserville Avenue. The peak hour and ADT volumes are shown in Figure 2.

Geyserville Avenue has multiple posted speed limits within the study area. The posted speed limit is 25 miles per hour (mph) between Hamilton Lane and the Geyserville Park & Ride, 30 mph between the Geyserville Park & Ride and Renz Place, and 35 mph between Renz Place and beyond the study area; however, between Woods Lane and Geyser Ridge there is a 25-mph school zone for Geyserville Elementary School.

Speed data for Geyserville Avenue was collected on Friday, March 21, 2025 specifically for this study effort sufficiently north and south of the all-way stop-controlled intersection with SR-128 to obtain accurate data. The data indicates an 85<sup>th</sup> percentile speed of 32 mph northbound and 27 mph southbound to the south of the intersection. To the north, between Geyser Ridge and SR 128, the 85<sup>th</sup> percentile speed was 25 mph northbound and 26 mph southbound. The posted speed limits and 85<sup>th</sup> percentile speeds are summarized in Figure 3.

Site observations for the Geyserville Avenue-SR 128 corridor were conducted on Wednesday, March 12, 2025. A summary of the observations is provided below.

- Parking was observed to be generally occupied near the intersection of Geyserville Avenue/SR 128. There were no instances of illegal parking during the field review.
- Pedestrians were generally concentrated in the Downtown Core due to the presence of restaurants and commercial uses. Several pedestrians crossed in the existing crosswalks where available, however, many crossed the street outside marked crosswalks depending on the locations of their parking spaces and destinations.

## SR-128A

SR-128 is an east-west arterial that spans approximately 120 miles between SR-1 on the west and I-505 on the east. Within the approximately 0.1-mile study segment between Geyserville Avenue and the Northern Pacific railroad, the right-of-way and curb-to-curb widths measure 70 feet and 52 feet respectively. A typical cross section for the study segment of SR-128 is illustrated in Plate 2.



**Plate 2** SR-128 between Geyserville Avenue and Rammel Road, Looking East

The roadway is comprised of two travel lanes separated by a double yellow centerline. Parking is allowed on both sides of the street. STOP AHEAD and RAILROAD CROSSING pavement legends are provided. Continuous sidewalk facilities are available on the south side of the street. Approximately 130 feet of sidewalk exists on the north side between the intersection with Geyserville Avenue and the residence at 43 SR-128, part of which has no curb and is instead level with the street.

The most recent count data provided by Caltrans from 2023 shows an ADT of approximately 3,250 on the study segment of SR-128. The counts are shown in Figure 2. SR-128 has a posted speed limit of 30 mph; data collected on March 21, 2025 near Rammel Road indicates an 85<sup>th</sup> percentile speed of 23 mph westbound and 20 mph eastbound. This information is summarized in Figure 3.

Findings from the field observations conducted on Wednesday, March 12, 2025, are summarized below.

- Most vehicles tend to slow when crossing the railroad tracks in either direction. Vehicles that fail to slow experience jolts similar to that experienced when crossing speed bumps/cushions. This leads to a lower prevailing speed on this segment than would otherwise be expected. Vehicles turning onto SR-128 to travel east maintain a low speed in anticipation of the railroad crossing.
- The parking supply on SR-128 had a higher utilization than Geyserville Avenue.

## Existing Pedestrian Facilities

Typical pedestrian facilities within a streetscape include sidewalks, pathways, crosswalks, pedestrian signal phases, pedestrian-activated flashing beacons, curb ramps, curb extensions, and various street space amenities

such as lighting, benches, etc. In general, pedestrian facilities are intermittent within the study area and walking surfaces are a combination of various treatments.

### **Geyserville Avenue**

Intermittent sidewalk coverage is provided on the west side from the fire station to the north end of the study area. Several locations consist of a tiered sidewalk with two levels which limits the available walking space and creates access obstacles. Discontinuous sidewalks are provided on the east side with limited coverage between the intersection of Geyserville Avenue/SR-128 and the Geyserville Park & Ride. Pedestrians walk on the roadway shoulder, both paved and unpaved, elsewhere. Limited overhead streetlighting is provided on utility poles; there is no pedestrian-scale lighting. Marked crosswalks are available at the following locations.

- There are basic crosswalks on the north and east legs of the all-way stop-controlled intersection of Geyserville Avenue/SR-128.
- There is a yellow ladder-style crosswalk near Geyserville Elementary School.

Pedestrian count data collected on September 30, 2021, indicates that two pedestrians crossed Geyserville Avenue at its intersection with SR-128 during the morning peak hour and 23 pedestrians crossed during the evening peak hour. It is noted that one pedestrian in the morning peak hour and nine in the evening peak hour crossed on the south leg where there is no marked crosswalk.

### **SR-128**

Sidewalks are present along the south side of SR-128. The north side has approximately 130 feet of sidewalk from the intersection with Geyserville Avenue to the residence at 43 SR-128. There is a single crosswalk across SR-128 at the intersection with Geyserville Avenue. According to pedestrian counts collected on September 30, 2021, two pedestrians used this crosswalk during the morning peak hour (7:45-8:45 a.m.) and six pedestrians crossed during the evening peak hour (5:00-6:00 p.m.). Overhead streetlighting is limited on SR-128 and consists of luminaires on utility poles at irregular spacing.

### **Existing Bicycle Facilities**

The *Highway Design Manual*, Caltrans, 2020, classifies bikeways into four categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway. A Bicycle Boulevard is a variation of a Class III facility.
- **Class IV Bikeway** – also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a physical separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

There are currently no dedicated bicycle facilities in the study area so cyclists must ride on the roadway shoulders or in the travel lanes, though there is no signage or markings indicating that motorists should share the travel lanes with cyclists.

### **Existing Transit Facilities**

Sonoma County Transit (SCT) provides fixed-route bus service in the study area and has stops on Geyserville Avenue-SR 128 at Geyser Ridge, School House Lane, the Geyserville Park & Ride, and Walden Street served by Route 60. SCT Route 60 provides regional service within Sonoma County between the Cities of Cloverdale and

Santa Rosa. It should be noted that transit services can change over time, though this information is accurate as of November 25, 2025.

Existing pedestrian and transit facilities are shown graphically in Figure 4. Note that there are no existing bicycle facilities, so the mode is not shown in Figure 4.

## **StreetlightingA**

The Visual software was used to analyze illumination levels in the study area using streetlight information contained in the County's GIS database. Existing luminaires are all LED ranging between 29 and 73 watts, except for two HPS luminaires of 70 and 200 watts. Figure 5 shows the locations, types, and wattages of all existing streetlights in the study area.

A photometric analysis revealed that there are several unlit locations within the study area. The largest is directly east of the Geyserville Avenue/SR-128 intersection, where there is currently a non-operational 200-watt HPS fixture, which would provide sufficient lighting for the area if operational. Additionally, there is a large unlit area near Geyserville Elementary School. Sidewalks along roadway segments with lighting are sufficiently illuminated, with the exception of SR-128 north of Geyserville Avenue, which has poor lighting along much of the sidewalk length on both sides. Lighting at intersections along Geyserville Avenue and at the SR-128/Rommel Road intersection is generally adequate. Figure 6 shows lighting levels within the study area, with blue indicating areas with insufficient lighting.

## **ParkingA**

### **ExistingParkingSupplyA**

The existing legal on-street parking supply in the study area was reviewed and tabulated. There are nine marked diagonal spaces in the study area, four near Fermata Coffee and five in front of the North Sonoma County fire station. The remaining spaces are all unmarked parallel parking spaces. To determine the available supply for the parallel spaces, it was assumed that a single space would occupy 20 to 22 linear feet of travel way, with more room allocated to spaces between two others to account for the additional space needed to maneuver into a parallel parking space. In addition, spaces were counted only where the shoulder is eight feet or wider (paved or unpaved) and in accordance with the "Daylighting" Law which prevents parking within 20 feet of an intersection.

For the purpose of documenting the existing parking supply, the study area was broken into four distinct zones based on physical location within the study area as follows.

1. School Zone – Geyserville Avenue-SR-128 between Geyser Ridge and Woods Lane
2. Residential Zone – Geyserville Avenue-SR-128 between Woods Lane and Minnie Street
3. Downtown Core Zone – Geyserville Avenue-SR-128 between Minnie Street and Walden Lane
4. SR-128 Zone – SR-128 between Geyserville Avenue and the railroad tracks

Under these assumptions, there are a total of approximately 186 available on-street spaces on Geyserville Avenue-SR-128 between Geyser Ridge and Walden Street and 25 spaces on SR-128 between Geyserville Avenue and the railroad tracks. Figure 7 contains a map of the existing on-street parking supply broken down by zone.

### **ParkingOccupancyA**

Parking occupancy counts were collected for each parking zone in half-hour increments between 3:00 p.m. and 8:30 p.m. on Friday, July 11, and Saturday, July 12, 2025. As summarized in Tables 1 and 2, the entire study area had a parking occupancy rate between 18 and 34 percent on Friday and between 25 and 44 percent on Saturday. The SR-128 Zone (4) experienced the highest occupancy rates on both Friday and Saturday with a peak occupancy of 96 percent at 7:00 p.m. on Friday and 100 percent at 6:30 and 7:30 p.m. on Saturday. In general, the parking

spaces closest to the commercial establishments in the Downtown Core Zone (3) were fully occupied between 5:00 and 8:00 p.m. while there were always parking spaces available further away.

| Table 1 Parking Counts and Occupancy Rates During the Friday Peak Period |                |                |                 |                 |                          |                     |                           |
|--------------------------------------------------------------------------|----------------|----------------|-----------------|-----------------|--------------------------|---------------------|---------------------------|
| Time                                                                     | Zone 1<br>(30) | Zone 2<br>(88) | Zone 3<br>(68)  | Zone 4<br>(25)  | Total Parked<br>Vehicles | Available<br>Supply | Parking<br>Occupancy Rate |
| 3:00 PM                                                                  | 1 (3%)         | 6 (7%)         | 23 (34%)        | 11 (44%)        | 41                       | 211                 | 19%                       |
| 3:30 PM                                                                  | 1 (3%)         | 7 (8%)         | 25 (37%)        | 13 (52%)        | 46                       |                     | 22%                       |
| 4:00 PM                                                                  | 1 (3%)         | 6 (7%)         | 19 (28%)        | 12 (48%)        | 38                       |                     | 18%                       |
| 4:30 PM                                                                  | 1 (3%)         | 5 (6%)         | 34 (50%)        | 11 (44%)        | 51                       |                     | 24%                       |
| 5:00 PM                                                                  | 1 (3%)         | 5 (6%)         | 33 (49%)        | 14 (56%)        | 53                       |                     | 25%                       |
| 5:30 PM                                                                  | 1 (3%)         | 5 (6%)         | 34 (50%)        | 19 (76%)        | 59                       |                     | 28%                       |
| 6:00 PM                                                                  | 1 (3%)         | 5 (6%)         | 39 (57%)        | 20 (80%)        | 65                       |                     | 31%                       |
| 6:30 PM                                                                  | <b>2 (7%)</b>  | 7 (8%)         | <b>40 (59%)</b> | 23 (92%)        | <b>72</b>                |                     | <b>34%</b>                |
| 7:00 PM                                                                  | <b>2 (7%)</b>  | <b>8 (9%)</b>  | 38 (56%)        | <b>24 (96%)</b> | <b>72</b>                |                     | <b>34%</b>                |
| 7:30 PM                                                                  | <b>2 (7%)</b>  | 5 (6%)         | 31 (46%)        | 20 (80%)        | 58                       |                     | 27%                       |
| 8:00 PM                                                                  | <b>2 (7%)</b>  | 6 (7%)         | 39 (57%)        | 18 (72%)        | 65                       |                     | 31%                       |
| 8:30 PM                                                                  | <b>2 (7%)</b>  | <b>8 (9%)</b>  | 34 (50%)        | 23 (92%)        | 67                       |                     | 32%                       |
| Average                                                                  | 1.4 (5%)       | 6.1 (7%)       | 32.4 (48%)      | 17.3 (69%)      | 57.25                    | 211                 | 27%                       |

Notes: Peak periods are shown for each zone in **bold**; Zone 3 had 3 motorcycles parked from 3:00 PM to 3:30 PM; one motorcycle parked at 4:00 PM and again at 7:30 pm; and four motorcycles parked from 8:00 PM to 8:30 PM in regular spaces (included in the occupancy counts)

**Table 2 Parking Counts and Occupancy Rates During the Saturday Peak Period**

| Time    | Zone 1<br>(30) | Zone 2<br>(88)  | Zone 3<br>(68)  | Zone 4<br>(25)   | Total Parked<br>Vehicles | Available<br>Supply | Parking<br>Occupancy Rate |
|---------|----------------|-----------------|-----------------|------------------|--------------------------|---------------------|---------------------------|
| 3:00 PM | 3 (10%)        | 8 (9%)          | 39 (57%)        | 22 (88%)         | 72                       | 211                 | 34%                       |
| 3:30 PM | <b>4 (13%)</b> | 7 (8%)          | 38 (56%)        | 24 (96%)         | 73                       |                     | 35%                       |
| 4:00 PM | 2 (7%)         | 7 (8%)          | 30 (44%)        | 19 (76%)         | 58                       |                     | 27%                       |
| 4:30 PM | 2 (7%)         | 6 (7%)          | 28 (41%)        | 16 (64%)         | 52                       |                     | 25%                       |
| 5:00 PM | 2 (7%)         | 8 (9%)          | 31 (46%)        | 17 (68%)         | 58                       |                     | 27%                       |
| 5:30 PM | 3 (10%)        | 11 (13%)        | <b>49 (72%)</b> | 22 (88%)         | 85                       |                     | 40%                       |
| 6:00 PM | 3 (10%)        | 13 (15%)        | 48 (71%)        | 22 (88%)         | 86                       |                     | 41%                       |
| 6:30 PM | 3 (10%)        | 15 (17%)        | 46 (68%)        | <b>25 (100%)</b> | 89                       |                     | 42%                       |
| 7:00 PM | 3 (10%)        | <b>17 (19%)</b> | 48 (71%)        | 24 (96%)         | <b>92</b>                |                     | <b>44%</b>                |
| 7:30 PM | 3 (10%)        | 13 (15%)        | 44 (65%)        | <b>25 (100%)</b> | 85                       |                     | 40%                       |
| 8:00 PM | 3 (10%)        | 11 (13%)        | 41 (60%)        | 21 (84%)         | 76                       |                     | 36%                       |
| 8:30 PM | 3 (10%)        | 9 (10%)         | 36 (53%)        | 15 (60%)         | 63                       |                     | 30%                       |
| Average | 2.8 (9%)       | 10.4 (12%)      | 39.8 (59%)      | 21 (84%)         | 74.1                     | 211                 | 35%                       |

Notes: Peak periods are shown in **bold**; Zone 3 had two motorcycles parked from 3:00 PM to 3:30 PM; one motorcycle parked from 5:30 PM to 6:00 PM; and one motorcycle parked from 8:00 PM to 8:30 PM in regular spaces (included in the occupancy counts); Zone 4 had one vehicle illegally parked in a driveway.

Heat maps for the peak observed parking periods are shown in Figures 8 and 9 for Friday and Saturday, respectively, and this [link](https://map.ndsdata.com/map/Ok9txeHagLN83zIH) (<https://map.ndsdata.com/map/Ok9txeHagLN83zIH>) can be used to access an interactive online tool that shows how parking occupancy varies over the course of the day. Generally, a parking occupancy rate of no more than 85 percent is considered desirable as it represents a level that reflects substantial utilization with some availability without requiring visitors to spend an extended period searching for an open space. Parking occupancies above 85 percent can indicate an inadequate parking supply, while occupancies below 85 percent can represent an underutilization of available parking space and an oversupply of parking.

## Collision History

### 5-Year Total Collisions

The collision histories for the study corridors were reviewed to determine any trends or patterns that may indicate a safety issue for motorists, pedestrians, or cyclists. Segment collision rates were calculated based on records available from the California Highway Patrol (CHP) as published in their Statewide Integrated Traffic Records System (SWITRS) reports as well as information within the Transportation Injury Mapping System (TIMS) database. The five-year period between October 1, 2019, through September 30, 2024, was reviewed.

As presented in Table 3, the calculated collision rates were compared to average collision rates for similar facilities statewide, as indicated in *2023 Collision Data on California State Highways*, California Department of Transportation (Caltrans). These average rates statewide are for roadways in the same environment (urban, suburban, or rural), with the same number of lanes and access restrictions, and similar travel speeds (less than or greater than 45 mph). The study roadways were compared to other two-lane conventional facilities in an urban environment with travel speeds less than 45 mph.

**Table 3 Collision Rates for the Study Roadways**

| <b>Study Roadway</b> | <b>Number of Collisions<br/>(2019–2024)</b> | <b>Calculated Collision Rate<br/>(c/mvm)</b> | <b>Statewide Average Collision Rate<br/>(c/mvm)</b> |
|----------------------|---------------------------------------------|----------------------------------------------|-----------------------------------------------------|
| Geyserville Ave      | 7                                           | 1.57                                         | 1.68                                                |
| SR-128               | 2                                           | <b>3.32</b>                                  | 1.68                                                |

Note: c/mvm = collisions per million vehicle miles; **bold** text = rate exceeds statewide average

During the five-year study period, seven collisions occurred on Geyserville Avenue and two occurred on SR-128 for a total of nine collisions. The collisions were primarily concentrated around the intersection of Geyserville Avenue/SR-128, except for one collision that occurred near Geyserville Avenue/Renz Road and one that occurred near the residence at 80 SR-128. Six of the nine collisions involved parked vehicles or fixed objects, two involved overturned vehicles, and the last involved a sideswipe of another moving vehicle. The individual collision details are summarized in Table 4 and shown in Figure 10. The collision rate calculations for the study segments are attached.

**Table 4 Five Year Individual Collision Details**

| <b>Study Roadway</b><br>Nearest Intersection | <b>Date</b> | <b>Type</b> | <b>PCF</b>                 | <b>Injury (Severity)</b>   |
|----------------------------------------------|-------------|-------------|----------------------------|----------------------------|
| <b>Geyserville Ave</b>                       |             |             |                            |                            |
| SR-128                                       | 10/5/2019   | Hit Object  | Driving Under Influence    | No                         |
| SR-128                                       | 2/4/2020    | Rear End    | Improper Turning           | No                         |
| SR-128                                       | 7/14/2021   | Rear End    | Unsafe Starting or Backing | No                         |
| Renz Rd                                      | 11/20/2021  | Rear End    | Improper Turning           | Yes (Other Visible Injury) |
| SR-128                                       | 2/5/2022    | Hit Object  | Improper Turning           | No                         |
| Hamilton Ln                                  | 6/21/2022   | Other       | Driving Under Influence    | Yes (Other Visible Injury) |
| SR-128                                       | 2/28/2024   | Other       | Improper Turning           | Yes (Other Visible Injury) |
| <b>SR-128</b>                                |             |             |                            |                            |
| Geyserville Ave                              | 8/2/2020    | Sideswipe   | Improper Turning           | No                         |
| Geyserville Ave                              | 7/20/2024   | Sideswipe   | Improper Turning           | Yes (Other Visible Injury) |

Note: PCF = Primary Collision Factor

### **10-Year Pedestrian and Bicyclist Collisions**

In addition to total collisions for the most recent complete five years, crashes that involved a pedestrian or bicyclist were reviewed for a ten-year period. Between October 1, 2014, and September 30, 2024, no collisions involving a pedestrian were reported. One collision involving a cyclist was reported at the intersection of Geyserville Avenue/SR 128 which resulted in minor or visible injury. The collision involved an eleven-year-old cyclist and an emergency vehicle traveling east along Geyserville Avenue. Given that a single bicyclist injury was reported in a ten-year period, the collision data indicates that pedestrians and cyclists are generally navigating the study area safely.

## Planning Context A

The County of Sonoma has previously published and updated multiple area and specific plans, including for unincorporated communities such as the *Penngrrove Area Plan*, County of Sonoma, 2008. However, the County has not created a document focused on the unincorporated community of Geyserville. The countywide planning documents listed below encompass the study area but lack sections focusing on the community of Geyserville.

### ~~2020 Sonoma County General Plan~~ 2020 Circulation and Transportation Element A

The *Sonoma County General Plan 2020 Circulation and Transit Element*, County of Sonoma, 2020, outlines transportation strategies for the County as part of the greater *General Plan*. The document emphasizes countywide goals, such as reducing automobile dependency or enhancing public transit, with specific policies or actions for unincorporated communities being high-level rather than focused. Examples of policies targeting unincorporated communities include the following.

**Objective CT-2.4:** Improve bus headways to 30 minutes or less in the Cities and unincorporated urban areas to support urban centered growth.

**Policy CT-2o:** Add new intercity bus routes to the transit network that are responsive to growth patterns and cost effective. Add other services as needed, including improved headways along bus routes, increased hours of operations, expanded express or commuter service along principle commute corridors during peak periods, and new route extensions to provide bus service to unincorporated communities.

**Policy CT-2q:** Design and operate SCT services to coordinate with City transit services. Design SCT's route network and schedules to serve intercity travelers, while City systems meet internal needs. Facilitate transfers to and from different systems. Assign SCT as the local transit provider in unincorporated urban areas such as the lower Russian River communities.

**Policy CT-2x:** In unincorporated communities, provide for pedestrian, bicycle, and other alternative transportation mode connections among commercial, service, public (such as schools, libraries, etc.), and transit facilities where compatible with community character and consistent with the Vehicle Code.

In addition, the section for the Cloverdale/Northeast County Planning Area includes one policy specifically targeting Geyserville.

**Policy CT-7e:** Consider traffic calming improvements in the unincorporated community of Geyserville.

Bicycle and pedestrian facilities in Geyserville were included in the General Plan 2020 and remained unchanged during preparation of the *2010 Sonoma County Bicycle and Pedestrian Plan*. However, neither speed reduction measures nor the proposed bicycle facilities have been implemented.

### ~~2025 SCTA Countywide Active Transportation Plan~~ A

The *Countywide Active Transportation Plan (ATP)*, SCTA, 2025 sets coordinated goals to improve walking, biking, and other modes of transportation across the County. The Plan presents priority lists and recommends projects to achieve the Plan's goals. The ATP builds on the *2010 Sonoma County Bicycle and Pedestrian Plan* and the *General Plan* and specifies the same traffic calming and bicycle improvements, including Class II bicycle lanes on SR-128 and a Class I SMART Rail Trail following the Northwestern Pacific Rail right-of-way. At the time of writing, neither of these bicycle facilities have been implemented.

The planned ATP improvements in the study are shown in Figure 11.

## **Caltrans Pedestrian Upgrades**

Preliminary design plans received from Caltrans show several pedestrian improvements in the study area, including new curb ramps and high visibility crosswalks on the north and east legs of the Geyserville Avenue/SR-128 intersection, curb ramps and crosswalks on the minor street approaches to Geyserville Avenue at Minnie Street, School House Lane, and Geyser Ridge, and installation of flashing beacons at the existing uncontrolled crossing at the elementary school. Caltrans has not indicated a timeline for construction of these improvements.

CN/rm/SOX934-1.M1

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### **Attachments:**

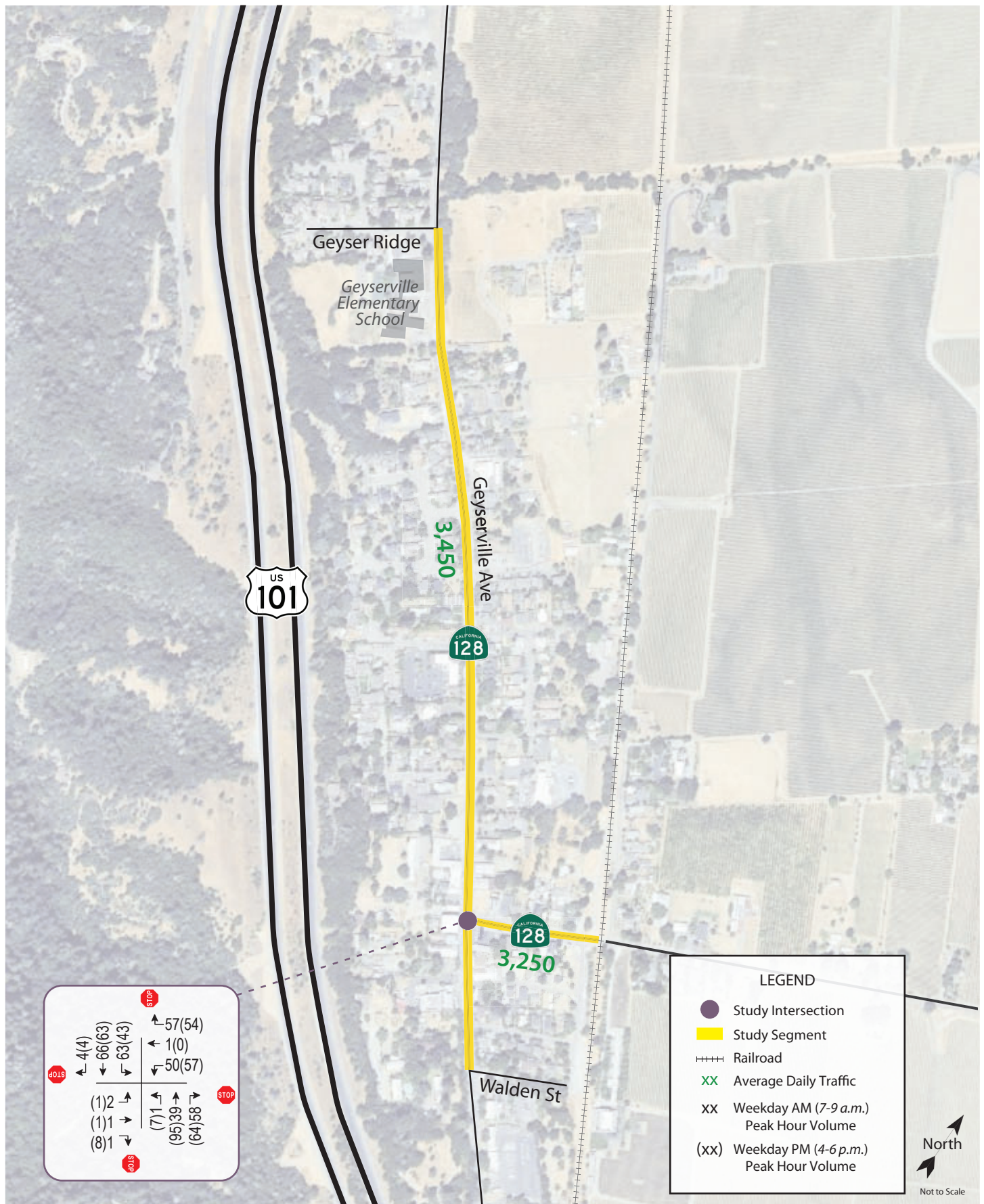
1. Multimodal Intersection Turning Movement Counts
2. Speed Data
3. Parking Occupancy Data
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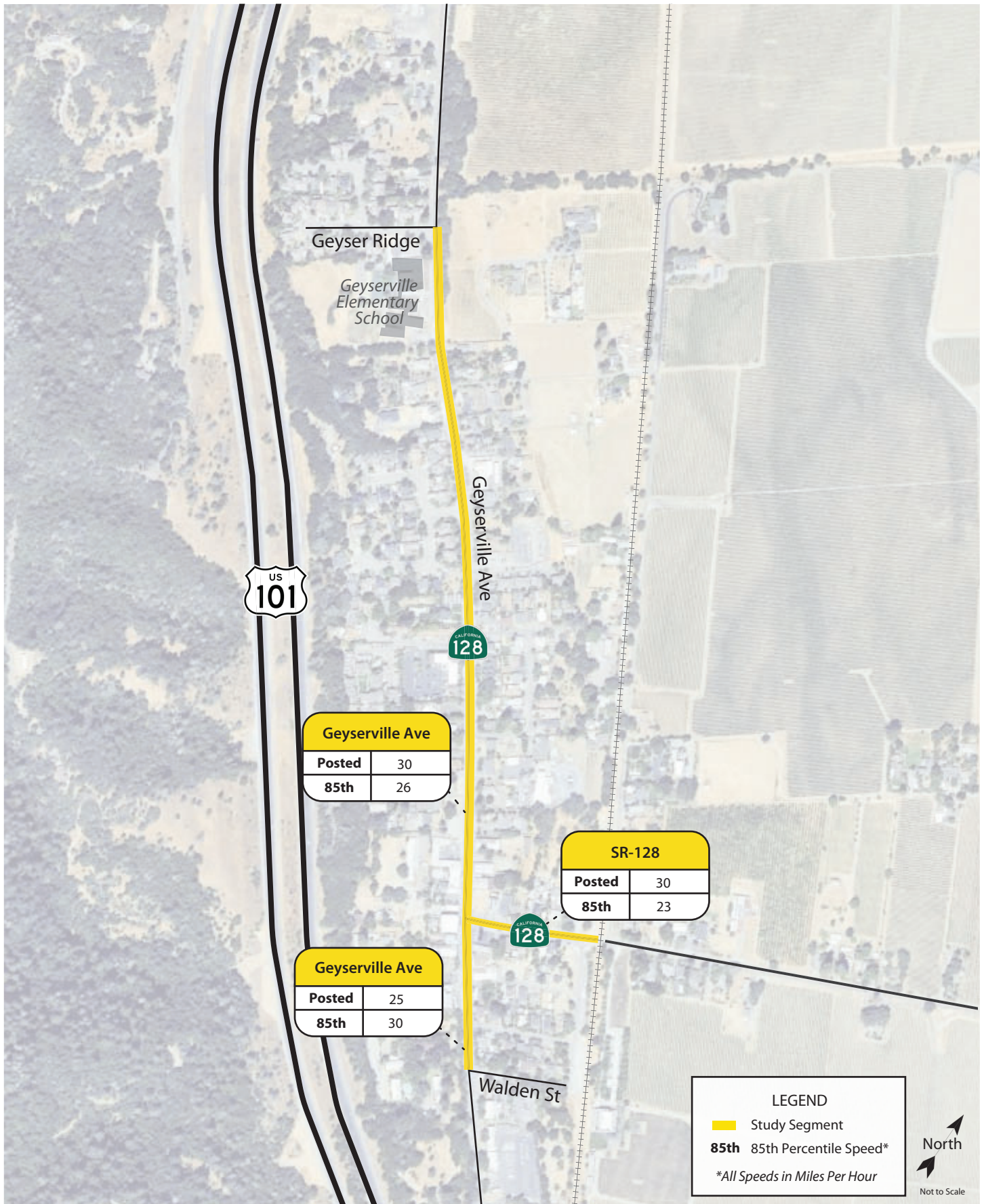
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**Geyserville Streetscape Improvement Plan — Existing Conditions**  
**Figure 1 – Study Area**

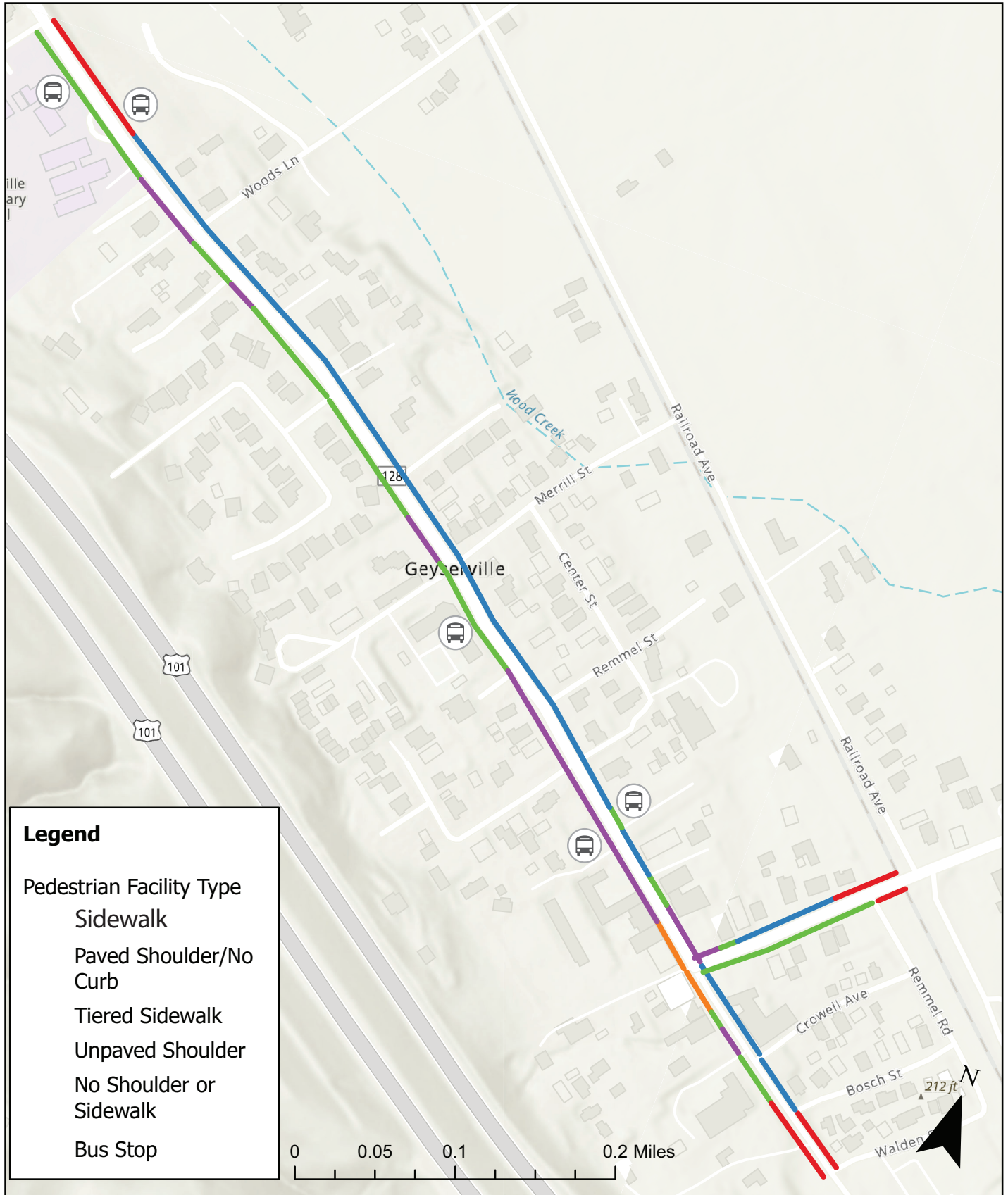


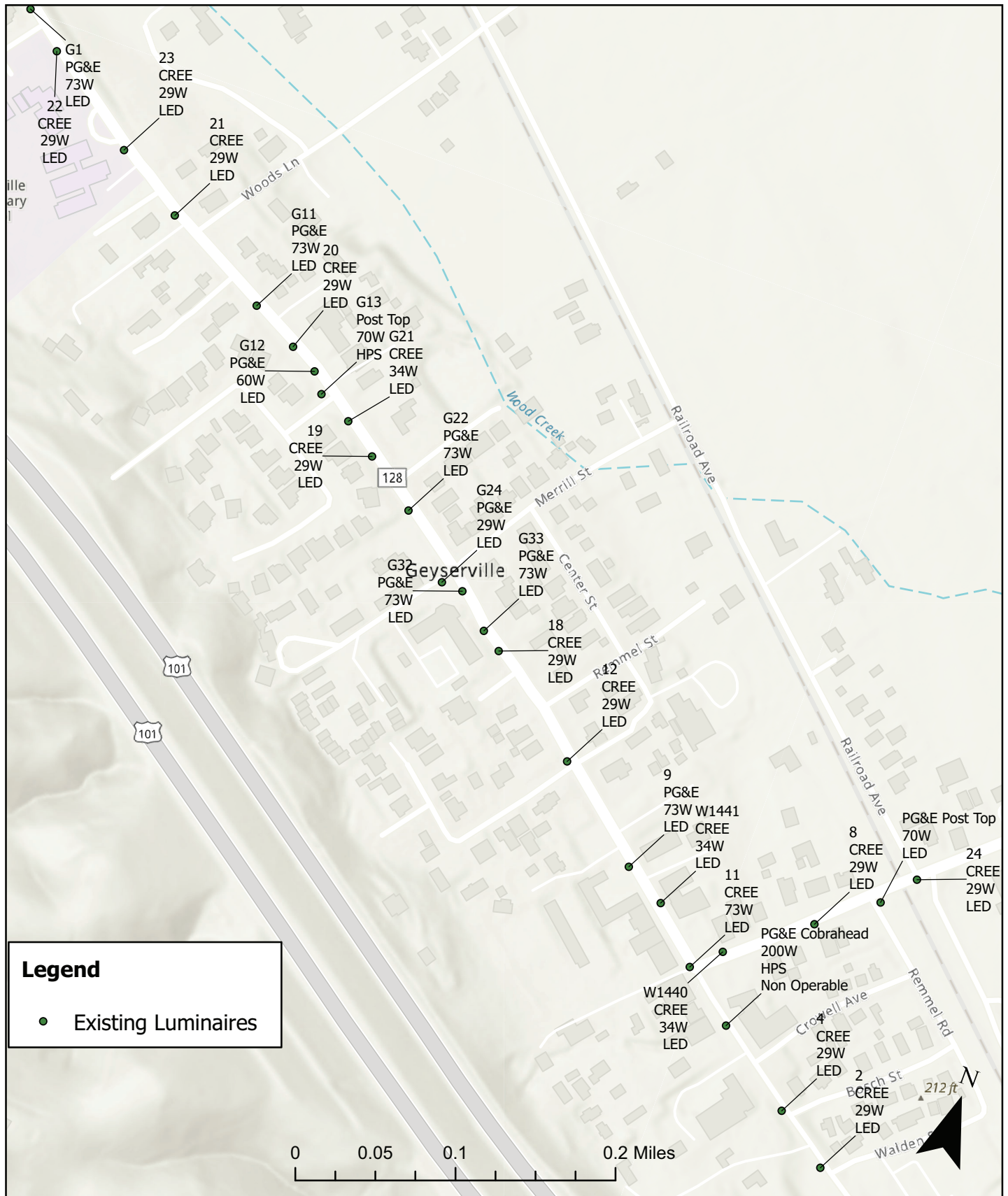


**Geyserville Streetscape Improvement Plan — Existing Conditions**  
**Figure 2 – Existing Traffic Volumes and Average Daily Traffic**

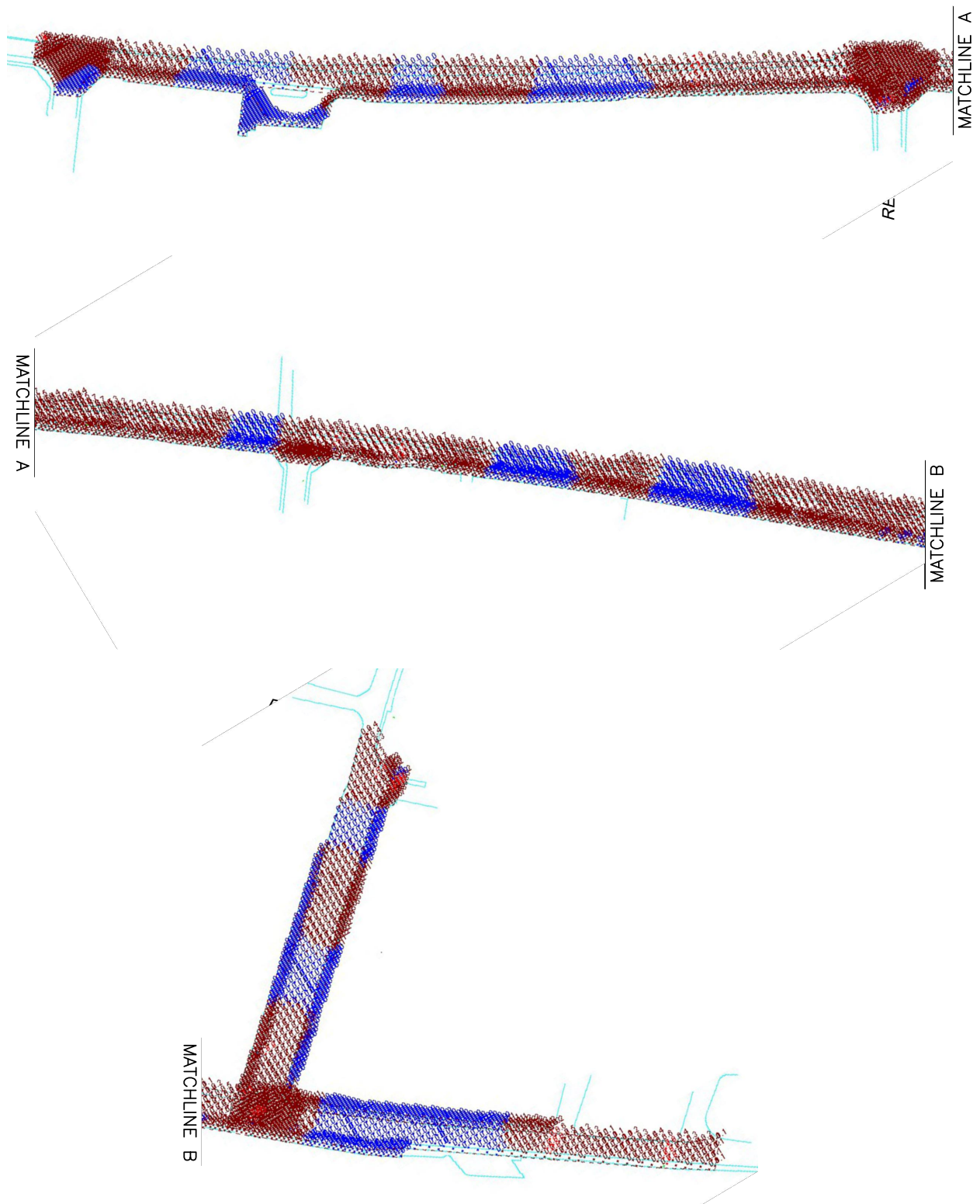


Geyserville Streetscape Improvement Plan — Existing Conditions  
**Figure 3 – Vehicle Travel Speeds**



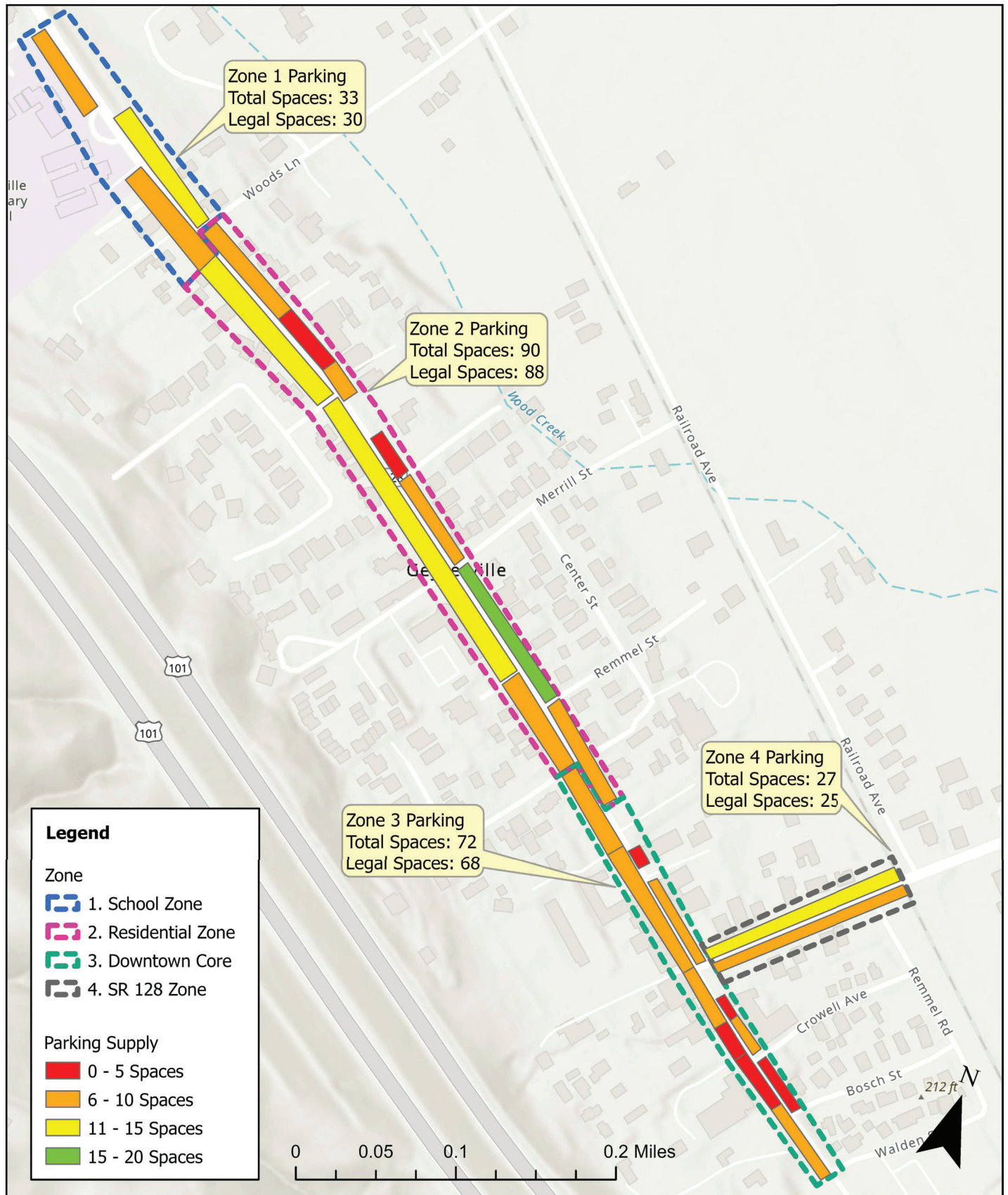


**Geyserville Streetscape Improvement Plan — Existing Conditions**  
**Figure 5 – Existing Luminaire Locations and Wattages**



LEGEND:

**BLUE** AREAS INDICATE NO EXISTING LIGHTING  
**RED** AREAS INDICATE SOME EXISTING LIGHTING

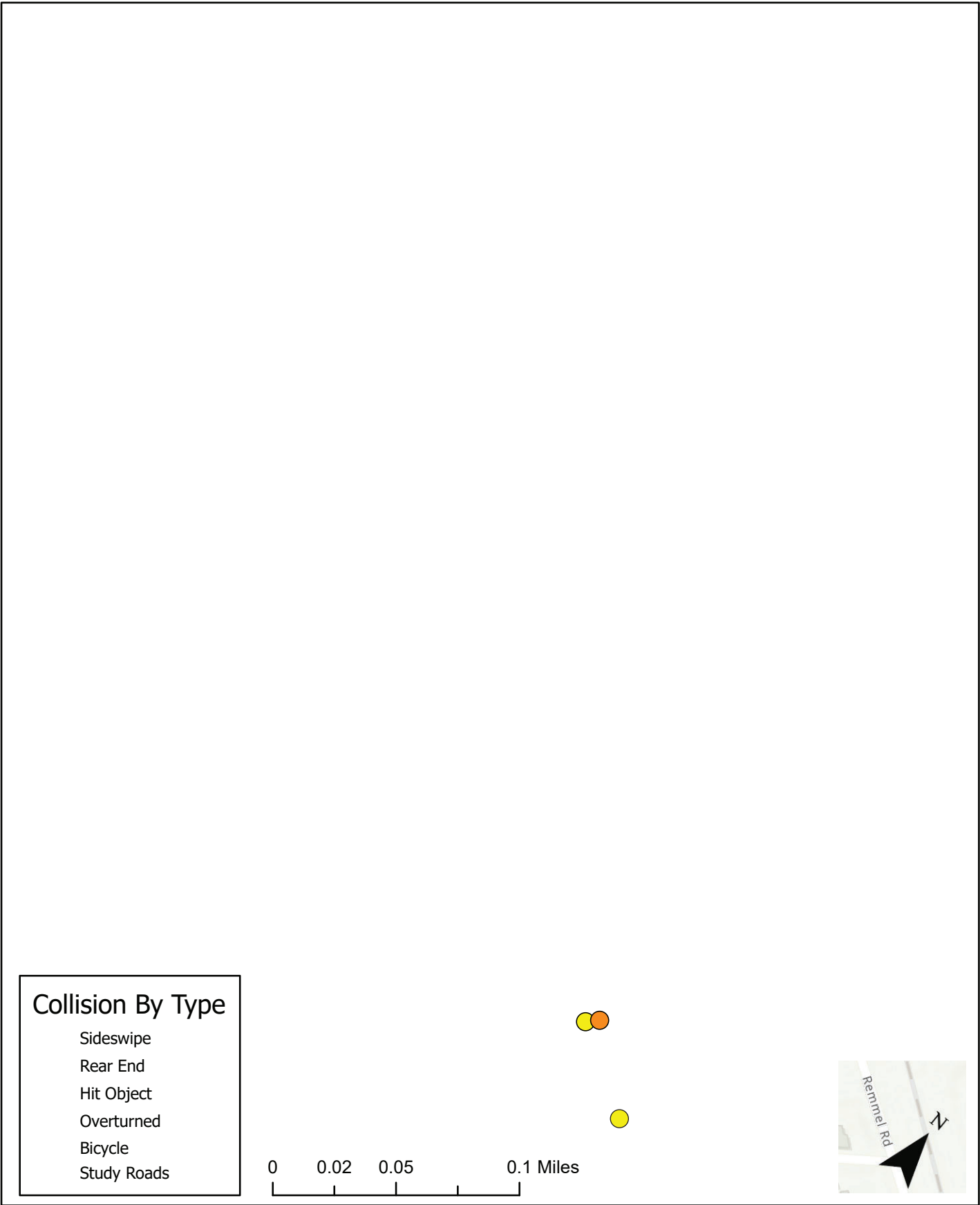




Geyserville Streetscape Improvement Plan — Existing Conditions  
**Figure 8 – Friday Peak Parking Utilization (7 p.m.)**



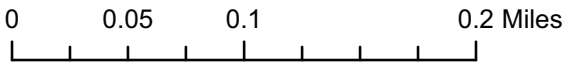
**Geyserville Streetscape Improvement Plan — Existing Conditions**  
**Figure 9 – Saturday Peak Parking Utilization (7 p.m.)**



**Legend**

Planned Facility

- Class I Multi-Use Path
- Class II Bike Lane



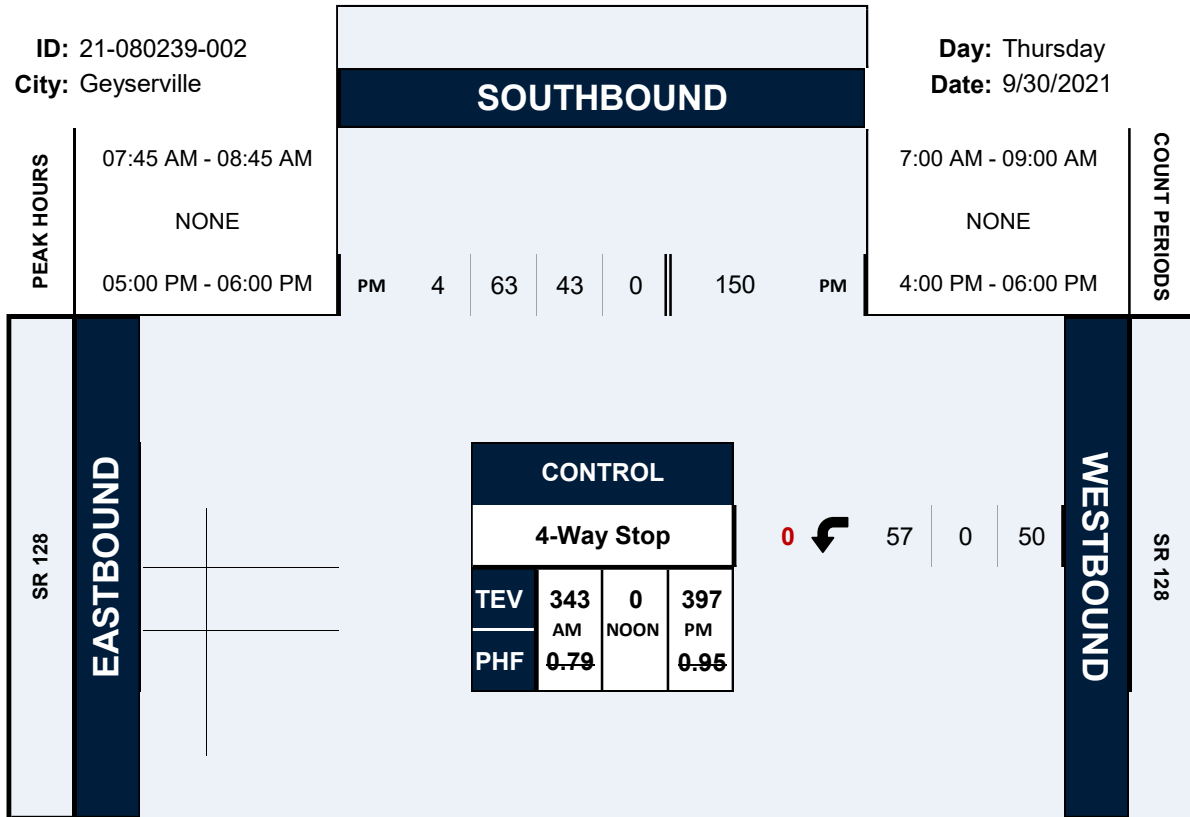
Prepared by National Data &amp; Surveying Services

## SR 128-Geyserville Ave & SR 128

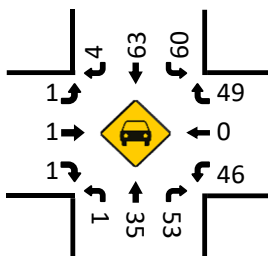
## Peak Hour Turning Movement Count

**ID:** 21-080239-002  
**City:** Geyserville

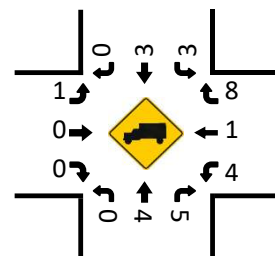
**Day:** Thursday  
**Date:** 9/30/2021



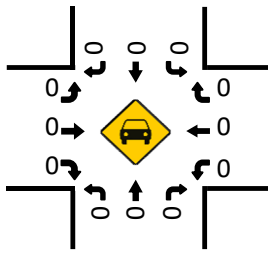
## Cars (AM)



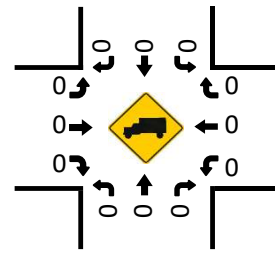
## HT (AM)



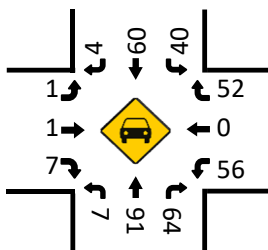
## Cars (NOON)



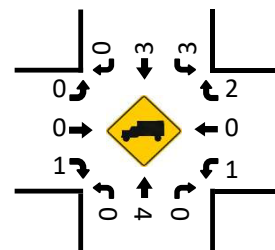
**HT (NOON)**



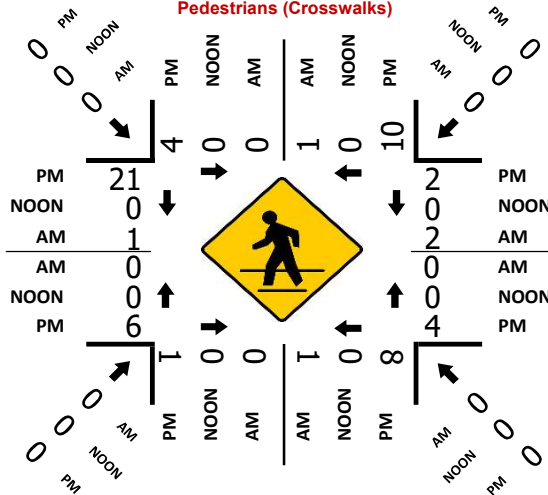
## Cars (PM)



## HT (PM)



### Pedestrians (Crosswalks)





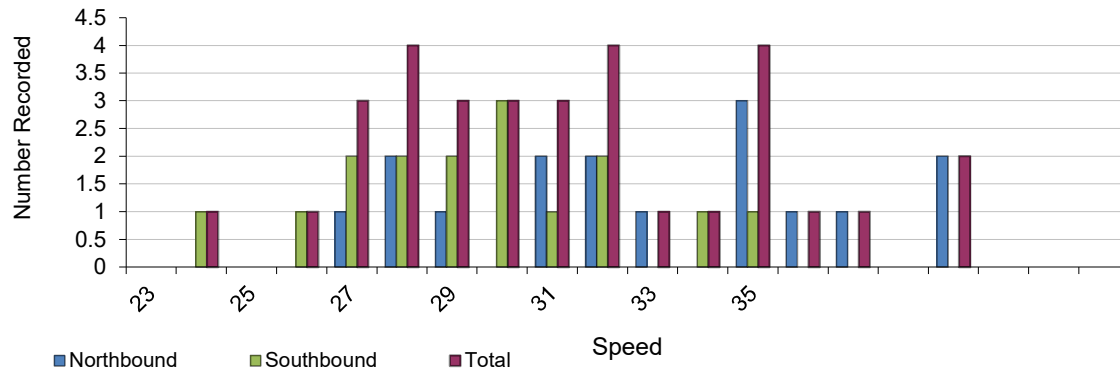
## Community of Geyserville Speed Survey

**Street:** Geyserville Avenue **From:** SR-128 **To:** Walden Street

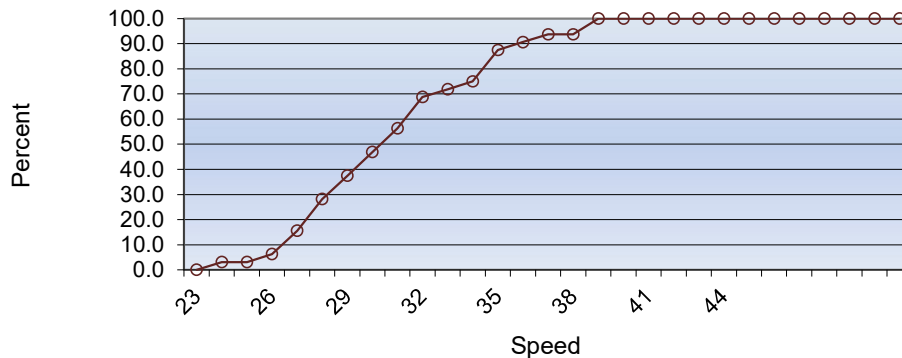
### Summary of Output

|                   |                               |    |           |
|-------------------|-------------------------------|----|-----------|
| <b>Overall</b>    | Vehicles Sampled:             | 32 |           |
|                   | 85th Percentile Speed:        | 30 | mph       |
|                   | Mean (50th Percentile) Speed: | 26 | mph       |
|                   | Pace:                         | 21 | to 31 mph |
| <b>Northbound</b> | Vehicles Sampled:             | 16 |           |
|                   | 85th Percentile Speed:        | 32 | mph       |
|                   | Mean (50th Percentile) Speed: | 27 | mph       |
|                   | Pace:                         | 20 | to 30 mph |
| <b>Southbound</b> | Vehicles Sampled:             | 16 |           |
|                   | 85th Percentile Speed:        | 27 | mph       |
|                   | Mean (50th Percentile) Speed: | 24 | mph       |
|                   | Pace:                         | 20 | to 30 mph |

### Speed Profile



### Cumulative Speed Profile



**Date Data Collected:** March 21, 2025 **Start Time:** 12:00 PM **Weather:** Sunny  
**Day of the Week:** Friday **End Time:** 12:30 PM **Recorder:** GR



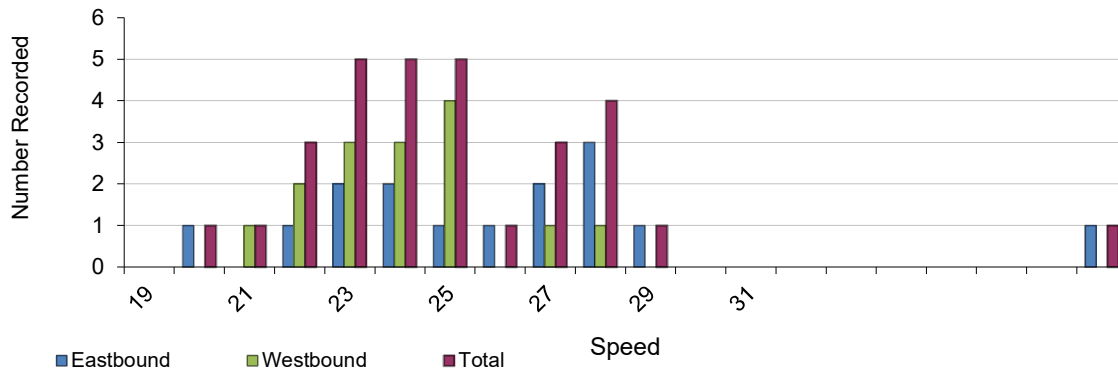
## Community of Geyserville Speed Survey

Street: SR-128 From: Geyserville Avenue To: Rommel Road

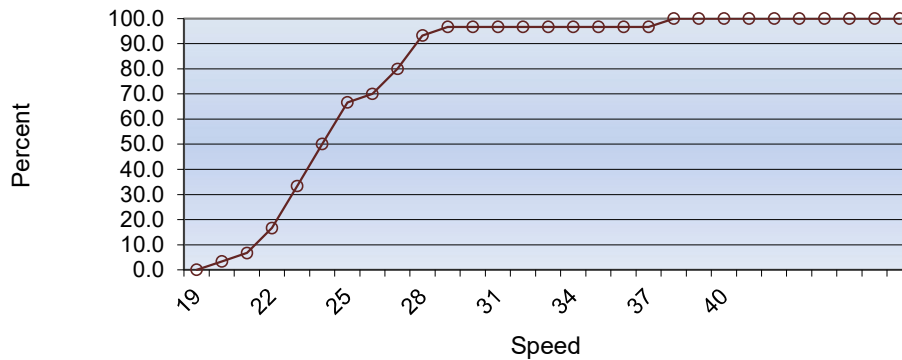
### Summary of Output

|           |                               |    |           |
|-----------|-------------------------------|----|-----------|
| Overall   | Vehicles Sampled:             | 30 |           |
|           | 85th Percentile Speed:        | 23 | mph       |
|           | Mean (50th Percentile) Speed: | 19 | mph       |
|           | Pace:                         | 14 | to 24 mph |
| Eastbound | Vehicles Sampled:             | 15 |           |
|           | 85th Percentile Speed:        | 23 | mph       |
|           | Mean (50th Percentile) Speed: | 21 | mph       |
|           | Pace:                         | 15 | to 25 mph |
| Westbound | Vehicles Sampled:             | 15 |           |
|           | 85th Percentile Speed:        | 20 | mph       |
|           | Mean (50th Percentile) Speed: | 19 | mph       |
|           | Pace:                         | 15 | to 25 mph |

### Speed Profile



### Cumulative Speed Profile



Date Data Collected: March 21, 2025 Start Time: 1:00 PM Weather: Sunny  
Day of the Week: Friday End Time: 1:30 PM Recorder: GR



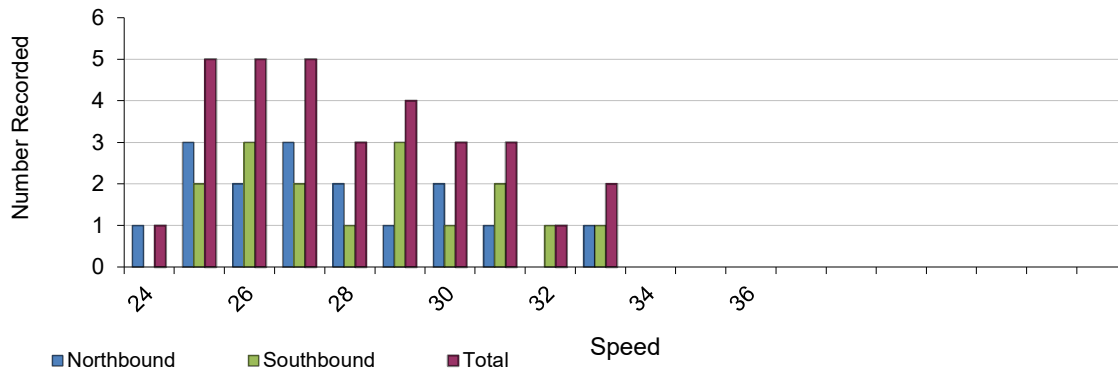
## Community of Geyserville Speed Survey

**Street:** Geyserville Avenue **From:** SR-128 **To:** Geyser Ridge

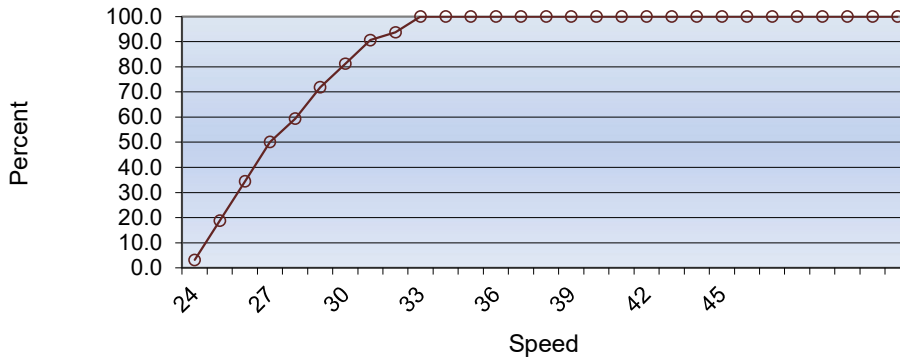
### Summary of Output

|            |                               |    |     |        |
|------------|-------------------------------|----|-----|--------|
| Overall    | Vehicles Sampled:             | 32 |     |        |
|            | 85th Percentile Speed:        | 26 | mph |        |
|            | Mean (50th Percentile) Speed: | 22 | mph |        |
|            | Pace:                         | 19 | to  | 29 mph |
| Northbound | Vehicles Sampled:             | 16 |     |        |
|            | 85th Percentile Speed:        | 25 | mph |        |
|            | Mean (50th Percentile) Speed: | 22 | mph |        |
|            | Pace:                         | 19 | to  | 29 mph |
| Southbound | Vehicles Sampled:             | 16 |     |        |
|            | 85th Percentile Speed:        | 26 | mph |        |
|            | Mean (50th Percentile) Speed: | 23 | mph |        |
|            | Pace:                         | 19 | to  | 29 mph |

### Speed Profile



### Cumulative Speed Profile



**Date Data Collected:** March 21, 2025 **Start Time:** 2:00 PM **Weather:** Sunny  
**Day of the Week:** Friday **End Time:** 2:30 PM **Recorder:** GR

Prepared by National Data & Surveying Services  
Parking Study

Project ID: 25-080237  
City: Geyserville, CA

Date: 7/11/2025  
Day: Friday

Number of spaces provided for "Unmarked" segments are only approximate. Occupancy may exceed inventory.

| Zone | Street          | From            | To                      | Curb Type | Marked/Unmarked | Restriction     | Space | 3:00 PM | 3:30 PM | 4:00 PM | 4:30 PM | 5:00 PM | 5:30 PM | 6:00 PM | 6:30 PM | 7:00 PM | 7:30 PM | 8:00 PM | 8:30 PM |
|------|-----------------|-----------------|-------------------------|-----------|-----------------|-----------------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1    | Geyserville Ave | Geyser Ridge    | Lucy Ln                 | Regular   | Unmarked        | No Restriction  | 30    | 1       | 1       | 1       | 1       | 1       | 1       | 1       | 2       | 2       | 2       | 2       | 2       |
| 2    | Geyserville Ave | Woods Ln        | Geyserville Park & Ride | Regular   | Unmarked        | No Restriction  | 88    | 6       | 7       | 6       | 5       | 5       | 5       | 5       | 7       | 8       | 5       | 6       | 8       |
| 3    | Geyserville Ave | Minnie St       | Walden St               | Regular   | Unmarked        | No Restriction  | 68    | 23      | 25      | 19      | 34      | 33      | 34      | 39      | 40      | 38      | 31      | 39      | 34      |
| 4    | SR-128          | Geyserville Ave | Railroad Ave            | Regular   | Unmarked        | No Restriction  | 25    | 11      | 13      | 12      | 11      | 14      | 19      | 20      | 23      | 24      | 20      | 18      | 23      |
|      | SR-128          | Geyserville Ave | Railroad Ave            | Regular   | Unmarked        | Illegal Parking | -     | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |

Note: Zone 3 – 3 motorcycles were parked from 3:00 PM to 3:30 PM; 1 motorcycle was parked at 4:00 PM and again at 7:30 PM; and 4 motorcycles were parked in regular spaces from 8:00 PM to 8:30 PM (included in the occupancy counts).

Prepared by National Data & Surveying Services

**Parking Study**

Project ID: 25-080237  
City: Geyserville, CA

Date: 7/12/2025  
Day: Saturday

Number of spaces provided for "Unmarked" segments are only approximate. Occupancy may exceed inventory.

| Zone | Street          | From            | To                      | Curb Type | Marked/Unmarked | Restriction     | Space | 3:00 PM | 3:30 PM | 4:00 PM | 4:30 PM | 5:00 PM | 5:30 PM | 6:00 PM | 6:30 PM | 7:00 PM | 7:30 PM | 8:00 PM | 8:30 PM |
|------|-----------------|-----------------|-------------------------|-----------|-----------------|-----------------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1    | Geyserville Ave | Geyser Ridge    | Lucy Ln                 | Regular   | Unmarked        | No Restriction  | 30    | 3       | 4       | 2       | 2       | 2       | 3       | 3       | 3       | 3       | 3       | 3       | 3       |
| 2    | Geyserville Ave | Woods Ln        | Geyserville Park & Ride | Regular   | Unmarked        | No Restriction  | 88    | 8       | 7       | 7       | 6       | 8       | 11      | 13      | 15      | 17      | 13      | 11      | 9       |
| 3    | Geyserville Ave | Minnie St       | Walden St               | Regular   | Unmarked        | No Restriction  | 68    | 39      | 38      | 30      | 28      | 31      | 49      | 48      | 46      | 48      | 44      | 41      | 36      |
| 4    | SR-128          | Geyserville Ave | Railroad Ave            | Regular   | Unmarked        | No Restriction  | 25    | 22      | 24      | 19      | 16      | 17      | 22      | 22      | 25      | 24      | 25      | 21      | 15      |
|      | SR-128          | Geyserville Ave | Railroad Ave            | Regular   | Unmarked        | Illegal Parking | -     | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 1       | 0       | 0       | 0       | 0       |

Note: Zone 3 – 2 motorcycles were parked from 3:00 PM to 3:30 PM ; 1 motorcycle was parked from 5:30 PM to 6:00 PM, 1 motorcycle was parked from 8:00 PM to 8:30 PM in regular spaces (included in the occupancy counts).

Zone 4 - 1 vehicle was illegally parked in the driveway.

### Roadway Segment Collision Rate Worksheet

#### Geyserville Streetscape Improvement Plan

**Location:** Geyserville Avenue

**Date of Count:** Thursday, September 30, 2021

**Average Daily Traffic (ADT):** 3,500

**Number of Collisions:** 6

**Number of Injuries:** 2

**Number of Fatalities:** 0

**Start Date:** October 1, 2019

**End Date:** September 30, 2024

**Number of Years:** 5

**Highway Type:** Conventional 2 lanes or less

**Area:** Suburban

**Design Speed:** ≤45

**Segment Length:** 0.7 miles

**Direction:** North/South

$$\text{Collision Rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times \text{Days per Year} \times \text{Segment Length} \times \text{Number of Years}}$$

$$\text{Collision Rate} = \frac{6}{3,500} \times \frac{1,000,000}{365} \times \frac{1}{0.7} \times \frac{1}{5}$$

| Study Segment      | Collision Rate | Fatality Rate | Injury Rate |
|--------------------|----------------|---------------|-------------|
|                    | 1.34 c/mvm     | 0.0%          | 33.3%       |
| Statewide Average* | 1.68 c/mvm     | 0.9%          | 37.7%       |

#### Notes

ADT = average daily traffic volume

c/mvm = collisions per million vehicle miles

\* 2022 Collision Data on California State Highways, Caltrans

**Location:** SR-128

**Date of Count:** Thursday, September 30, 2021

**Average Daily Traffic (ADT):** 3,300

**Number of Collisions:** 2

**Number of Injuries:** 1

**Number of Fatalities:** 0

**Start Date:** October 1, 2019

**End Date:** September 30, 2024

**Number of Years:** 5

**Highway Type:** Conventional 2 lanes or less

**Area:** Suburban

**Design Speed:** ≤45

**Segment Length:** 0.1 miles

**Direction:** East/West

$$\text{Collision Rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times \text{Days per Year} \times \text{Segment Length} \times \text{Number of Years}}$$

$$\text{Collision Rate} = \frac{2}{3,300} \times \frac{1,000,000}{365} \times \frac{1}{0.1} \times \frac{1}{5}$$

| Study Segment      | Collision Rate | Fatality Rate | Injury Rate |
|--------------------|----------------|---------------|-------------|
|                    | 3.32 c/mvm     | 0.0%          | 50.0%       |
| Statewide Average* | 1.68 c/mvm     | 0.9%          | 37.7%       |

#### Notes

ADT = average daily traffic volume

c/mvm = collisions per million vehicle miles

\* 2022 Collision Data on California State Highways, Caltrans