







SCTA Countywide Bicycle & Pedestrian Master Plan







Prepared by:

Sonoma County Transportation Authority

In partnership with:

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  Healdsburg
  Rohnert Park
  Sebastopol
 

 Sonoma
  Windsor
  Unincorporated Sonoma County
 

May 2008

Acknowledgements



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Thanks to the Project Steering Committee

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Fabian Favila, Santa Rosa and Vice-Chair of the Countywide
Bicycle & Pedestrian Advisory Committee
Frank Penry, Petaluma

Additional thanks for the contributions of

The public for all the comments and recommendations that
greatly improved this plan
Christine Culver, Sonoma County Bicycle Coalition
All other staff from the cities and County who contributed
to the development of this Plan

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May 2008

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OVERVIEW SECTION

Introduction

The *SCTA Countywide Bicycle & Pedestrian Master Plan* has been developed under the guidance of the Sonoma County Transportation Authority (SCTA). As a collaborative agency of the cities and County of Sonoma, SCTA works to maintain and improve the transportation system by prioritizing, coordinating, and maximizing funding, and providing comprehensive, countywide planning. This plan is one such planning initiative. Through long-term planning, priorities for bicycle and pedestrian improvements may be identified; strategies developed for the implementation of associated projects and programs; and countywide bicycle and pedestrian coordination fostered. This planning places the County in an improved position to qualify for, and leverage, funding.

This master plan consists of several parts. There are a series of eight stand-alone documents to be used by the individual agencies to guide implementation of local projects and programs, and document policy; and there is this countywide overview section to discuss mutual issues and foster improved coordination in realizing the countywide bicycle and pedestrian system. Through this planning effort, individual plans have been prepared for the cities of Cloverdale, Cotati, Healdsburg, Rohnert Park, Sebastopol, Sonoma, and Town of Windsor; and the County of Sonoma. (Petaluma and Santa Rosa have their own plans.)

The plans were developed over the course of approximately eighteen months through the coordinated efforts of the SCTA's Bicycle and Pedestrian Advisory Committee, a focused project steering committee, city and county staff, and input from the public through a series of public workshops and public review periods. The Project Steering Committee was established to oversee the development of the plan and consisted of representatives from the County and each of its cities. Public workshops were held throughout the County to collect input from interested citizens. The workshops were advertised through various local and regional print media, mailings, the posting of public fliers, and government outreach efforts. (All public comments received are included in Appendix A.) Development of the plan was funded by the Metropolitan Transportation Commission (MTC) with TDA Article 3 funds.

The primary emphasis of this planning effort is to facilitate transportation improvements for bicyclists and pedestrians. The role of the SCTA is in advocating, planning, coordinating, and funding, whereas local agencies, such as cities, towns, and the County, transit agencies, Caltrans, and the non-profit and private sectors, will be chiefly responsible for implementation of the projects and programs; realizing the objectives; and carrying out the policies in this Plan. The Plan includes recommendations for physical improvements and programs to enhance and expand existing facilities, connect gaps, address constraints, provide for greater local and regional connectivity, and increase the potential for walking and bicycling as transportation modes.

How Does the Plan Affect Daily Life in Sonoma County?

The *SCTA Countywide Bicycle & Pedestrian Master Plan* describes a vision for the future of these alternative transportation modes, identifies policies to help achieve that vision and contains funding strategies for implementation of the projects and programs contained within the plan. These policies affect what choices we have for travel by car, bus, bicycle, on foot or by wheelchair. By identifying transportation priorities and the funding to support them, the Plan determines what projects are built and what programs are pursued.

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Purposes of the Plan

The purposes of the *SCTA Countywide Bicycle & Pedestrian Master Plan* are to:

- Assess the needs of bicyclists and pedestrians* throughout Sonoma County in order to identify a set of local and countywide improvements and implementation strategies that will encourage more people to walk and bicycle;
- Identify local and countywide systems of physical and programmatic improvements to support bicycling and walking;
- Provide local agencies that adopt the Plan with eligibility for various funding programs, including the State Bicycle Transportation Account (BTA);
- Act as a resource and coordinating document for local actions and regional projects;
- Foster cooperation between entities for planning purposes and to create Geographic Information System (GIS) maps and a database of existing and proposed facilities countywide.

* The definition of “pedestrian” includes persons who use wheelchairs (please see side box)

Section 467 of the California Vehicle Code (CVC) provides the following definition for a pedestrian:

A “pedestrian” is a person who is afoot or who is using any of the following:

- (1) A means of conveyance propelled by human power other than a bicycle.
- (2) An electric personal assistive mobility device.

“Pedestrian” includes a person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle and, by reason of physical disability, is otherwise unable to move about as a pedestrian, as specified in subdivision (a).

Vision, Goal, Objectives, and Policies

Through a collaborative planning process, a vision, goal and objectives were approved by all ten jurisdictions of Sonoma County: Cloverdale, Healdsburg, Windsor, Santa Rosa, Cotati, Rohnert Park, Petaluma, Sonoma, Sebastopol, and the County of Sonoma. These are designed to guide the development and maintenance of bicycle and pedestrian facilities throughout Sonoma County and express the intent of SCTA and its member agencies to enhance non-motorized mobility and improve safety, access, traffic congestion, air quality, and the quality of life of Sonoma County residents, workers and visitors. They will serve as guidelines in the continuing development of the countywide bicycle and pedestrian transportation system. The vision, goal and top-tier objectives are meant to function as the mutually agreed upon common framework applicable to both the primary countywide system and local bicycle and pedestrian networks. Customized and/or additional objectives and specific policies for each of the agencies are included in the individual plans.

The vision for a comprehensive bicycle and pedestrian transportation system is:

In Sonoma County bicycling and walking are:

- Important to residents’ quality of life
- Integral parts of an interconnected transportation system
- Safe and convenient for all user groups
- Viable means of reaching desired destinations
- Routinely accommodated
- Encouraged by easy connections to transit
- Fostered by education and enforcement

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- Advanced by actions of government, schools and the private sector
- Promoted as tourism and recreation attractions
- Mode choices that contribute to personal health
- Options that reduce vehicle miles traveled and greenhouse gas emissions

Principal Goal:

To develop and maintain a comprehensive countywide bicycle and pedestrian transportation system, which includes projects, programs, and policies that work together to provide safe and efficient opportunities for bicyclists and pedestrians to access public transportation, school, work, shopping, services, recreation and residences.

Countywide Objectives:

Objective 1.0: The Countywide Bicycle and Pedestrian Network

Establish a comprehensive countywide bicycle and pedestrian transportation system.

Objective 2.0: Design

Utilize accepted design standards and “best practices” for the development of bicycle and pedestrian facilities.

Objective 3.0: Multimodal Integration

Develop and enhance opportunities for bicyclists and pedestrians to easily access public transit.

Objective 4.0: Comprehensive Support Facilities

Encourage the development of comprehensive support facilities for walking and bicycling.

Objective 5.0: Education and Promotion

Develop programs and public outreach materials to promote bicycle and pedestrian safety and the positive benefits of bicycling and walking.

Objective 6.0: Safety and Security

Create countywide pedestrian and bicycle networks that are, and are perceived to be, safe and secure.

Objective 7.0: Land Use

Encourage smart growth land use strategies by planning, designing and constructing bicycle and pedestrian facilities in new development.

Objective 8.0: Planning

Expand the countywide bicycle and pedestrian system with ongoing planning.

Objective 9.0: Maintenance

Maintain and/or improve the quality, operation, and integrity of bicycle and pedestrian infrastructure.

Objective 10.0: Funding

Maximize the amount of funding for bicycle and pedestrian projects and programs throughout Sonoma County, with an emphasis on implementation of these objectives.

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Relationship to Other Plans and Policies

Implementation of each individual plan will require coordination, consistency, and cooperation among numerous jurisdictions and agencies with varied interests that share policy decisions within and immediately adjacent to each city or town and Sonoma County. There are myriad relevant federal, state, regional, county, and local agencies that have developed plans, programs, directives, policies, and regulations related to funding, planning, designing, operating, maintaining, and using bicycle and pedestrian facilities. These agencies and their plans, policies, etc., have been evaluated for coordination, consistency, and conformance with this Plan. Summaries of regional, state, and federal plans, policies are included in Appendix B. Local plans and policies are summarized in the individual plans.

Motivations for Planning

The impetus for the rising interest in both walking and bicycling is multi-faceted, and includes economic, environmental, health and transportation benefits, as detailed in the next chapter section. As interest grows, the desire for greater access to pedestrian and bicycle modes is creating public demand to have a more comprehensive and connected infrastructure in place to accommodate pedestrians and bicyclists, as well as for programs and policies that foster these modes.

Walking and bicycling are integral activities in our communities. The quality of life is enhanced when people can walk and bicycle in pleasant and safe environments. The benefits of walking and bicycling for children are being understood in terms of promoting childhood health. Safe facilities to allow these choices are a high priority. Likewise, many adults find walking and bicycling pleasant ways to both increase fitness and reduce transportation costs. Additionally, Sonoma County's population is already demographically showing a higher percentage of older residents. As this trend continues as the "boomer" generation reaches their 60s, 70s and 80s, there will be more people seeking alternatives to driving. For people who can no longer drive, who choose not to drive, and who do not have access to a car, walking, bicycling and easy connectivity to transit are natural options.

Decision makers and the populace are also increasingly aware of the impacts of lifestyle choices not only on personal health and mobility, but on the environment. With greenhouse gas emissions attributed largely to gas-powered vehicles, many people would like to find ways to lessen that impact. Alternative modes are a way of lessening dependency on oil and assisting in curbing climate change. The switch to non-motorized modes also serves to reduce local air pollution and traffic congestion.

Many people are not in a circumstance of being able to give up their cars completely, however, most seem receptive to making at least some trips by bicycle or on foot if the infrastructure is there to make the trips safe and convenient. Additionally, at some point in each of our days, we are all pedestrians.

Attractive bicycling and walking environments are also important aspects of the local economy. Pedestrian and bicycle friendly attributes are focal points of our tourism campaigns, Bicycle tourism---from bed and breakfasts, to touring cyclists on the Pacific Coast Route, to cycling events like the Tour of California, and Wine Country Century, bring revenue to the County. Pedestrians enjoy the County's historic downtowns; local, regional, and state parks; and open space areas.

This *SCTA Countywide Bicycle & Pedestrian Master Plan* is a response to the need to engage in coordinated long-range planning to set priorities for improvements and put in place programs and policies to

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expedite making bicycling and walking safe, pleasant, and feasible options throughout the County. The plan has involved the public in looking at the relevant issues and deciding direction.

Benefits of Walking and Bicycling

Economic Benefits

- *Avoids high car ownership costs*
- *Benefits the local economy*
- *Facilitates access to jobs for non-drivers*
- *Walkability increases property values*
- *Pedestrian/bicycling facilities and amenities are a tourism magnet*

Walking and bicycling save money for Sonoma County pedestrians and bicyclists and economically benefit the County as a whole.

Economic benefits to pedestrians and bicyclists. While walking is free and bicycling can be very economical, car ownership is expensive and consumes a major portion of many Sonoma County residents' income. Fuel, maintenance, insurance, depreciation and parking add up to almost 15 percent of the average household's income. When safe facilities are provided for pedestrians and bicyclists, people can walk and bike more and spend less on transportation.

The high cost of car ownership is especially burdensome for Sonoma County residents who are too young, cannot afford or are unable to drive. Having safe walking and bicycling facilities, including convenient access to public transit, ensures that all residents have access to viable modes of transportation.

Economic benefits to Sonoma County. Walkable and bikable areas in communities attract business and tourism dollars. Areas filled with pedestrians and bicyclists feel safe and welcoming. People tend to enjoy the ambiance of such places and linger there to shop, eat and recreate.

In terms of the direct contribution that bicycling makes to the Sonoma County economy, a number of studies in communities across the US have shown that bicycling has a profound economic benefit on areas, such as Sonoma

County, that are graced with geography, topography, and scenery conducive to bicycling. Using a variety of methods, these studies estimate the revenue that accrues from bicyclists. Each demonstrates that bicyclists have a significant impact on the local economy and some go farther and show that this revenue is many times the amount of public funds expended on bicycle facilities.

Sonoma County's multiple organized bicycle races and tours, its standing as a prime bicycling vacation destination, and the dozens of retail and repair shops and bicycle manufacturers all benefit the County economically. Although no estimates have been calculated to date, bicycling brings significant revenue to Sonoma County in a number of arenas.

Although more difficult to estimate, it is equally important to recognize the economic impact of walking to Sonoma County's economy. Studies have shown that walkability increases property values, is a tourist magnet, and increases retail sales. The walkable downtowns in many Sonoma County cities are important tourist destinations, and special events like Santa Rosa's Wednesday night market bring thousands of shoppers downtown each week.

Quick Facts

- The cost of operating a sedan for one year is approximately \$9,600.
- The cost of operating a bicycle for one year is approximately \$120.
- Ownership of one vehicle accounts for more than 18 percent of a typical household's income.
- The average Sonoma County household owned 2.07 automobiles in 2000.

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Races and other events. Bicycling magazine has listed Sonoma County as one of the “Seven Greatest Rides on Earth,” alongside the likes of Tuscany, Italy; Crested Butte, Colorado; and Moab, Utah. Bicyclists come to Sonoma County from all over the world to tour, train, and race on the County’s backroads, which traverse gorgeous and challenging hills and valleys.

Santa Rosa and the County host several high-profile annual bicycle races, including the Tour of California, the Vineman Triathlon, and the Mountain Cougar Classic. Events like these have a huge impact on the local economy because, with the riders, come family, support staff, the press, and thousands of spectators, all of whom patronize Sonoma County restaurants, shops and hotels. Sonoma County cities also host another kind of bicycle race: criteriums, which consist of laps around a short course. Although “crits” tend to attract participants and spectators from closer to home, racers and their families typically come to Sonoma County from throughout the Bay Area, and contribute to the local economy.

Organized single-day and multi-day bicycle tours are another way in which Sonoma County’s unparalleled scenic roads benefit the local economy. The Wine Country and Healdsburg Harvest centuries and the Terrible Two Double

Century each provide maps, rest stops and lots of good food on the day of the event. Participants pay to ride, and often stay overnight before or afterwards, as well. Similar events are hosted by charities, such as the annual Waves to Wine MS Bike Tour, which supports the fight against Multiple Sclerosis, and the Revolution fundraiser, which raises money for disabled athletes.

But not all bicycle tourists come to Sonoma County for a scheduled event. Many are brought to the County by travel companies that specialize in leading bicycle tours in the world’s most scenic locales, or are unaffiliated recreational bicyclists looking for an active vacation in a county known for terrific bicycling. Either way, these bicycle tourists ride, eat and sleep their way through multi-day bicycle tours, helping the County economy along the way.

Retail & manufacturing. There are over 30 bicycle-oriented businesses in Sonoma County, including bicycle shops, manufacturers, and touring companies. The economic contribution these businesses make to the County includes annual sales, rental and service revenue, as well as annual staff salaries. In addition to these bike-only businesses, are many other retail outlets that sell bicycles and accessories, among other products.

Sources: American Automobile Association, Metropolitan Transportation Commission, Local Government Commission, Pedestrian and Bicycle Information Center, Monterey County Convention and Visitors Bureau, City of Portland Office of Transportation, North Carolina DOT.

Environmental Benefits

- *Decreases impact to global climate*
- *Improves air quality*
- *Reduces water pollution*
- *Helps maintain beauty of the County*

Demonstrating that leaders and residents care deeply about the environment, Sonoma County was the first community in the nation where all

local governments pledged by resolution to reduce their greenhouse gas emissions.

Although the Community Climate Action Plan—which will guide countywide emissions reductions efforts—is not complete, the most intensive work will focus on reducing emissions from vehicles, the largest source of air pollution in Sonoma County. More nitrogen oxides (precursors of smog) and carbon dioxide (a “greenhouse gas,” and primary contributor to

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global climate change) are emitted from cars and light trucks in Sonoma County than from any other source.

Each time a Sonoma County resident, worker or visitor chooses to travel by bicycle or on foot rather than to drive, they are reducing fossil fuel consumption, thereby decreasing their contribution to air pollution and global climate change. Walking and bicycling are the ultimate clean air, zero emission transportation modes, which also reduce water pollution because vehicular oil drips are a significant source of water pollution.

The benefits of walking and bicycling to the environment are particularly strong on short trips—two miles or less. For example, 60 percent of emissions that contribute to smog are released in the first few seconds of a one-mile trip. A 2006 study by Analy High School students revealed that 40 percent of students who live less than one mile from the Sebastopol campus drive alone to school. Although Sonoma countywide data isn't available, nationally, 13 percent of trips are less than one-half-mile, considered to be a comfortable walking distance, and over one-third of trips are within convenient bicycling distance, less than three miles long. As more motor vehicle trips are replaced with bicycling and walking, Sonoma County's air will become cleaner, and the County will contribute less to global climate change, making measurable progress towards meeting its greenhouse gas reduction goal.

Pressure to widen roads and provide parking would also diminish if motor vehicle travel declines, thus maintaining the beauty and rural nature of Sonoma County and its community separators.

Quick Facts

- Motor vehicles create roughly 75% of the smog in the Bay Area
- More nitrogen oxides (precursors of smog) and carbon dioxide (a "greenhouse gas," and primary contributor to global climate change) are emitted from cars and light trucks in Sonoma County than from any other source.
- Between 1990 and 2000, vehicle miles traveled in Sonoma County increased 42.5 percent, more than twice the rate of the county's 18 percent population increase.
- Vehicular transportation was responsible for 42 percent of total greenhouse gas emissions in Sonoma County in 2000, a 43 percent increase over 1990 levels.
- Sixty percent of emissions that contribute to smog are released in the first few seconds of a one-mile trip.
- Thirteen percent of trips are less than one-half-mile long, considered to be a comfortable walking distance, and over one-third of trips are within convenient bicycling distance, less than three miles long. (National data)

Sources: Metropolitan Transportation Commission, Bay Area Air Quality Management District, Press Democrat, Sonoma County Transportation Authority, National Household Travel Survey.

Health Benefits

- Reduces cases of asthma
- Increases physical safety
- Decreases rate of obesity
- Cuts health care costs
- Improves mental health

The myriad health benefits of walking and bicycling in Sonoma County accrue to the pedestrians and cyclists themselves, as well as to other County residents. These health benefits, described below, are a result of both reducing vehicle travel and increasing opportunities for physical activity.

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Reduced rates of asthma. Studies have shown that children living near freeways are more likely to develop asthma than those who live farther from these concentrated sources of air pollution. Asthma is a chronic inflammatory lung disease that causes the airways to become constricted, blocking the free flow of air to the lungs. People with asthma often experience breathlessness, wheezing, coughing, and tightness in the chest. Reducing vehicle traffic—for instance by replacing auto trips with walk and bike trips—will eventually allow rates of asthma and other respiratory ailments triggered by air pollution to decline.

Improved physical safety. Another health benefit of walking, and perhaps bicycling, is that it becomes safer as it becomes more popular. Called “Safety in Numbers,” a 2004 study of collisions at intersections indicates that as more people walk through a particular intersection, pedestrians at that location are safer. The study showed that if the number of people walking in a given intersection is considered when evaluating how many vehicle-pedestrian collisions occur, the risk that a pedestrian might be hit by a motor vehicle is often lower at intersections with greater pedestrian volumes—even if those intersections experience more collisions.

Walkable and bikable neighborhoods have sidewalks filled with pedestrians and well-used bike facilities, each of which sends a message that the community is safe and friendly. Such districts have plenty of eyes on the street—which translates to a sense of security—and attracts businesses and tourism dollars. Automobile traffic is calmed in these neighborhoods, making it safer for children to play and travel independently.

Reduced rates of obesity and related effects. In recent years, researchers have documented a high correlation between communities designed primarily with cars in mind and a level of physical activity far below recommended levels. Physical activity is essential for the cardio-

vascular health, flexibility and overall fitness and well-being of all Sonoma County residents.

Quick Facts

- Almost one in ten Sonoma County residents has been diagnosed with asthma.
- The risk that a pedestrian might be hit by a motor vehicle is often lower at intersections with greater pedestrian volumes—even if those intersections experience more collisions.
- In 2001, over one in five Sonoma County adults reported no moderate or vigorous activity most days of the week. Although this number is lower than the statewide average (29 percent), it represents over 66,000 very sedentary people.
- In 2000, 12 percent of all people killed in Sonoma County collisions were pedestrians or bicyclists, while less than six percent of all trips in the County were on foot or by bike.
- In 2001, almost half of Sonoma County adults were either overweight or obese, an increase of 75 percent over four years.*
- In 2002, more than one in five Sonoma County schoolchildren was overweight or obese.

On the other hand, physical inactivity often results in the tendency to be overweight or obese, conditions that have increased dramatically over the past two decades in Sonoma County and throughout the US. Obesity is now widely understood to play a significant role in the most common chronic diseases, including coronary heart disease, stroke and diabetes—each of which is a leading cause of death in Sonoma County. Sadly, obesity is occurring at increasingly younger ages: 40 percent of Sonoma County children ages five-to-19 are overweight or at risk of becoming overweight. If this trend continues, today’s children will be the first generation in

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history with a shorter life expectancy than their parents.

In response to these disturbing trends, the public health profession has begun to advocate for the creation of walkable and bikable communities as one of the most effective ways to encourage active lifestyles. Recent studies have found that people with access to sidewalks are more likely to walk and meet the Surgeon General's recommendations for physical activity. By providing more opportunities to walk and bike for transportation and exercise, transportation agencies can contribute to other public sector efforts to increase rates of physical activity

Reduced health care costs. In California, physical inactivity costs almost \$16 billion annually in medical care, lost employee productivity and worker's compensation costs. Put another way, walking one half-hour three or more times a week saves \$330 in annual health care costs.

Walking times need not be prolonged to gain a health benefit. Walking assists in maintaining the strength and flexibility to sustain the mobility of older adults and assists people of all ages with weight control and overall fitness.

Improved mental health. In addition to better physical well-being, physically active people tend to have better mental health, according to the US Surgeon General. Compared with inactive people, the physically active—defined as those who get at least 30 minutes of moderate intensity activity daily (such as a brisk walk)—score higher on tests for positive self-concept, more self-esteem, and more positive "moods" and "affects." More-active people also seem to have better perceived ability to perform activities of daily living, physical well-being and other measures related to quality of life. A few studies even suggest that more-active lifestyles may be linked with higher levels of alertness and mental ability, including the ability to learn.

Walking and bicycling in lieu of driving can also enhance mental health in other ways. These modes allow Sonoma County residents to avoid the stresses of traffic congestion and parking and provide opportunities for chance encounters in the course of an evening stroll or walk to the market, school or transit, which builds a sense of community for everyone.

Sources: Bay Area Air Quality Management District, Sonoma County Department of Health Services*, Metropolitan Transportation Commission, California Center for Physical Activity, US Centers for Disease Control, UC Berkeley Traffic Safety Center, The Physician and Sportsmedicine, Injury Prevention, American Heart Association, US Surgeon General, Sonoma County Asthma Coalition.

Transportation Benefits

- Reduces congestion
- Decreases pressure to build roads
- Enhances traffic safety
- Improves transit access
- Increases travel choices

Bicycling and walking benefit all users of Sonoma County's transportation system in a number of important ways:

Congestion reduction. As more drivers shift to walking and bicycling—particularly for shorter trips—fewer automobiles will clog local roads. Thirteen percent of trips nationwide are less than one-half-mile long, considered to be a comfortable walking distance, and over one-third of trips are within convenient bicycling distance, less than three miles long. Although thousands of Sonoma County residents walk and bicycle to work every day, almost 80 percent of trips in the County are for school, shopping and other non-commute purposes,

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many of which are short trips conducive to walking and biking.

Less pressure to pave. Because a bicycle creates much less wear and tear on a roadway, and needs just one-twelfth as much parking space as an automobile, more bicycling and less driving can also reduce demand for costly roadway and parking capacity increasing projects. The resulting savings can be invested in pedestrian and bicycle facilities, which can entice even more motorists to try walking and cycling. Reduced parking demand frees up valuable land for amenities that are key ingredients of walkable communities, such as wide sidewalks and pedestrian plazas and seating areas.

Enhanced safety for everyone. Roadway improvements to accommodate pedestrians and bicyclists can also enhance safety for motorists. For instance, adding paved shoulders on two-lane roads allows bicyclists and pedestrians to stay out of traffic lanes, while providing a safe place for disabled vehicles. Measures to slow cars such as curb extensions, high-visibility crosswalks and other traffic calming devices improve safety for all roadway users.

Sustainable transit access. Public transit use depends on good walk and bike access, particularly in Sonoma County, where most bus passengers reach their stop on foot or by bike. This includes unobstructed continuous sidewalks in the neighborhoods surrounding all bus stops, secure bicycle parking at major stops, and bike access on buses throughout Sonoma County.

Finding ways to allow pedestrians and bicyclists to avoid having to cross large parking lots—such as accommodating automobiles in discreet structures, as opposed to large surface lots—is another essential

Quick Facts

- Sonoma County is projected to have the second highest average household (2.18) and per capita (0.84) vehicle ownership rates in the Bay Area by 2010.
- Sonoma County's walk commute rate (3.3 percent) is about even with the region-wide average, while the countywide bicycle commute rate (0.8 percent) is slightly lower than the region-wide average).
- Thirteen percent of trips are less than one-half-mile long, considered to be a comfortable walking distance, and over one-third of trips are within convenient bicycling distance, less than three miles long. (National data)
- More than one-quarter of Americans bicycle at least once weekly and one-half walk.

ingredient to encouraging walk and bike access to transit

Finally, and perhaps most importantly, housing, shops and offices adjacent to and in the immediate vicinity of transit will create a captive market of passengers who will have the option of leaving their cars at home. Such land use planning is applicable to future SMART rail service should it be implemented in the future

Travel choices. By providing safe and inviting bicycling and walking environments, many of Sonoma County's shorter auto trips can shift to non-motorized modes, thereby increasing public demand for bicycle, pedestrian and public transit facilities and amenities. Viable transportation choices provide independence to those who cannot drive due to youth, age, disability or affordability, and create alternatives for those with the option to drive.

Sources: Metropolitan Transportation Commission, Federal Highway Administration, National Household Travel Survey.

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Setting

With a land area of 1,576 square miles, Sonoma County is the largest and most rural of the San Francisco Bay Area's nine counties. Located in Northern California, it is an area known for its beautiful Pacific Ocean coastline, ancient redwood forests, oak-studded open space, and diverse agriculture, prominently including productive vineyards and wineries. The County, in fact, is nicknamed "Wine County," and as such, supports a healthy tourism industry.

Sonoma County is bounded by the Pacific Ocean to the west, Mendocino County to the north, Lake County to the northeast, Napa County to the east, and San Pablo Bay and Marin County to the south. The County has nine incorporated cities, a number of smaller unincorporated towns and hamlets, and many square miles of low-density rural area. The County's southern border is about twenty-five miles north of San Francisco's Golden Gate Bridge. The main geographical feature is the central Santa Rosa Plain with its Laguna de Santa Rosa. The majority of the County's incorporated communities and major population centers are located within or adjacent to this central plain, which is opportune for intercity travel. This mostly flat plain is bordered by hills. Sonoma County has numerous valleys including Dry Creek, Knights, and Alexander valleys to the north; and Sonoma and Petaluma valleys to the south. The Russian River meanders through the Russian River Valley to the sea through the heart of the County. Elevations range from sea level along the western ocean edge and at San Pablo Bay to over three thousand feet. The higher elevations are found along much of the eastern boundary, which is part of the Coast Range.

Influenced by the ocean and mountain barriers to the hotter inland valleys, Sonoma County's climate is characterized by moderate temperatures and precipitation amounts. Conditions for walking and bicycling are favorable for most of the calendar year. The cooler marine climatic zone stretches along the coast and up the Russian River, and covers the southern area inland to Rohnert Park and Petaluma. The more moderate and warmer climate category is found primarily in the central Santa Rosa Plain area from Sebastopol and the West County to east of Santa Rosa, as well as from Sonoma to the southern border. The third zone, characterized by hot summer temperatures, is found across most of the County north of Healdsburg to Cloverdale, and north of Sonoma along the eastern border.

Historic Land Use and Transportation

Historically, what is now Sonoma County was originally settled for thousands of years by Miwok, Pomo, and other Coastal Indians. In 1579, Sir Francis Drake mapped the Sonoma/Marin Coast. Much later in the early 1800s, Russian fur traders settled in parts of what is now Sonoma County. The city of Sonoma, the County's oldest, was settled in 1819 by the Spanish. Spanish rule in California then gave way to Mexican rule. Next came the Americans. Pioneers from the eastern United States first came to settle in Cotati in 1828 and Petaluma in 1834.

In 1850, Sonoma County became part of the new state of California. All of the towns were still small. Transportation at that time was generally slow and difficult, dependent mostly on foot or horse power for land travel; and of course, boats for water travel. Land use patterns reflected these transportation options. Sonoma County's older cities, specifically those established prior to the automobile, all retain core areas where pedestrian access was important and a mixture of uses supported local needs. Cloverdale, Healdsburg, Sebastopol, Sonoma, Cotati, Santa Rosa, Petaluma, and to a lesser extent

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Windsor, all retain such core areas. Rohnert Park is the exception in that it was non-existent prior to the automotive age.

Transportation was revolutionized by the coming of the railroads. By around 1870 rail travel was established in the County. The existing small Sonoma County towns experienced growth spurts as a result of greater opportunities for commerce and personal travel between towns and ports. In particular, timber and agricultural products were transported by train south to more populated areas. A network of rail lines crisscrossed the region. Eventually both passenger and freight rail operations ceased. Railroads fell into disuse or disrepair and many tracks were torn out. Fortunately, some alignments were preserved and later converted into multi-use trails. The main north to south Northwestern Pacific Rail right-of-way remains intact for transportation use, and both passenger and freight rail operations are under consideration again, as well as the potential for shared use of the right-of-way for a multi-use trail.

After the trains, another major transportation mode would alter the patterns of land development and lifestyles of the population. The first mass-produced cars were sold in America in 1901. By 1927, more than 15 million Model T cars had been sold. With availability of the affordable automobile, transportation was revolutionized. Trips that had taken a day by horse and buggy were cut to half that time. Americans could suddenly travel further distances to work, shop, live, recreate and establish businesses. Demand for new roads and then highways grew as the numbers of people owning cars grew and as automotive technology advanced.

An issue common in Sonoma County, and for that matter in many of California's historic cities, is that roadway widths were not built to accommodate today's traffic, as well as parking, bicycles, and pedestrians. Land areas developed after arrival of the automobile were generally oriented to that mode and land uses became segregated. Subdivisions of homes popped up all over the Country that incorporated dependency on the automobile. As development sprawled and the number of car owners grew, use of non-motorized means of travel declined. The low-density and segregated land development that car travel enabled is a legacy. The impacts of low-density on encouraging alternative means of travel are obvious; not only are walking and bicycling distances to desired destinations increased, but transit service becomes less feasible and more costly per rider. The impacts of the separation of uses, likewise entail greater dependency on the car. Only in recent times has there been a movement to reintroduce pedestrian orientation in new development and once again mix uses.

Highway 101 was built in the corridor of the old north/south rail line. Evolving from a pack trail to a two-lane road to a freeway, Highway 101 became the County's transportation backbone, cutting through seven of the County's nine cities. Later realignments took the roadway out of downtowns to create freeways. Ironically, while freeways greatly increased vehicular mobility, they have hampered pedestrian and bicyclist mobility. The barriers created by freeways are among the most difficult challenges for bicyclists and pedestrians in many locations.

Another problem to be overcome is the inadequacy of almost all of the older roadways. While some have been upgraded, many provide insufficient width to safely accommodate bicyclists and/or pedestrians. Cities and the County are now in a position of needing to retrofit roadways for the use of pedestrians and/or bicyclists, and/or construct new Class I pathways. Both approaches can be costly, especially when accommodations may mean the need to acquire additional right-of-way; engineer and

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construct drainage, culverts and bridges; and take projects through the public review, approval and environmental clearance processes.

Demographics and Commute Patterns

Population

The County population has grown to approximately 482,000 (2007 CA Department of Finance Population Estimate). See Table I for 2007 population estimates. From north to south, Sonoma County's cities are: Cloverdale, Healdsburg, Town of Windsor, Santa Rosa, Rohnert Park, Cotati, and Petaluma, with Sebastopol located in the West County and Sonoma located in the East County. Currently, Santa Rosa claims almost one third of the County's total population. Another approximately thirty percent live in the unincorporated areas of the County, including both rural and urbanized areas. This segment of the population can be found in Roseland; along the coast and Russian River, in the Sonoma Valley, in the West County hills, and across the County in a low-density land use pattern. Petaluma comes in second as a city to Santa Rosa for population at almost 12%. All of the other incorporated cities have less than 9% each of the County total.

Table I
Countywide Population Estimates, 2007

Sonoma County	481,765
Cloverdale	8,517
Cotati	7,535
Healdsburg	11,706
Petaluma	56,996
Rohnert Park	42,959
Santa Rosa	157,985
Sebastopol	7,760
Sonoma	9,945
Windsor	26,432
Balance of County	151,930

Source: 2007 California Department of Finance
Population Estimates

Future Trends

While the County population is expected to rise to 535,200 by 2020 according to projections of the Association of Bay Area Governments (ABAG), the growth rate is expected to be slow. Favoring the greater use of walking and bicycling as a viable transportation mode is the general policy direction of the County's jurisdictions, along with voter approved "urban growth boundaries" which focus new growth within already urbanized areas rather than sprawling beyond existing city boundaries. Only 10% of the County's growth in the next three decades is expected to occur in rural areas. The "smart growth" of residential infill, mixed uses, orientation to transit, and pedestrian/bicycle infrastructure is prominent in much of the most recent land-use development.

ABAG projections assume that a voter-approved Sonoma Marin Area Rail Transit (SMART) train will eventually be operational along the Northwestern Pacific Rail line. Service between Cloverdale and the Larkspur Ferry Terminal in Marin County is proposed. Rail line operation would encourage mixed use and employment centers near stations, which in turn would encourage walking and bicycling. The SMART proposal also includes the build-out of a nearly county-length, north/south multi-use pathway along the SMART corridor. Such a facility would provide a "spine" for the County's bicycle and pedestrian network, directly linking seven of the County's incorporated communities and countless destinations along the way. The development of the SMART Pathway is a priority recommendation in this Plan and is supported through policy by each of the affected jurisdictions, independent of the viability of future rail operations.

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Another favorable trend is that job growth is expected to be good within the County, specifically 56% growth in the next thirty years. This is greater than the expected population rate increase, therefore more people will be able to live closer to their places of employment. This improved jobs/housing balance will facilitate the feasibility to walk or bicycle to work. Over 90% of the job growth is expected to be in the “Urban South,” consisting of the cities of Santa Rosa, Petaluma, Rohnert Park, Cotati and Sebastopol. Much of this area furthermore has terrain favorable for walking and cycling ease, being either flat or with gentle slopes.

Local Bicycle and Pedestrian Travel Characteristics

Travel information in each jurisdiction was analyzed to identify mode split and to evaluate travel time to work. The term ‘mode split’ refers to the form of transportation a person chooses: walking, bicycling, taking a bus, driving, etc. The commute analysis establishes base data on the existing number of bicycle and pedestrian commuters, as well as an indication of the number of potential bicycle and pedestrian commuters in the plan area. This information can then be used by staff and local officials to develop improvement plans and set priorities, with the objective of increasing the percentage of people who choose to walk or bicycle rather than drive a car or be driven.

A review of available demographic and commute statistics was performed in order to better understand the level of walking and bicycling in Sonoma County as a whole. Several data sources were reviewed, including California Department of Finance Population Estimates, the Bay Area Travel Survey, and Journey-to-Work (JTW) Data from the US Census Bureau.

Every ten years, the US Census Bureau attempts to count every person throughout the nation. As part of this survey process, the agency distributes a longer questionnaire to one in eight American households. One of the “long form” questions is, “How did you usually get to work last week?” Respondents who typically use more than one method of transportation are instructed to mark the mode used for “most of the distance.” The collective responses to this question form a set of data known as the Journey-to-Work (JTW).

Because of its large sample size, JTW data is considered the most reliable source of transportation mode choice information available. However, while the JTW provides a glimpse of how Sonoma County residents travel to and from work, the data source only provides a partial understanding of travel characteristics. This is particularly true in assessing walking and bicycling trips since it does not reflect multi-modal trips or non-work trips. Thus the JTW data misses school, shopping, and recreational trips, which may constitute much of the bicycle and pedestrian travel by the County’s senior and student populations and others. The instructions effectively eliminate any record of the pedestrian portion of walk-to-transit and walk-to-carpool trips; the wording leaves the response, for commuters who do not use the same mode every day, up to the respondent; and the survey takes place in the month of March, which can be quite rainy in Sonoma County and a deterrent to walking and bicycling. An overview countywide bicycle and pedestrian mode split data is included in Table 2. Additional analysis of travel characteristics including travel time to work is included in the individual plans.

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**Table 2
Countywide Bicycle and Pedestrian Mode Split Data**

Jurisdiction/City	Population	Employed persons 16 years of age +	Drove Alone #	Drove Alone %	Bike #	Bike %	Walk #	Walk %
Cloverdale	7,087	3,027	2,240	74%	8	0.3%	71	2.3%
Cotati	6,482	3,426	2,714	79%	30	0.9%	64	1.9%
County of Sonoma (unincorporated)	150,072	73,841	52,672	71%	420	0.6%	3,076	4.2%
Healdsburg	10,649	5,100	3,719	73%	61	1.2%	224	4.4%
Petaluma	54,538	27,600	19,899	72%	245	0.9%	714	2.6%
Rohnert Park	42,388	22,119	17,226	78%	213	1.0%	500	2.3%
Santa Rosa	147,532	70,867	54,606	77%	613	0.9%	1,593	2.2%
Sebastopol	8,032	3,882	3,142	81%	41	1.1%	125	3.2%
Sonoma	8,878	4,199	3,252	77%	41	1.0%	301	7.2%
Windsor	22,956	10,966	8,664	79%	72	0.7%	261	2.4%
Countywide	458,614	224,947	168,134	75%	1,744	0.8%	6,929	3.1%
California	33,871,648	14,525,322	10,432,462	72%	120,567	0.8%	414,581	2.9%
United States	281,421,906	128,279,228	97,102,050	76%	488,497	0.4%	3,758,982	2.9%

Notes: Source: *United States Census 2000*, United States Census Bureau, 2000

Relationship to Other Transportation Modes and Services

Transit and Multi-Modal Access

Convenient multi-modal connections for bicyclists and pedestrians that are well-integrated into the transportation system are a vital component of the bicycle and pedestrian network. Transit has the potential to extend trip ranges for bicyclists and pedestrians to nearby communities and destinations outside of Sonoma County. This is especially important for Sonoma County considering some of the existing barriers to bicycle and pedestrian travel such as distance between some communities, gaps in the existing bicycle and pedestrian networks between urban areas, and heat during the summer months or rain during the winter months. While these obstacles likely serve as deterrents to existing and potential trips by bike or by foot, convenient multi-modal access can help to address these issues and extend trip ranges.

Eight agencies provide fixed route bus service in Sonoma County: Sonoma County Transit, Golden Gate Transit, Santa Rosa CityBus, Petaluma Transit, Mendocino Transit Authority, Vine Transit, Healdsburg Transit, and Cloverdale Transit. These agencies accommodate bikes on buses with front loading bike racks. Golden Gate Transit, Mendocino Transit Authority, and Vine Transit provide regional bus service. Sonoma County Transit provides countywide and local inner-city service. Santa Rosa City Bus and Healdsburg Transit and Petaluma Transit provide inner city service.

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Approximately fifty bus stops in Sonoma County are equipped with bicycle racks. The Santa Rosa Transit Mall also features six “clam shell” bike lockers. Of the County’s twenty park and ride lots, sixteen are equipped with bicycle racks. (These facilities are listed in Appendix D)

The Sonoma Marin Area Rail Transit (SMART)

The SMART District is a regional transportation district that was established in 2003 by the California Legislature with the passage of California State Assembly Bill 2224 (Nation, District 6). The SMART District was established to oversee the development and implementation of passenger rail service in Sonoma and Marin counties along the Northwestern Pacific Railway. The District holds over seventy miles of railroad right-of-way in public ownership between the cities of Cloverdale and Larkspur, and is charged with planning, engineering, evaluating and implementing passenger train service and corridor maintenance from Cloverdale to Larkspur. Additionally, the development of a multi-use bicycle and pedestrian pathway within, or adjacent to, the rail corridor is included in the project.

The SMART passenger rail project would serve fourteen developing or planned multi-modal train stations between Cloverdale in Sonoma County and the terminal in Larkspur in Marin County, where a connection could be made to San Francisco via the existing ferry service. SMART also proposes to provide a critical north-south transportation route for bicyclists and pedestrians, with approximately 70 miles of multi-use pathway located along or adjacent to the right-of-way between Cloverdale and Larkspur. The SMART Path project will provide a continuous north-south route through Sonoma County comprised largely of Class I multi-use pathway along with short segments of Class II bike lanes or Class III bike routes, where right-of-way constraints occur, to connect seven of the County’s nine cities: Cloverdale, Healdsburg, Windsor, Santa Rosa, Rohnert Park, Cotati, and Petaluma. <http://www.sonomamarintrain.org/>

North Coast Railroad Authority (NCRA)

The NCRA was created by state lawmakers in 1989 to manage the Northwestern Pacific Railway, the 316-mile rail line that extends down the North Coast from Eureka to Napa. The NCRA is charged with overseeing freight operations along the rail line. Rail operations were halted in 2001 after a series of winter storms damaged the tracks and the Federal Railroad Authority deemed the rail line unsafe. Since then, a series of efforts to restore service have occurred without success. Recently, the State Transportation Commission released funds necessary for the NCRA to complete track and intersection repairs. <http://www.northcoastrailroad.org/index.html>

Accessibility for All People

The Americans with Disabilities Act (ADA) was enacted in 1990, providing rights and protections to individuals with disabilities. To comply in the realm of the pedestrian network, local governments must bring sidewalks, curb ramps and roadway crossings up to a set of specified standards when constructing new facilities or making modifications within existing public rights-of-way. For purposes of facility use and planning, people who use wheelchairs are considered pedestrians. Implementation of this plan will provide many benefits to those people who use wheelchairs or other mobility devices, including those who would like to access transit.

In addition to providing individuals with disabilities with accessible sidewalk, curb ramp and crossing facilities, many ADA requirements help others as well. For instance, in addition to serving people who

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use wheelchairs, curb ramps facilitate travel by those pushing strollers and inexperienced bicyclists who are not yet ready to ride in the street. Wide sidewalks, and a lack of obstructions, create a nicer environment for all pedestrians. These improvements can also reduce demand for paratransit services (demand-responsive transit for people whose disabilities prevent them from using public transit) by allowing some people with disabilities to access public transit stops.

Safety and Security

Safety is a major concern of both current and potential bicyclists and pedestrians. For those who walk or bicycle, it is typically an on-going concern or even a distraction. For those who avoid walking and/or bicycle riding, concern about safety is one of the most compelling reasons not to do so. In discussing bicycle safety, it is important to separate perceived dangers from actual safety hazards.

Riding a bicycle on the street is commonly perceived as unsafe because of the exposure of a lightweight, two-wheeled vehicle to heavier and faster moving motor vehicles including autos, trucks and buses. Actual accident statistics, however, show that bicyclists face only a marginally higher degree of sustaining an injury than a motorist, based on numbers of users and miles traveled. Death rates are essentially the same for bicyclists as motorists. Collisions between bicycles and vehicles are much less likely to happen than bicycle-with-bicycle, bicycle-with-pedestrian, or collisions caused by physical conditions. Additionally, the majority of reported bicycle crashes show the bicyclist to be at fault; generally, this involves younger bicyclists riding on the wrong side of the road or being hit broadside by a vehicle at an intersection or driveway. For this reason, programs that teach the public how to properly ride bicycles and follow safety rules are very important supports.

Section 21200 of the California Vehicle Code provides that "every person riding a bicycle upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle. In other words, a bicyclist has the same rights to utilize the State roadways as the driver of a motor vehicle. Moreover, bicyclists and pedestrians are entitled to travel on all roads except those that are lawfully prohibited to them (CVC 21960.)."

Collision Analysis

The collision history for the subject agencies were reviewed to determine any trends or patterns that could indicate safety issues. The collision data for 2002-2006 was obtained from the California Highway Patrol (CHP) as published in their State Wide Integrated Traffic Records System (SWITRS) reports. The CHP Accident Investigation Unit maintains SWITRS. It was developed as a means to collect and process data elements from a collision scene. The program ensures that local police departments and the CHP utilize and maintain uniform data collection tools and methods to collect and compile meaningful data and statistics which can be used to improve roadway conditions and monitor the effectiveness of enforcement efforts.

It is important to note that SWITRS only includes reported collisions, so may not reflect all conflicts that occur. A comprehensive review of the data was performed to help understand the nature and factors involved in bicycle and pedestrian collisions. A better understanding of these factors may help planners and engineers address some of the physical environments that contribute to these incidents. For example, if it is determined that a high incidence of collisions are occurring in the evening, lighting improvements may help to correct the situation. Conversely, a high incidence of collisions attributed to

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bicycle riding in the wrong direction or those involving children may be addressed through education and/or enforcement activities.

The following types of data were reviewed with an emphasis on the conditions indicated to better understand the factors that may have contributed to the reported collisions:

- Collisions: This information includes an analysis of the major causes of each collision, the locations of collisions, and the seasonal variation of collisions.
- Conditions: Environmental conditions at or near the collision site at the time of each crash were examined. This included an analysis of weather conditions, lighting conditions, and types of traffic control devices present.
- Demographics: This included a determination, by gender and age, of collision rates for bicyclists and pedestrians.
- Locations: This portion of the analysis includes a citywide map of bicycle and pedestrian collisions and other spatial analyses of different collision types.

During the five-year review period over 36,000 collisions were recorded. Analysis of the data revealed a steady decline in the number of collisions per year. Of this total number, 735 bicycle collisions were recorded and 597 pedestrian collisions were recorded. Similarly, a general decline in the number of bicycle and pedestrian collisions recorded occurred over the five-year review period. During the review period, eleven bicycle fatalities and 27 pedestrian fatalities occurred. *Individual collision history conditions are included in the local agency chapters of the plan. An overview of Countywide Collision Data is included in Appendix E.*

Need for Data Collection

Bicycle and Pedestrian Counts

One of the challenges facing staff and local decision makers in the area of bicycle and pedestrian planning is the lack of documentation on usage and demand for pedestrian and bicycle facilities. Without accurate and consistent data, it is difficult to measure the positive benefits of bicycle and pedestrian investments, especially when compared to the other types of transportation such as the automobile. In order to supplement JTW data, to attain a better understanding of existing usage and travel patterns, and to be able to project demand, regular bicycle and pedestrian counts are recommended.

Count Methodology

In 2003, the Metropolitan Transportation Commission (MTC) developed the *Bicyclist and Pedestrian Data Collection and Analysis Project*. The project resulted in the *Handbook for Bicyclists and Pedestrian Counts*, for MTC. This methodology represents standard guidelines typically used when conducting counts of bicycle and pedestrian activity. Using the procedures outlined in this handbook would ensure consistent results among local agencies for the development of a database, as well as with larger efforts conducted by MTC throughout the region.

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The bicycle count methodology has been developed to attain a consistent regional bicycle count and analysis procedure so that trends in usage can be documented. The counting strategy outlined provides an easy and inexpensive method of conducting bicycle and pedestrian counts on a regular basis. The level of detail to be extracted during routine counts is kept to a minimum to reduce ambiguity while still providing useful data. This is not unlike the typical traffic count that reveals little more than the time of day, and direction of travel. Collection of data regarding the motorist's age, trip purpose, length of trip, etc. is relatively rare.

Bicyclist and pedestrian counts can be conducted during three different times of the year: fall, spring and summer. In general, the winter months should be avoided due to poor weather conditions and extended holiday-related vacations. To capture bicycle and pedestrian activity near schools, counts in the fall should start after Labor Day and end before the end of daylight savings time (at the end of October), whereas counts in the spring should start after the beginning of daylight saving time (at the beginning of April) and end before Memorial Day. School districts and/or institutions within each jurisdiction should be contacted to verify when schools will be in session to avoid spring and winter breaks and special school events. Counts at locations that are not near schools can be accurately conducted during the summer months. Further, the summer months often have somewhat lower peak period volumes due to the reduction in work force trips due to vacations except near recreational attractors, such as wineries in Sonoma County, where summertime conditions may represent peak demand. It should be noted that the counting period should be as condensed as possible to ensure the most consistent conditions.

The counts should be conducted on Tuesdays, Wednesdays or Thursdays during non-holiday weeks. If counts must be conducted during holiday weeks, the actual holiday day should be avoided, and the Tuesday after Monday holidays and the Thursday before Friday holidays should also be avoided.

Proposed count locations for each of the participating agencies have been identified through this planning process. The basic criteria used to select count locations included points along and intersections of primary streets in the network, area coverage, population centers, attractors and generators, and community gateways. Proposed count locations are included in Appendix C.

Sidewalk Inventories

Maintaining a database of sidewalk locations and their condition can be an effective tool to identify gaps in the pedestrian network, prioritize maintenance, and take advantage of maintenance and upgrade opportunities, such as those provided by new development or utility trenching. It is recommended that the various jurisdictions develop an inventory program and database. Initial inventories are typically accomplished utilizing student interns in either planning or public works departments. The database should then be updated periodically over time to reflect changes to the system.

Existing Conditions

The Pedestrian System

In the older neighborhoods of cities, sidewalks have been in place for many decades. Historic downtowns have retained their early "walkability," where a variety of destinations are reachable by foot from residences. Sidewalks or pathways are also in place in almost all of the most recently developed residential, civic, and business developments. System gaps are frequently found in locations between the oldest and the newest development. In areas that were developed during the 1950s to 1980s, the focus

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was on access by motorists. Pedestrian facilities were frequently not required. Examples of this pattern can be found adjacent sections of commercial development along what were once principal interregional routes, such as Old Redwood Highway, Santa Rosa Avenue, Sebastopol Road, and Cloverdale Boulevard. This pattern has also been prevalent in the County's unincorporated towns.

Major barriers to safe pedestrian travel are the freeways, particularly Highway 101, and high-speed and/or multiple lane arterials---facilities that place priority of automobile mobility. Crossing on-ramps and off-ramps, traveling under or over freeways, and traversing principal arterials are challenges many pedestrians find difficult. An array of approaches is being used to address this issue by redesigning roadway facilities. Various cities have added bulb-outs to slow traffic and shorten the distances pedestrians travel from curb to curb. Others have put roads on "road diets" to calm traffic speeds. Signal and warning devices, and various pavement marking and median treatments have been implemented. The current re-construction of Highway 101 is creating opportunities to upgrade pedestrian accommodations.

Included in the pedestrian system are: sidewalks, pathways, recreational trails, Class I multi-use trails, and informally, roadway shoulders. Discontinuity in any of these can create a facility gap that makes travel difficult, unsafe or impossible. Public transit access can sometimes be a challenge, as well. Amenities such as landscaping, tree plantings, lighting and street furniture to create pedestrian friendly environments, are also important system components. Land-use is critical to the viability of a pedestrian system; with pedestrian facilities designed to provide safe and pleasant access to attractors like schools, offices, shopping and restaurants.

The Bicycle System

A range of users must be considered in building a bicycle system. Whereas an experienced rider or bicycle commuter might prefer the shortest and fastest on-road route, a young or inexperienced rider will likely prefer a Class I, separated bicycle facility. Bicycle riders of all ages and abilities, and those who are riding for both recreation and transportation to destinations like work and school, must be considered in system improvement and implementation.

The bicycle system of Sonoma County is as yet incomplete. Comprised of both on-road and off-road facilities, many gaps still exist that break the continuity of bicycle travel. Throughout the County, however, Class I, II and III facilities have been implemented. Class I facilities are separated from roadways (such as the Joe Rodota Trail); Class II facilities are on-road bicycle lanes designated with striping and signage and/or pavement markings; and Class III facilities are on-road, "share the road," bicycle routes indicated just with signage. There are also unpaved recreational trails.

A detailed list of bikeways by facility type and pedestrian infrastructure (where pedestrian data was available) is provided in each of the individual plans. A total of existing bikeways countywide by type is provided below:

- Class I Existing – 77.39 miles
- Class II Existing – 121.01 miles
- Class III Existing – 43.32 miles

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Off-Road Facilities

It is fortunate that across the County, there have been, and are, opportunities to use public right-of-ways to establish trails. Many of the Class I facilities have been, or will be, constructed along creek alignments owned by cities or the County (e.g., Sonoma County Water Agency) and along prior or existing railroad rights-of-way (e.g., existing Joe Rodota Trail; proposed the Northwestern Pacific Railroad (NWPR)/Sonoma Marin Area Rail Transit (SMART) trail). Class I facilities have already been constructed along parts of the NWPR/SMART right-of-way.

The major existing Class I facility in the County is the Joe Rodota Trail (3 miles) leading east to west from Santa Rosa to Sebastopol. It links to the West County Trail, a facility with some gaps as a Class I, which currently extends to Forestville. Passing through scenic areas of the West County, mostly in alignments that were formerly rail lines, these two multi-use trails are utilized by commuters, and recreational users of all ages. The alignment of the proposed SMART trail would intersect the Joe Rodota Trail.

In addition to the facilities utilizing public rights-of-way, others have been, and will be, constructed as part of private developments. For example, Cloverdale has several trails in residential areas that were developed as part of subdivision master planning.

On-Road Facilities

The County's roadway system presents many barriers and safety concerns for bicyclists. Many roads are narrow and/or have insufficient shoulder widths; and freeways, high-speed and multiple-lane arterials present challenges for the on-the-road bicyclist.

Incrementally jurisdictions are addressing the inadequacy of almost all of the older roadways, and setting priorities for their improvement. Many roadways still provide insufficient width to safely accommodate bicyclists. There are many examples in rural areas where shoulder widths are sub-standard, and along some roadways virtually non-existent. Cities and the County are now in a position of needing to retrofit roadways for the use of bicyclists. Sometimes roads are widened to include room for bicyclists and sometimes roads are put on "road diets" to create environments more friendly to bicyclists. Gap closures, particularly those on facilities with high demand and those that are part of the regional network, are in general given priority for improvement.

Bicycle Parking and End of Trip Accommodations

Bicycle parking, storage, and end of trip accommodations such as shower and changing facilities must not be overlooked when planning and implementing a bikeway system. Bicycle parking includes bicycle racks, bicycle lockers, parking corrals, covered parking, and indoor parking. Effective parking requires properly designed racks, lockers, and shelters, which are sited appropriately for ease of use and convenience. End of trip amenities include locations where commuter cyclists can change clothes and either shower or 'freshen up', and then store their bicycling gear.

National bicycle surveys consistently find that inadequate end-of-trip facilities and the fear of theft (bicycles are one of the top stolen items in all communities) are major deterrents to bicycle commuting, and the lack of safe and convenient parking is a problem facing many "would-be" bicycle commuters throughout the County. Left on the street for hours at a time, bikes are too often easy targets for theft

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and vandalism, as well as damage caused by inclement weather. On-site, indoor bicycle parking provides the best solution. Unfortunately, not all building managers recognize the benefits of allowing employees to bring bikes inside, and some buildings have banned bikes.

Many destinations throughout Sonoma County provide bicycle parking in the form of bicycle racks. While a rack-by-rack inventory of bicycle parking is currently unavailable, in general bicycle parking is provided at major shopping centers, along storefronts throughout our communities' downtowns, at civic destinations, at transit facilities, park and rides, and public parking garages, at schools and colleges, local and regional parks, and in most new commercial development and office parks. However, long-term bicycle parking in the form of bicycle lockers is provided at only a handful of locations throughout the County. Inventories of existing and proposed bicycle parking locations are identified in the local plan chapters.

Current Issues, Constraints, and Opportunities

This section provides a brief overview of issues and opportunities related to walking and bicycling throughout Sonoma County.

Issues/Constraints

- There is a shortage of, and a latent demand for more, dedicated pedestrian and bicycle facilities including sidewalks and paths, improved pedestrian crossings, multi-use trails, bike lanes, bike routes, bicycle parking, and recreational opportunities.
- Concerns over safety, whether real or perceived, limit the level of bicycle use and walking countywide.
- In some cases, state highways serve as both “Main Streets” and intercity connections. As such, these facilities must be multi-modal to serve all members of the communities through which they pass, including the non-driving public.
- Physical barriers including US 101, NWP/SMART rail line, state highways, and various waterways.
- With many competing interests and limited public rights of way, a variety of strategies need to be employed including creative approaches, retrofits, compromise, and sometimes difficult political choices.
- Funding availability is limited and securing funding can be complex and time consuming.
- Clear and consistent policy direction, and the expertise and resolve to implement and sustain projects and programs are needed for ongoing success.

Opportunities

- This effort presents a new collaboration for planning and implementation of multi-jurisdictional projects and programs.
- There are numerous natural and man-made corridors in the County that are potential locations for Class I multi-use pathways, these include:
 - Railroad right-of-ways such as the Northwestern Pacific/SMART rail line, and historic lines such as Santa Rosa – Petaluma Railroad, Sonoma – Schellville Railroad and others.
 - Sonoma County Water Agency flood channels
 - Laguna de Santa Rosa

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- Utility corridors such as PG&E easements and the Geysers Pipeline
- The availability of dedicated non-motorized transportation funding sources:
 - Measure M, Sonoma County’s dedicated transportation sales tax, administered by SCTA
 - Sonoma County Agricultural Preservation and Open Space District is increasingly focusing on access and recreation
- The major reconstruction of Highway 101 is presenting multiple opportunities to improve associated bicycle and pedestrian crossings.
- In recent times, the development community has been largely responsive to the public’s desire to see pedestrian and/or bicycle facilities built into new development.
- City and County zoning, permitting, and design standards have been put in place to foster infill, and non-motorized accessibility.
- Mandates and guidelines requiring the routine accommodation of bicyclists and pedestrians in the construction and upgrading of facilities serve to accelerate the build-out of the bicycle and pedestrian systems.
- Public involvement in the planning process creates greater awareness of needs, public desires, and solutions. Bicycle and pedestrian advisory groups, cycling groups, and advocacy organizations like the Sonoma County Bicycle Coalition, provide effective means of communicating.
- Programs like Safe Routes to School, and those involving law enforcement to improve motorist, bicyclist and pedestrian behaviors are supportive.

Proposed Projects

Projects have been proposed in each of the jurisdictions for which this planning effort has been conducted. Each individual plan includes a list of existing and proposed projects. Proposed projects have been ranked as high, medium, or low priority, and estimated costs have been assigned. The lists were refined following public reviews and resulted from careful considerations. Existing and proposed facilities are identified in Figure I.

Primary Bikeway Network

A new element of this planning effort has been the designation of a countywide Primary Bikeway Network – a continuous countywide network of on- and off-street bikeways that extend between and through communities. The Primary Bikeway Network consists of a selection of existing and proposed Class I, Class II, and Class III bikeways that provide inter-city and inter-county routes along with connections to other transportation modes, major destinations, jobs, neighborhoods, recreation, and local bicycle networks. The network typically includes a north-south and east-west route through each community. The intention of the network is to focus and collaborate on a set of basic routes that will provide access to major destinations and activity areas. Primary Bikeway Network routes are identified on the countywide map, sub-titled Proposed and Existing City & County Bicycle and Pedestrian Facilities, with a colored highlight around their route designation. Approximately 65 miles of Primary Bikeway Network currently exist and approximately 514 miles of bikeways are proposed on the Primary Bikeway Network.

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Programs

The pedestrian and bicycle systems must be comprised of more than transportation surfaces. This Plan includes recommendations for both physical improvements – such as construction projects – and programmatic recommendations such as community outreach and educational campaigns. This section highlights a few of the programs already in place in various jurisdictions and details a number of programs that can be implemented on a countywide basis or locally to support an increase in bicycling and walking throughout Sonoma County.

Effective programs are designed to:

- Engage the community
- Educate bicyclists, pedestrians, and motorists
- Enhance safety

Programs can be effective low-cost measures that can be implemented and maintained by citizenry in partnership with local advocacy groups and a sponsoring agency. The goal of these activities is to improve mobility without placing a large burden on agency staff or local funding resources. However, there are issues worth noting. Implementation requires organizational leadership, funding, follow-through, and maintenance. Drawing on a variety of community resources including public and private partnerships, and maintaining community support will be essential to ensure that the policies, programs, and projects within this Plan are implemented over time.

Existing Programs

There are a variety of existing programs and activities already in place around the County, which are aimed at improving safety, convenience, and boosting user levels. Some of these existing programs have been in place for years, while others are relatively new. In some cases the programs are city or county funded; in others, they are non-profit or volunteer run. Each entity should take advantage of the success of these existing programs and the benefits they provide to the community and tourists. Existing programs and activities include:

- Safe Kids Sonoma County
- School Zone Enforcement Activities
- Bicycle Fairs, Races, and Events
- Bike to Work Day / Month Activities
- Bike Safe Sonoma
- Sonoma County Regional Parks – bicycle education and helmet giveaway
- Street Smart Santa Rosa

Proposed Programs

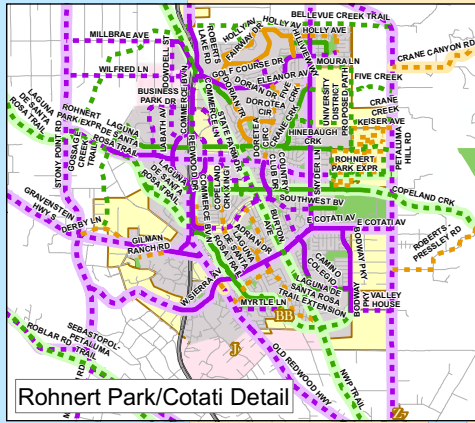
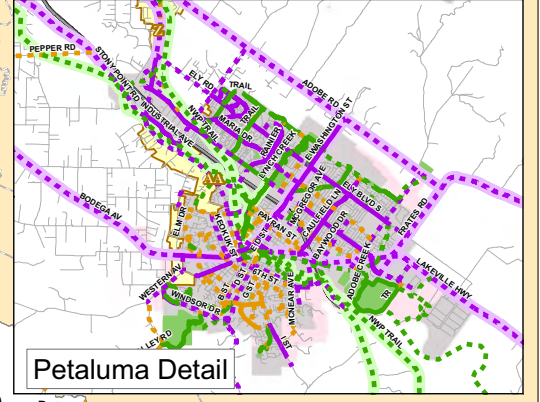
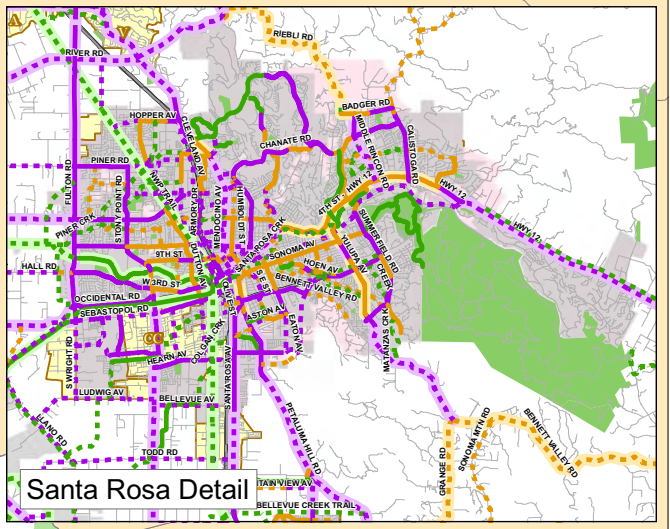
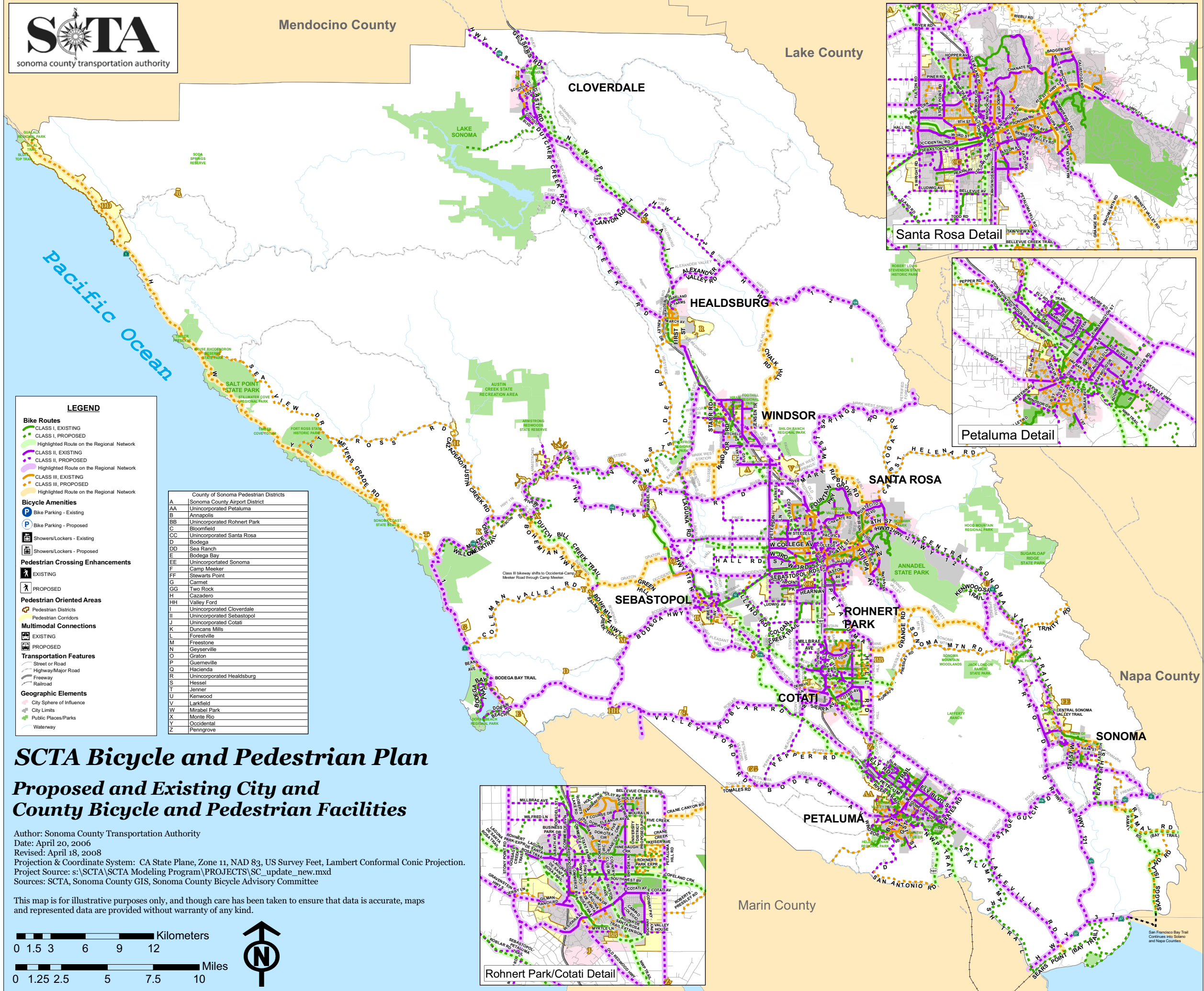
Several countywide programs are proposed in this Plan to support walking and bicycling throughout Sonoma County. Proposed programs (as detailed in Appendix F) include:

- Comprehensive Signing Campaign
- Bicycle Parking Campaign



Mendocino County

Lake County



LEGEND

Bike Routes

- CLASS I, EXISTING
- CLASS I, PROPOSED
- Highlighted Route on the Regional Network
- CLASS II, EXISTING
- CLASS II, PROPOSED
- Highlighted Route on the Regional Network
- CLASS III, EXISTING
- CLASS III, PROPOSED
- Highlighted Route on the Regional Network

Bicycle Amenities

- Bike Parking - Existing
- Bike Parking - Proposed
- Showers/Lockers - Existing
- Showers/Lockers - Proposed

Pedestrian Crossing Enhancements

- EXISTING
- PROPOSED

Pedestrian Oriented Areas

- Pedestrian Districts
- Pedestrian Corridors

Multimodal Connections

- EXISTING
- PROPOSED

Transportation Features

- Street or Road
- Highway/Major Road
- Freeway
- Railroad

Geographic Elements

- City Sphere of Influence
- City Limits
- Public Places/Parks
- Waterway

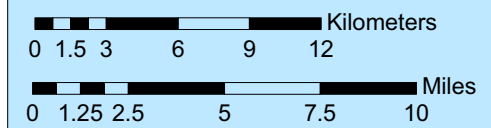
County of Sonoma Pedestrian Districts	
A	Sonoma County Airport District
AA	Unincorporated Petaluma
B	Annapolis
BB	Unincorporated Rohnert Park
C	Bloomfield
CC	Unincorporated Santa Rosa
D	Bodega
DD	Sea Ranch
E	Bodega Bay
EE	Unincorporated Sonoma
F	Camp Meeker
FF	Stewarts Point
G	Carmet
GG	Two Rock
H	Cazadero
HH	Valley Ford
I	Unincorporated Cloverdale
II	Unincorporated Sebastopol
J	Unincorporated Cotati
K	Duncans Mills
L	Forestville
M	Freestone
N	Geyserville
O	Graton
P	Guerneville
Q	Hacienda
R	Unincorporated Healdsburg
S	Hessel
T	Jenner
U	Ranwood
V	Larkfield
W	Mirabel Park
X	Monte Rio
Y	Occidental
Z	Penngrove

SCTA Bicycle and Pedestrian Plan

Proposed and Existing City and County Bicycle and Pedestrian Facilities

Author: Sonoma County Transportation Authority
 Date: April 20, 2006
 Revised: April 18, 2008
 Projection & Coordinate System: CA State Plane, Zone 11, NAD 83, US Survey Feet, Lambert Conformal Conic Projection.
 Project Source: s:\SCTA\SCTA Modeling Program\PROJECTS\SC_update_new.mxd
 Sources: SCTA, Sonoma County GIS, Sonoma County Bicycle Advisory Committee

This map is for illustrative purposes only, and though care has been taken to ensure that data is accurate, maps and represented data are provided without warranty of any kind.



San Francisco Bay Trail
 Continues into Sonoma
 and Napa Counties

SCTA Countywide Bicycle & Pedestrian Master Plan

SCTA Countywide Bicycle & Pedestrian Master Plan

Advocacy Groups

It is important to recognize the significant contributions that local advocacy organizations make in their efforts to promote and enhance non-motorized transportation in Sonoma County. These organizations which range from ad-hoc groups to longstanding foundations with officers and board members continue to promote education, support local actions, and organize events ranging from races to elementary school education programs. Partnerships with these groups can help to effectively implement many of the programs contained within this Plan, reduce their related labor cost, provide sustained maintenance, and ensure their affect. The following summary identifies many of the existing groups and their activities.

- Sonoma County Bicycle Coalition – Advocacy, Safety Training and Awareness, Road Skills Courses, Valet Bicycle Parking at community events, Safe Routes to Schools Activities
- Santa Rosa Bicycle Club – Advocacy, Community Bike Rides
- Sonoma County Climate Protection Campaign – Cool Schools Program
- Community Bikes – Low Cost Bicycle Repair and Donation Programs
- LITE initiatives/Community Bikes – community walks and bicycle rides
- Sonoma County Stompers/American Volkssport Association – walking groups

Funding

This section provides an overview of funding mechanisms available to implement bicycle and pedestrian projects, such as those in this plan. Due to its dynamic nature, transportation financing is complex and the implementation of bicycle and pedestrian facilities, improvements, and programs is made possible by a wide variety of funding sources including:

- Federal, State, Regional, and Local Governmental Sources
- Private Sector Development and Investment
- Community, Special Interest and Philanthropic Organizations

Federal, State, Regional, and Local Governmental Sources

The dollars used to fund transportation projects originate from a wide variety of government sources including federal and state fuel taxes, sales taxes, property taxes, transit fares, truck weight fees, vehicle registration fees, tolls, development fees, bonds, traffic fines, local general funds, and assessment districts, among others. As such, much transportation funding is closely tied to larger local, state, and national economic trends. The availability of these funds can fluctuate with economic upturns and downturns.

In the San Francisco Bay Area, the flow of revenues for bicycle and pedestrian projects from source to implementing entity most often involves the California Department of Transportation (Caltrans), the regional Metropolitan Transportation Commission (MTC), and to a limited extent, the Bay Area Air Quality Management District (BAAQMD). Funding for bicycling and pedestrian projects is possible from various sources that SCTA facilitates. While the SCTA does not own or operate facilities or services, the agency supports implementation of projects and programs identified by the entities SCTA collaborates with.

SCTA Countywide Bicycle & Pedestrian Master Plan

At the federal, state, regional and local levels, transportation funds are divided into myriad funding programs. Each program is handled differently, depending on its size, eligible uses, and the agency responsible for making spending decisions. While some programs remain relatively consistent, the majority are dynamic, changing regularly with passage of legislation or as a result of administrative or programmatic adjustments. Moreover, many programs, especially at the regional level, are not funded from a single source; rather they are derived from a combination of funds. Government funding can fund both non-infrastructure and infrastructure projects. Examples of the former are the Safe Routes to School and Office of Traffic Safety grant programs; examples of the latter are roadway rehabilitation and construction of roadways, Class I multi-use pathways, and bicycle lanes.

In general, federal funds are used for capital projects, such as new roadway, highway, and rail construction, as well as for specific projects earmarked by Congress. State funds are used for new capital projects too, but also cover maintenance costs, like street and highway resurfacing. State funds are also used as matching funds for larger federal projects, and a small portion is used to cover operational costs. Regional and local funds are often the most flexible, and may be used for capital project, maintenance, operational costs, and programs.

Sonoma County has access to locally generated funding. The Sonoma County Transportation Authority (SCTA) administers revenues derived from a voter-approved transportation sales tax, named Measure M. The 2007 Measure M Strategic Plan details plans for spending that money on specific projects including bicycle and pedestrian improvements throughout the County.

The primary implementers of infrastructure projects are city and county public works departments. Project selection is typically based on planning processes involving public participation. Additionally schools and school districts can be the implementers of onsite bicycle and pedestrian infrastructure and amenities, such as sidewalks and bicycle racks; and for bicycle and pedestrian education programs and incentives. Other governmental partners are law enforcement agencies and parks and recreation departments. Such entities can sponsor enforcement and/or safety programs that are aimed at improving motorist, bicyclist and pedestrian behaviors to bring about greater community safety and security.

Redevelopment agencies are another source of governmental funding. Many redeveloped districts have incorporated bicycle and pedestrian facilities in their planning. Likewise fees exacted from developers for project mitigation can potentially be used to accommodate pedestrians and bicyclists.

Private Sector Development and Investment

Private sector development and investment play an important role in funding non-motorized infrastructure. Many of the County's newer housing and retail developments have been planned, or required, to include sidewalks, pathways, and bicycle facilities. Private development is expanding its focus on "smart growth" and balanced transportation options. This inherently builds in orientation to the bicycle and pedestrian modes. Sometimes developers also fund such amenities as bicycle racks, bicycle storage, benches, lockers and shower facilities.

Additionally, in many locations improvements such as closure of gaps in sidewalks or road widenings are made only after a private land use change is approved. Improvements or right-of-way dedication can be made conditions of approval, allowing upgrades for bicyclists and pedestrians.

SCTA Countywide Bicycle & Pedestrian Master Plan

Both the government and private sectors also play important roles in providing employee programs that encourage walking and bicycling, as well as use of transit.

Community, Special Interest and Philanthropic Organizations

Other non-governmental sources of funding include the contributions of community-based organizations, such as the Sonoma County Bicycle Coalition, in carrying out programs that support bicycle usage. Examples include Bike to Work Day efforts, bicycle valet parking at events, and education programs. Special-interest groups have made contributions toward non-motorized improvements and programs if such are in alignment with group objectives. Sometimes the contribution is monetary; at other times in the form of volunteer efforts, such as path or trail upkeep programs.

Philanthropic entities including non-profit, foundation, and corporate organizations and individuals can fund programs, and at times facilities. Donations and grants have paid for community amenities such as pathways and trails; landscaping, fountains and other aesthetic improvements; and street furniture such as bicycle racks, lighting and seating benches. The later such “beautification” efforts create bicycle and pedestrian friendly environments.

Construction Projects

Because this plan’s planning process has generated a ranked list of construction projects for each entity, addition information about the sources of infrastructure financing will be useful. Bicycle and pedestrian projects are eligible for funding through a variety of program sources. However, while a portion of the funds available for such improvements are programmed or ‘guaranteed’ to the local agencies based on various formulas, the majority of the funds are available through a competitive process at the state, regional, or local level. Thus while improvements to major roadways are likely to be financed through programmed transportation funds, the majority of the projects contained in this Plan are likely to be funded through competitive grant programs or some combination of the two sources.

To ensure timely implementation of the projects contained in this plan, it will be incumbent upon the local agencies to pursue competitive source funds, which are expected to account for the majority of funds available to implement the projects in this plan. Competition for these limited funds can be intense, especially at the state and regional levels where often hundreds of applicants compete for limited funds. Therefore, competitive programs typically require the development of extensive applications with clear documentation of the project need, costs, and benefits, along with maps, cost estimates, schedules, letters of support, and proposed work scopes. A local match of between 10 and 15 percent is typically required; however some programs require a dollar for dollar match. While the development of applications combined with securing local matching funds can be challenging, competitive source funding programs represent an outstanding opportunity to secure funds for local improvements.

Costs and Implementation

This section provides an overview of the costs, implementation strategies, and actions that are necessary to implement the projects and programs that have been identified in this Plan.

SCTA Countywide Bicycle & Pedestrian Master Plan

Project Costs

Since the local agencies will be responsible for implementation of the projects contained in this plan, project cost estimates are included in the local agency chapters. Planning level cost estimates were developed for this effort. Bicycle project cost estimates were developed by utilizing available information on each proposed project including segment length, corridor condition, and other available information. Each segment was evaluated according to an estimated cost-per-mile based on the recommended facility type. Unit costs were developed by researching the latest unit costs experienced by sample of local agencies in Sonoma County and the North Bay, and were reviewed by agency staff. Pedestrian projects were assigned costs based on individual estimates.

A summary overview of proposed bicycle projects and costs by jurisdiction is provided in Table 3. This Plan, along with the Santa Rosa and Petaluma plans, calls for the implementation of approximately 1,143 miles of bikeways connecting all of the jurisdictions.

Proposed projects and programs in this Plan have been analyzed to determine financing requirements, and to allow the entities to budget their resources and target available funding sources. It is important to note that the majority of funding for the projects contained in this Plan is expected to be derived from competitive funding sources that require a combination of sound applications, local support, and lobbying on the regional and state level.

**Table 3
Bikeway System Cost Estimate Summary**

Jurisdiction/City	Total # of Projects	Miles of Class I	Miles of Class II	Miles of Class III	Total Length	Estimated Cost
City of Cloverdale	22	7.3	4.7	3.5	15.5	\$4,449,095
City of Cotati	17	0.6	2.6	1.3	4.5	\$859,962
City of Healdsburg	27	2.65	1.16	3.31	7.1	\$10,560,538
City of Rohnert Park	74	10.9	8.3	8.9	28.1	\$17,867,275
City of Sebastopol	36	0.06	9.53	2.85	12.4	\$840,587
City of Sonoma	31	0.61	6.31	5.18	12.1	\$904,218
Town of Windsor	59	9.49	11.14	7.90	28.5	\$6,185,337
County of Sonoma (unincorporated)	284	180.0	380.0	154.0	714.0	\$260,000,000 (estimated)
City of Petaluma	-	24.10	34.50	19.00	77.6	\$ 0
City of Santa Rosa	-	52.60	69.10	121.80	243.5	\$ 0
Total System (costs are estimated and do not include Santa Rosa or Petaluma)	550 plus Santa Rosa and Petaluma	288.32	527.34	327.94	1143.3	\$41,667,012 plus County \$260,000,000 = @ \$300,000,000

SCTA Countywide Bicycle & Pedestrian Master Plan

Project Implementation Process

The actions necessary to complete infrastructure projects identified in this Plan will vary from project to project, but generally include:

1. Adoption of the Plan by resolution by each local agency.
 - a. Approval of the Plan by the Metropolitan Transportation Commission.
 - b. Certification of the Plan by the Caltrans Bicycle Facilities Unit.
 - c. Programmatic level review and environmental clearance of the Plan.
2. Preparation of a Feasibility Study involving a conceptual design (with consideration of possible alternatives and environmental issues) and cost estimate for individual projects as needed.
3. Secure, as necessary, outside funding and any applicable environmental approvals.
4. Approval of the project by the Planning Commission and the City Council, including local commitments to provide for any unfunded portions of project costs.
5. Completion of final plans, specifications and estimates, advertising for bids, receipt of bids and award of contract(s).
6. Project construction.

Funding Programs

There are a variety of funding programs and mechanisms that can be used to implement the projects contained in this plan. Brief descriptions of these funding sources are provided in Appendix G.

SCTA Countywide Bicycle & Pedestrian Master Plan

Caltrans Checklist

	Location
a. The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	Section 2: Demographics and Commute Patterns
b. A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	Section 2: Setting and Context
c. A map and description of existing and proposed bikeways.	Map – Section 2: Text – Section 4: Description and List of Bicycle and Pedestrian Projects
d. A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	Map – Page 8: Text – Section 4: Support Facilities and Bicycle Parking
e. A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Map – Section 2: Text – Section 4: Transit and Multi-Modal Access
f. A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Map – Section 2: Text – Section 4: Support Facilities and Bicycle Parking
g. A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.	Section 4: Safety and Security
h. A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.	Section 1: Introduction
i. A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.	Section 2: Relationship to Other Plans & Appendix B of the Countywide Plan
j. A description of the projects proposed in the plan and a listing of their priorities for implementation.	Section 4: Project Priorities
k. A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Section 5: Costs and Implementation Strategies

SCTA Countywide Bicycle & Pedestrian Master Plan



Appendices

May 2008

APPENDIX A – PUBLIC COMMENTS

General Comments – North County

Recorder: Steve Weinberger, W-Trans

- Why no bike lanes in Sebastopol?
- Why no bike lanes in Healdsburg?
- SMART trail benefits the whole county.
- Car traffic reduction benefits should be considered including benefit to funding.
- Foss Creek Trail...more upgrades and improvements to “start and stops” including transition at Healdsburg Avenue/Vine Street/Mill Street.
- Suggest bike traffic signal @ Healdsburg Avenue/Vine Street/Mill Street.
- Consider Interface with bikes & peds.

Recorder: Josh Abrams, W-Trans

- Windsor – Old Redwood Highway has existing Class II bike lanes from Pleasant Ave north to Brooks Road.
- Brooks Creek Path is hard for senior citizens to use due to bicycle speeds, lack of separation, and user conflicts.
- Prioritize the SMART Path connection between Windsor and Healdsburg.
- Healdsburg – connections to the County are needed to facilitate access in and out of town.
- County road & maintenance standards need to be improved to enhance conditions for bicyclists.
- All roadway rehabilitation and resurfacing projects should include shoulder widening and enhancements.
- Bicycle parking, short and long-term, indoor and secured is needed everywhere.
- Traffic signals in Healdsburg don’t detect cyclists.
- Healdsburg – roadway (bots) dots were recently installed at First Street and Mason Street, they impede cyclists and present a hazard.
- The interchange at Airport Road and US 101 is difficult for bicyclists and pedestrians to negotiate. The bridge guardrails on the 101 overpass are too low. The on & off ramps are hard to negotiate.
- The intersection of Airport Blvd. and Aviation Blvd. is also very difficult.
- Healdsburg Chamber of Commerce to Vineyard Plaza: Pedestrian walkway is needed (w/ railroad tracks in consideration)

- Cloverdale – Citrus Fair under crossing include a proposed Class I connection from South Street with a connection through the Sound Wall to the Cloverdale Depot.
- Improved access across the NWP line in Healdsburg are needed, install mid-block crossings/access across the railroad. Santa Clara light rail is an example.
- Can't let the County road standards deteriorate.
- Relate the importance of bicycle tourism in the County and cycling benefits.
- Maintenance reporting is a major issue and should be addressed.
- Healdsburg Russian River Bridge is difficult to negotiate for bicyclists and pedestrians.
- Bike Lanes are needed in Sebastopol.
- Bike lanes are needed on Healdsburg Avenue in Healdsburg.
- Healdsburg Class III are being upgraded to Class II.
- NWP/SMART major priority.
- Connections are needed between the SMART path and other local pathways.
- Foss Creek Path needs intersection enhancements to transition over roads: signage, bollard treatments, and speed table crosswalks.
- The intersection of Mill/Vine/Healdsburg Avenue should include a bike light/phase for the pathway.
- Bike & ped conflicts: right of way assignments, bikes get priorities because they move faster?
- Joe Rodota @ Stony Point crossing high speed on ramps is horrible. South Wright Road is hard, too.
- User Separation needs to be addressed on Class I pathways. Seniors and pedestrians are scarred of bicyclists.

Recorder: Lynne March, SCTA

- Wants an event in Cloverdale – Bicycle for Disabled; Chris Culver to provide information.

City of Healdsburg Map Comments

(Yellow # Comments)

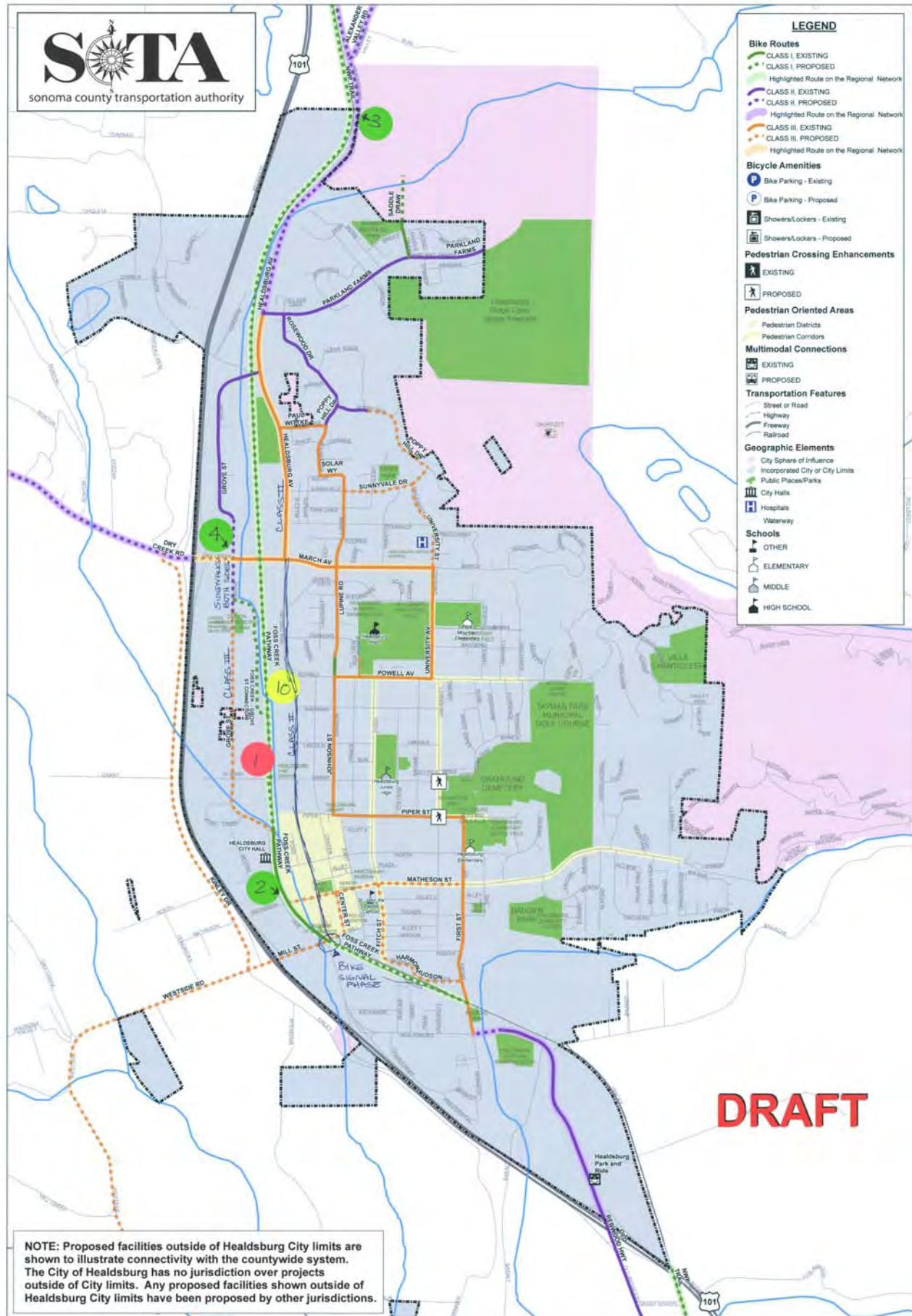
1. Why no Class II on Healdsburg Avenue? If not, provide Bicycle Boulevards on parallel routes.

(Orange # Comments)

1. Healdsburg Avenue Class II or III

(Green # Comments)

2. Healdsburg – Discussed with Mario L. (includes sketch). There needs to be a way for people to get from the path on the east side of the railroad tracks to the west side without having to do so at the northerly intersection. A routing from the east side across the tracks at Matheson was suggested as a preferred way to link to the west side (see sketch)
3. Healdsburg – North end of town: shoulders disappear. Westside in front of Quaker Hill is a problem. When can it be improved?
4. Healdsburg – Bike storage; bike lane needs to be in the middle.



LEGEND	
Bike Routes	
	CLASS I, EXISTING
	CLASS I, PROPOSED
	Highlighted Route on the Regional Network
	CLASS II, EXISTING
	CLASS II, PROPOSED
	Highlighted Route on the Regional Network
	CLASS III, EXISTING
	CLASS III, PROPOSED
	Highlighted Route on the Regional Network
Bicycle Amenities	
	Bike Parking - Existing
	Bike Parking - Proposed
	Showers/Lockers - Existing
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Pedestrian Crossing Enhancements	
	EXISTING
	PROPOSED
Pedestrian Oriented Areas	
	Pedestrian Districts
	Pedestrian Corridors
Multimodal Connections	
	EXISTING
	PROPOSED
Transportation Features	
	Street or Road
	Highway
	Freeway
	Railroad
Geographic Elements	
	City Sphere of Influence
	Incorporated City or City Limits
	Public Places/Parks
	City Halls
	Hospitals
	Waterway
Schools	
	OTHER
	ELEMENTARY
	MIDDLE
	HIGH SCHOOL

NOTE: Proposed facilities outside of Healdsburg City limits are shown to illustrate connectivity with the countywide system. The City of Healdsburg has no jurisdiction over projects outside of City limits. Any proposed facilities shown outside of Healdsburg City limits have been proposed by other jurisdictions.

CITY OF HEALDSBURG AND VICINITY
 PROPOSED AND EXISTING BICYCLE AND PEDESTRIAN FACILITIES
 SONOMA COUNTY, CALIFORNIA

Author: Sonoma County Transportation Authority
 Date: April 20, 2006
 Revised: September 14, 2007
 Projection & Coordinate System: CA State Plane, Zone 11, NAD 83, US Survey Feet, Lambert Conformal Conic Projection.
 Project Source: s:\SCTA\SCTA Modeling Program\PROJECTS\bikemaps\transupdates\healdsburg_update.mxd
 Sources: SCTA Countywide Bicycle and Pedestrian Advisory Committee, Sonoma County GIS

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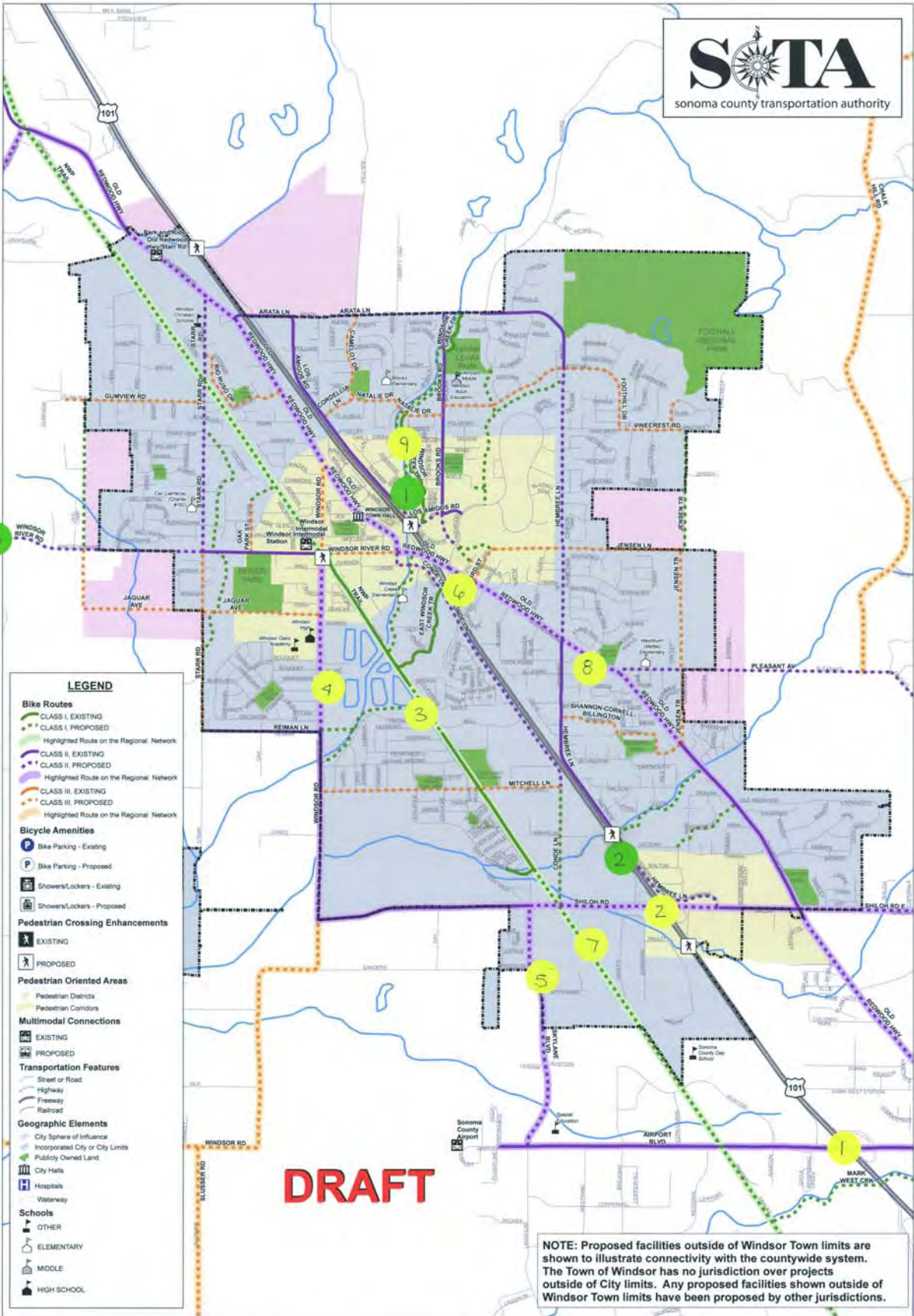
Town of Windsor Map Comments

(Yellow # Comments)

1. Airport Interchange is bicycle unfriendly and should be improved.
2. Shiloh Interchange is also bicycle unfriendly and should be improved.
3. Rail/trail gap would increase ped/bike access to downtown.
4. Gap in sidewalks at this location.
5. Gap in sidewalks at this location, difficult to walk...could improve access to airport.
6. East-West ped/bike connection needed here.
7. Completion of SMART corridor would help access to airport area from Windsor.
8. Inconsistent bike lanes here.
9. No consideration of bike/ped conflicts. Brook Street trail needs ROW signage.

(Green # Comments)

1. Windsor – Council to make field trip to look at culverts. Both flood. Light & Safety are concerns.
2. Windsor – Possible undercrossings.
3. Consider adding to Countywide network, regional system to connect to Eastside.



LEGEND

Bike Routes

- CLASS I, EXISTING
- CLASS I, PROPOSED
- Highlighted Route on the Regional Network
- CLASS II, EXISTING
- CLASS II, PROPOSED
- Highlighted Route on the Regional Network
- CLASS III, EXISTING
- CLASS III, PROPOSED
- Highlighted Route on the Regional Network

Bicycle Amenities

- Bike Parking - Existing
- Bike Parking - Proposed
- Showers/Lockers - Existing
- Showers/Lockers - Proposed

Pedestrian Crossing Enhancements

- EXISTING
- PROPOSED

Pedestrian Oriented Areas

- Pedestrian Districts
- Pedestrian Corridors

Multimodal Connections

- EXISTING
- PROPOSED

Transportation Features

- Street or Road
- Highway
- Freeway
- Railroad

Geographic Elements

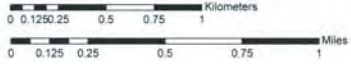
- City Sphere of Influence
- Incorporated City or City Limits
- Publicly Owned Land
- City Halls
- Hospitals
- Waterway

Schools

- OTHER
- ELEMENTARY
- MIDDLE
- HIGH SCHOOL

NOTE: Proposed facilities outside of Windsor Town limits are shown to illustrate connectivity with the countywide system. The Town of Windsor has no jurisdiction over projects outside of City limits. Any proposed facilities shown outside of Windsor Town limits have been proposed by other jurisdictions.

TOWN OF WINDSOR AND VICINITY
 PROPOSED AND EXISTING BICYCLE AND PEDESTRIAN
 FACILITIES, SONOMA COUNTY, CALIFORNIA



Author: Sonoma County Transportation Authority
 Date: April 20, 2006
 Revised: September 14, 2007
 Projection & Coordinate System: CA State Plane, Zone 11, NAD 83, US Survey Feet, Lambert Conformal Conic Projection.
 Project Source: s:\SCTA\SCTA Modeling Program\PROJECTS\bikemaps\2006\windsor.mxd
 Sources: SCTA Countywide Bicycle and Pedestrian Advisory Committee, Sonoma County GIS, Town of Windsor

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General Comments – South County

Recorder: Steve Weinberger, W-Trans

- Bus system should be part of the plan.
- Trash cans in the street impact bike lanes. Refuse pickup company should be educated.
- There is disregard for bicycle lanes: real estate signs, trash cans, etc. CHP pull over cars in bike lanes.
- Rohnert Park to SSU bike travel is not safe. (example: Petaluma Hill Road.)
- I01 is a major barrier, design many projects to cross I01. Caltrans needs to hear this...where are they?
- Concerned about ped/bike conflicts in downtown Cotati due to bulbouts and absence of bike lanes. Some bulbouts are flat and can be traveled on by bikes. (Split bulbouts for bikes).
- Diagonal parking an issue in downtown Cotati.
- Wants connections for Cotati/RP to Annadel. Think of connection for communities to major recreational sites.
- Develop a series of bike routes for youth.
- No adequate route to bike to Sonoma.
- Educate non-biking public of the benefits of biking.
- List incentive programs which are being used (employers, schools, etc.).
- Requirements for shower/locker for employees.
- County road system is oriented towards high speed/heavy traffic. What about small electrical vehicles, trains, horses, etc. (Need to transform County roads.)
- Public parking to serve park-n-ride and bike.
- Copeland Creek Trail Xing problems (Snyder Xing is bad).
- SMART corridor will change lifestyle of residents. Design hub network around all stations.
- Warning lights may not be enough at bike crossings; should be stop lights or signs.
- SW Expressway/Country Club.
- Proper design of bike lane w/right turn lane.
- Need better connections w/other counties.

Recorder: Josh Abrams, W-Trans

- Connections are needed between Cotati and Sebastopol, and Cotati and Petaluma.
- Educational programs are needed for pedestrians, bicyclists, and motorists.
- The Laguna Trail from Cotati west to Sebastopol is a community priority.
- The SMART path is a major priority for north south access through the County.
- Safety improvements are needed across the networks.
- Main roadway corridors have hazards and obstacles, can alternative routes be developed.
- Safe routes.
- The participants are Bike heavy & a younger crowd.
- Petaluma Hill Road needs enhancements for less experienced bicyclists to feel comfortable.
- Highway 101 is a major barrier. We need to plan access to connect across the highway.
- Cotati – conflicts between bikes & peds downtown. bulbouts – can they be designed for bicyclists to ride over them, through them.
- Old Redwood Highway @ Minnesota is a difficult intersection.
- Angled parking is scary for bicyclists because cars can not see you when they are backing out their spaces.
- Cotati to Annadel – Is there a safe route? Can improvements be made to Crane Canyon and Grange.
- Annadel is a major destination, will there be a connection over Taylor Mountain.
- Safety for young children. Safe routes for them to ride on street.
- Need a connection from the central County area to the City of Sonoma.
- The SCTA's benefits sheets are good.
- List programs that cities and counties are doing to encourage bicycling.
- Employers should be encouraged or required to provide showers & locker facilities.
- Multi-modal options need to be improved.
- SMART path is a high priority for north south access.
- Trail heads, park and rides are an asset.

- Copeland Creek Trail intersection crossings are dangerous; ped-activated crossings would help at mid-block intersections.
- SMART corridor – new way of life with train service hub planning.
- East Cotati @ Gunther – ped crossings where drivers overtake & pass in the second lane on the multi-lane roads.
- South West @ Country Club needs intersection improvements for bicyclists.
- I 16 @ ORH needs intersection improvements for bicyclists.
- Motorists' attitude, programs and education are needed.
- Inter-county connections.

Recorder: Lynne March, W-Trans

- Petaluma to Bodega; Roblar Road & Valley Ford; Petaluma & Bodega supportive of Class II. Close gaps, especially Valley Ford. Lots of RVs on road. There are blind rises.
- Rohnert Park allows bikes on sidewalk. Issue of consistency.

City of Cotati Map Comments

(Yellow # Comments)

1. In need of bike enhancements under I01; defensively designed narrow lane.
2. Needed connection
3. EB cyclist connection needs enhancement.
4. Need bike route to guide cyclist around downtown.
5. Bike negotiation difficult ORH to GW.
6. No signage to direct cyclists for ORH to Class I facts to the west.
7. No bike lanes on Redwood North or Helman. Map is incorrect.
8. Bridge is needed.
9. Bike lanes may not be achievable. How about bike routes (share the road sign).
10. Broker Road at rail crossing is bad.
11. This section is already being used. Just pave it.
12. Gap...not continuous...bypass uses Marsh Bridge not shown.
13. Warning sign when Class I ends.

(Orange # Comments)

11. Gossage Creek – west to Stony Point needs to be Class I existing maintenance roads on both sides.
12. Derby – propose a Class II connection as an alternate to SR 116 leading west to Sebastopol. The connection would then utilize the SCWA channel north to the Laguna Channel which would lead west to Sebastopol.

(Green # Comments)

4. Existing parking shown but no proposed.
5. Existing parking shown but no proposed.
6. Add parking at bus stops, especially at high volume transit routes; bike storage, especially at bus stops; covered & lighted.
7. Add parking at bus stops, especially at high volume transit routes; bike storage, especially at bus stops; covered & lighted.
8. Add parking at bus stops, especially at high volume transit routes; bike storage, especially at bus stops; covered & lighted.

9. Lowes – should have been in conditions of approval to include bicycle storage/parking accommodations.
13. What happens to this connection (shows as a gap in the facility).
14. Possibly add signage to show people the connection from south to the Class I facility (green line).
15. SSU shower/storage facilities (how accessible are these?). Is it easy? Are the facilities open to non-resident students?

CITY OF COTATI AND VICINITY

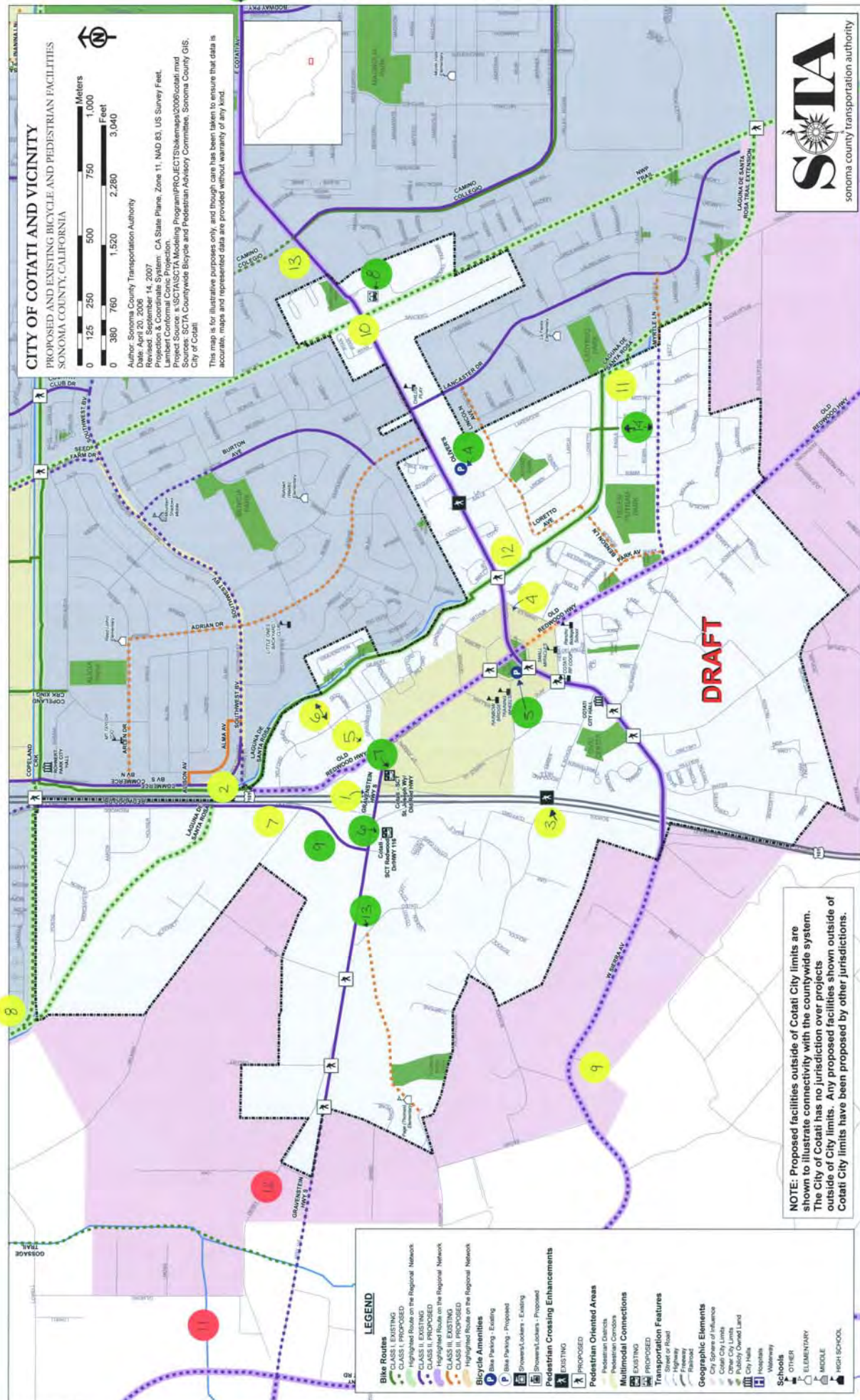
PROPOSED AND EXISTING BICYCLE AND PEDESTRIAN FACILITIES

SONOMA COUNTY, CALIFORNIA



Author: Sonoma County Transportation Authority
 Date: September 14, 2007
 Projection & Coordinate System: CA State Plane, Zone 11, NAD 83, US Survey Feet.
 Lambert Conformal Conic Projection.
 Project Source: s:\GCTA\SCTA_Modeling_Program\PROJECTS\Bokemap\2006\cotati.mxd
 Prepared by: Sonoma County Bicycle and Pedestrian Advisory Committee, Sonoma County GIS,
 City of Cotati

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LEGEND

- Bike Routes**
 - CLASS I - EXISTING: Solid blue line
 - CLASS I - PROPOSED: Dashed blue line
 - CLASS II - EXISTING: Solid green line
 - CLASS II - PROPOSED: Dashed green line
 - CLASS III - EXISTING: Solid purple line
 - CLASS III - PROPOSED: Dashed purple line
 - CLASS IV - EXISTING: Solid orange line
 - CLASS IV - PROPOSED: Dashed orange line
- Bicycle Amenities**
 - Bike Parking - Existing: Blue 'P' icon
 - Bike Parking - Proposed: Blue 'P' icon with dashed outline
 - Shower/Lockers - Existing: Shower/Lockers icon
 - Shower/Lockers - Proposed: Shower/Lockers icon with dashed outline
- Pedestrian Crossing Enhancements**
 - EXISTING: Solid black line with 'X' icon
 - PROPOSED: Dashed black line with 'X' icon
- Pedestrian Oriented Areas**
 - Pedestrian Corridor: Solid black line
 - Multimodal Connections: Dashed black line
- Transportation Features**
 - EXISTING: Solid grey line
 - PROPOSED: Dashed grey line
 - Street or Road: Solid light grey line
 - Freeway: Solid dark grey line
 - Railroad: Solid black line with cross-ticks
- Geographic Elements**
 - City Sphere of Influence: Light blue shaded area
 - City Limits: Dashed black line
 - Other City Limits: Dotted black line
 - Publicly Owned Land: Yellow shaded area
 - City Halls: Building icon
 - Hospitals: Hospital icon
 - Waterway: Blue wavy line
- Schools**
 - OTHER: Building icon
 - ELEMENTARY: Building icon with 'E'
 - MIDDLE: Building icon with 'M'
 - HIGH SCHOOL: Building icon with 'HS'

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City of Rohnert Park Map Comments

(Dark Orange # Comments)

1. Underpass of Laguna path – Redwood to south; remove berms on Snyder separating bike lanes.
2. RP Expressway overcrossing – high speed on & off-ramps; Northbound onramp crosswalk is set back & difficult to negotiate the cloverleaf and high speed vehicle turning movements; Wilfred will have ped facilities.
3. Poorly-lit areas hard to bike at night on Golf Course Drive.
4. Gate at Lydia Park hard to access; entry & exit out of SSU needs improvements for bicycle and pedestrian access - intersection treatments.
5. Santa Rosa Ave at north end – road is narrow.
6. Gravenstein Hwy. undercrossing of US 101 is very hard for bicyclists.
7. School Street underpass – EB crossing is difficult to approach on a bike.
8. East Cotati Avenue - maintenance needed on bike lanes.
9. Camino Collegio - from East Cotati Avenue south, the berm has been removed, but no striping was installed.
10. East Cotati Avenue pavement surface needs rehabilitation.

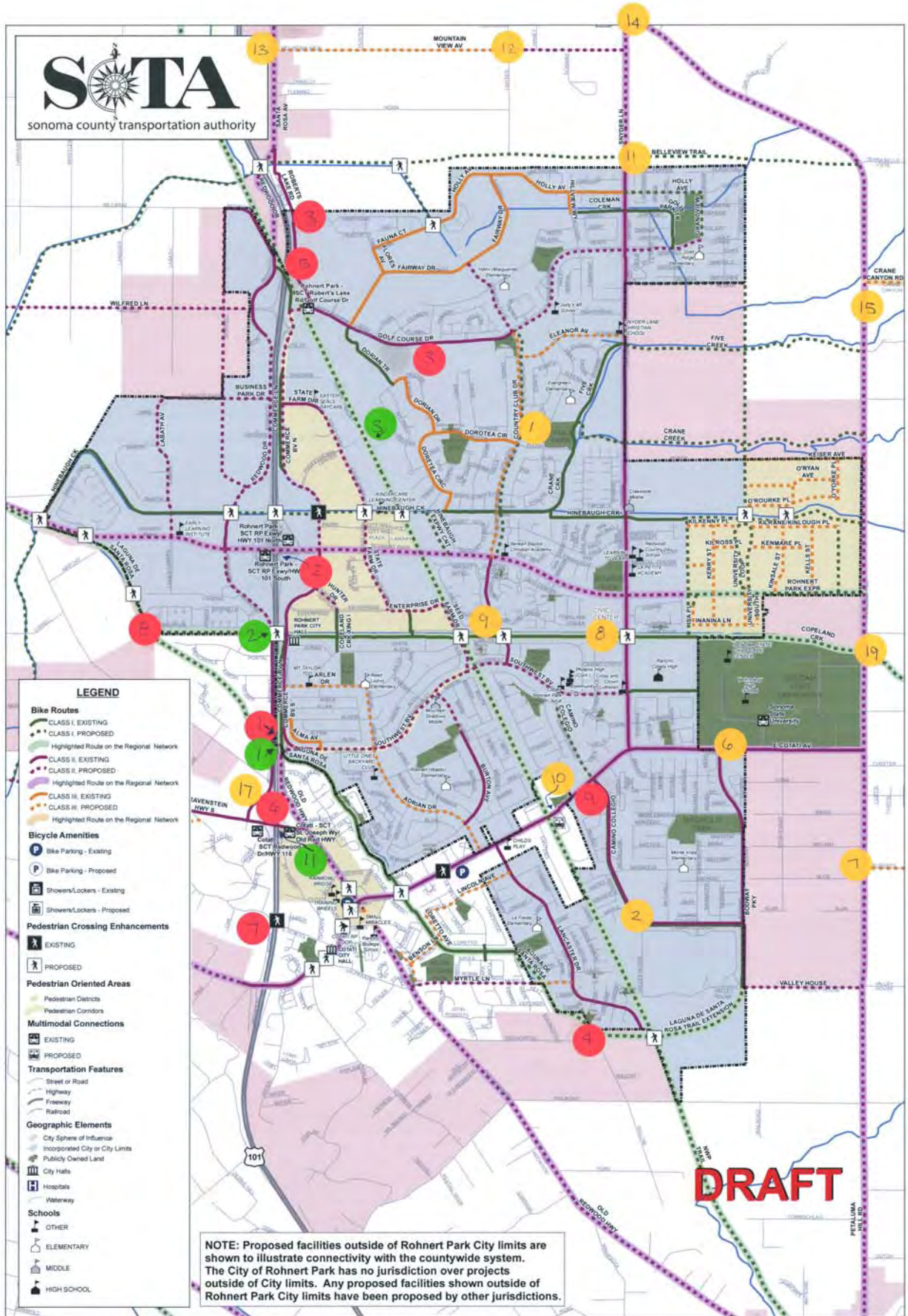
(Green # Comments)

1. Proposed crossing of 101; box culvert; Laguna de Santa Rosa.
2. Proposed crossing of 101; box culvert; Copeland Creek.
3. Very supportive of multi-use along rail corridor.
11. Junction of 116 & under 101 unsafe.

(Light Orange # Comments)

1. Country Club, not room for Class I
2. Bike/ped connectors / cut through
6. Ditches along side county roads a Safety Issue
7. Improved bike loops @ Bodway & East Cotati.
8. Roberts & E. Cotati – crossing improvements.
9. Copeland Creek Road Crossing – dangerous.

10. E. Cotati – roadway debris, maintenance! Sweepers dumping in bike path.
11. E. Cotati rail crossing dangerous.
12. Continue City bikeways onto County roads.
13. Mountain View – bad shoulder, pavement maintenance.
14. Mountain View/Santa Rosa Avenue ped enhancements.
15. Snyder & Petaluma Hill bad crossing, dangerous shoulder.
17. Redwood Dr. in front of Lowe’s not enough room, potholes in bikeway.
19. Ped crossing – Copeland Creek & Petaluma Hill Road.



LEGEND

Bike Routes

- CLASS I EXISTING
- CLASS I PROPOSED
- Highlighted Route on the Regional Network
- CLASS II EXISTING
- CLASS II PROPOSED
- Highlighted Route on the Regional Network
- CLASS III EXISTING
- CLASS III PROPOSED
- Highlighted Route on the Regional Network

Bicycle Amenities

- Bike Parking - Existing
- Bike Parking - Proposed
- Showers/Lockers - Existing
- Showers/Lockers - Proposed

Pedestrian Crossing Enhancements

- EXISTING
- PROPOSED

Pedestrian Oriented Areas

- Pedestrian Districts
- Pedestrian Corridors

Multimodal Connections

- EXISTING
- PROPOSED

Transportation Features

- Street or Road
- Highway
- Freeway
- Railroad

Geographic Elements

- City Sphere of Influence
- Incorporated City or City Limits
- Publicly Owned Land
- City Halls
- Hospitals
- Waterway

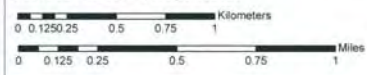
Schools

- OTHER
- ELEMENTARY
- MIDDLE
- HIGH SCHOOL

NOTE: Proposed facilities outside of Rohnert Park City limits are shown to illustrate connectivity with the countywide system. The City of Rohnert Park has no jurisdiction over projects outside of City limits. Any proposed facilities shown outside of Rohnert Park City limits have been proposed by other jurisdictions.

DRAFT

CITY OF ROHNERT PARK AND VICINITY
PROPOSED AND EXISTING BICYCLE AND PEDESTRIAN FACILITIES
SONOMA COUNTY, CALIFORNIA



Author: Sonoma County Transportation Authority
Date: April 20, 2006
Revised: September 14, 2007
Projection & Coordinate System: CA State Plane, Zone 11, NAD 83, US Survey Feet, Lambert Conformal Conic Projection.
Project Source: s:\SCTA\SCTA Modeling Program\PROJECTS\bikemap\transportupdates\tp_update.mxd
Sources: SCTA Countywide Bicycle and Pedestrian Advisory Committee, Sonoma County GIS, City of Rohnert Park

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General Comments – East County

Recorder: Steve Weinberger, W-Trans

- County Staff influence on development improvements; influence on Caltrans.
- Criteria for establishing priorities Stagecoach State Highway improvements for bikes? For connection to Petaluma.
- Traffic signal detection.
- Hot Spot – Boyes Hot Springs need to address Spanish speaking residents.
- www.sonoma-county.com Strategic Plan.
- Agua Caliente...need for sidewalks: Caltrans Project – Boyes Blvd to Agua Caliente Class II.
- Wheelchair access – Why no wheelchair addresses in our plan? Significant wheelchair users in Sonoma. Ped facilities need to address wheelchair users. Barrier Awareness Day. Wheelchair ramps submerged in the winter.
- Bike lane maintenance issues – tree growth, misc. safety issues, debris, cracks, awareness campaign.
- Sharrows – bike lanes.
- Safe routes to school.
- Phillip Sales idea: System of credits for improvement implemented in an area where they are not needed...put into a pot when it can be spent somewhere else. (Practical?)
- Problem Spot – Across from Sonoma Mission Inn steps in the pedestrian sidewalk (ADA).

Recorder: Josh Abrams, W-Trans

- 7th & Studley is a bad intersection; re-route to Curtin?
- Provide an alternative through route town to SR 12.
- Ped safety enhancements are needed at intersections, especially with SR 12.
- Implementation.
- Lots of bike interest.
- Education & awareness is needed for the greater community.
- Lots of interest from outside the city limits.
- SRTS improvements will reduce congestion.
- Access in & out of the city is critical.

- Unincorporated areas need road, shoulder, and pedestrian improvements.
- Ped crosswalks need high visibility markings, warnings, and maintenance.
- Bicycle loaner/lending programs would be great for the senior community, potentially through Sonoma Valley High?
- Pathway – Glenn Ellen to Sonoma (proposal to develop a Class I path).
- Class I paths provide opportunities for a broad cross section of the public to use for commuting and recreation.
- Connections to Santa Rosa are needed. SR 12 is the most direct route, other options need to be provided
- *Safety* – people are scared & will not walk or ride due to safety concerns.
- Maintenance of existing facilities needs to be done, pavement markings fade, vegetation is overgrown, surfaces are hazardous
- The next City of Sonoma meeting on bicycle improvements is scheduled for October 24, 2007
- Lawndale Road needs access improvements.
- Driver education.
- School access needs on Arnold Drive for Altimira Middle School & Dunbar Road for Dunbar Elementary School.
- County roads are narrow in many places, existing pavement needs maintenance; maintenance activities should extend shoulders.
- Madrone Road needs crossing improvements to the park; traffic calming; crossing enhancements.
- Madrone offers a access to low volume streets leading to Glen Ellen; Crosswalks are needed at Marty Drive and Madrone Road and Cecelia Drive and Marty Street.
- Pedestrian crossing improvements are needed to access Moran Goodman Regional Park.
- Dunbar Road needs bike lanes leading to the Dunbar Elementary School. Improve the shoulders on Arnold Drive from Williams in Glen Ellen north to Sonoma Highway.
- All bridges need bike lanes and sidewalks on both sides.
- Broadway needs better enhancements to delineate the bike lanes.
- Warm Springs Road should be designated as a Class II bikeway.
- Santa Rosa to Kenwood – Downtown Kenwood to Oakmont work out an easement, several large land holdings exist. Local land owners may consider providing an easement?

- Lovedale Road is a climb – should be a recommended recreational route.
- Stage Gulch Road – Petaluma to Sonoma is a critical connection that needs to be safe for bicyclists
- Development conditions – Schools & Caltrans. How are they held accountable? Need policy & advocacy from cities & Elected officials.
- Sonoma to Petaluma – Stage Gulch is a major need.
- Signal detection is a priority.
- Boyes Hot Springs is a major need & hot spot for bikes & peds. Need Spanish language outreach.
- Sonoma County Strategic Plan – coordinate with their greenhouse gas efforts.
- Agua Caliente – Caltrans is installing sidewalks on SR 12? The County and the State are beginning to acquire ROW. 8' shoulders will be installed by Caltrans.
- Agua Caliente south to Boyes to Encinas then Encinas to Agua Caliente.
- Springs area task force committee.
- Wheelchair access is critical; crosswalks; enforcement is needed in the crosswalks.
- Develop an awareness program for staff & elected officials. The program would put them in a wheel chair, on foot, and on a bike to better understand needs.
- Existing curb cuts often end up under water during the wet season. This is an access barrier to disable persons.
- Bike lanes – maintenance issues: foliage & obstacles that send you into the lane; better maintenance is needed.
- Safety awareness campaign should be a priority, efforts should include education about passing bicyclists, 3' rule awareness campaign.
- Shared lane markings should be installed where bike lanes won't work.
- School safety markings transition plans.
- Credit ADA improvements so they go where they provide the greatest improvement
- Coordination is needed amongst agencies to ensure continuous connections
- Hwy 12 across from the Fairmont there are steps in the sidewalk.
- Have comment to remove barriers.

Recorder: Chris Barney, SCTA

- Iron Horse Trail. San Ramon & Walnut Creek model for SMART Trail. Connector between Sonoma, Santa Rosa, Petaluma & Rohnert Park. Investigate Old Railroad Right of Way. Rail related bike path. Rail Right of Way.

City of Sonoma Map Comments

(Yellow # Comments)

1. Can implement bike lane now on Broadway, need delineation for bike paths.
6. Advocate grade separation (“leverage your existing assets”) to connect to Verano Avenue (get Bang for the Buck!)
7. Signal detection issue – not detecting bikes or motorcycles.

(Green # Comments)

1. Change route to Curtin Street (has speed bumps) rather than Studley St. through school site.
2. 7th Street & Hwy 12 too dangerous for bicycles & peds. Library/bus stop/bakery = lots of crossing of peds. Put possible ped island. Ø bike crossing recommended.
3. Pavement uneven / unpleasant to ride.
4. Pavement uneven / unpleasant to ride.
5. Class I existing facility.
6. From high school to Creek need bike connection.
7. Newcomb connection from high school.
8. Continue bike lane to Spain St. – 3rd St West from McArthur to Hwy 12 & beyond to Spain.
11. An area near Sonoma Mission Inn has a delineated area for bicycles (bumps or curb-like structure) to create space which feels safer. This was offered as a suggestion to duplicate in other areas.

Additional verbal comments:

Truncated domes in Sonoma flood during winter – poorly designed. Create a barrier.

Lots of bumpy roads. Create a barrier for use

(Light Orange # Comments)

3. W. Napa & 5th St. W improved ped crossing & bike sensor. Also Studley & 5th St. W.
4. Verano side by Riverside & Arnold Dr. – maintenance, glass. 3 West; 1 East.
5. Crossing – Verano before Old Maple before Main St. needs to be restriped, lighting issues, low visibility. Bike lane maintenance hotline.
6. Difficulty crossing Hwy 12 through Sonoma.
7. 2nd & Hwy 12 no bike sensors, get stuck @ intersection.

8. Pressure on school districts, outreach & education.
9. Adele Harrison & Sassami Elementary School drop-off, traffic congestion & safety, cooperation with City; connect parking with school.
10. 7-11 on Napa St., potholes on shoulder, maintain.
11. Arnold Drive & Fauler Creek Bridge exposed pipes, maintenance.
12. Grove & Arnold Drive., improved crossing. Why I-sided crossing? Improve.
13. Arnold Dr. – Petaluma, no connection
14. Orange SB – between Grove & Solano pothole in shoulder, maintenance or improved lighting.
15. Hwy 12 & 5th Street W – no functional bike parking.

CITY OF SONOMA AND VICINITY
PROPOSED AND EXISTING BICYCLE AND PEDESTRIAN FACILITIES
 SONOMA COUNTY, CALIFORNIA

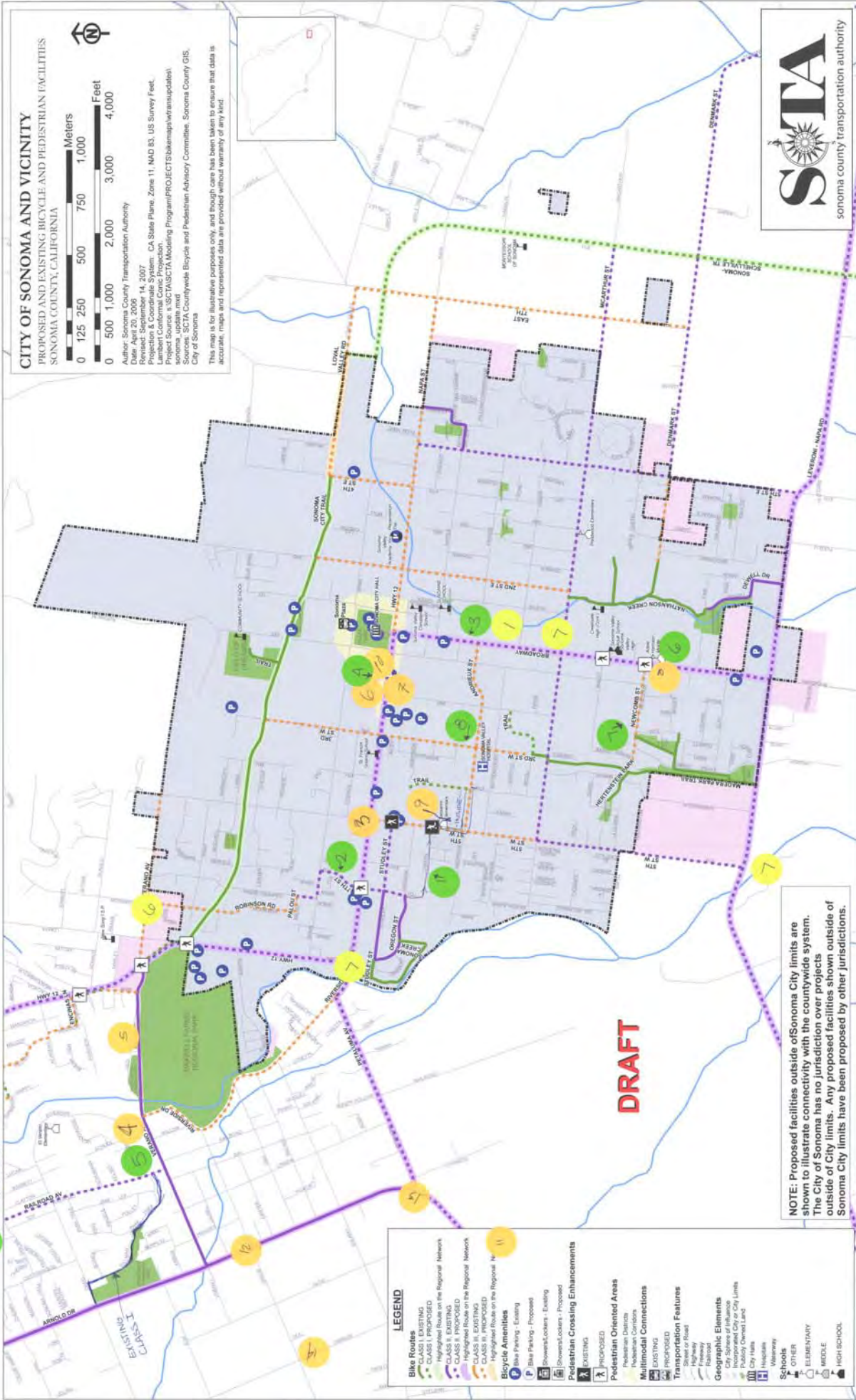
0 125 250 500 750 1,000 Meters
 0 500 1,000 2,000 3,000 4,000 Feet

Author: Sonoma County Transportation Authority
 Revised: September 14, 2007
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 Source: SCA Countywide Bicycle and Pedestrian Advisory Committee, Sonoma County GIS, City of Sonoma

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NEAR SONOMA MUSEUM (MAU)
 BICYCLES BLVD.



DRAFT

LEGEND

Bike Routes
 CLASS I - PROPOSED
 CLASS II - EXISTING
 CLASS III - PROPOSED
 CLASS IV - EXISTING

Bicycle Amenities
 Bike Parking - Existing
 Bike Parking - Proposed
 Showers/Lockers - Existing
 Showers/Lockers - Proposed

Pedestrian Crossing Enhancements
 PROPOSED
 EXISTING

Pedestrian Oriented Areas
 Industrial Corridor
 Industrial Corridor
 Multimodal Connections

EXISTING
 PROPOSED

Transportation Features
 Street or Road
 Highway
 Railway
 Emergency

Geographic Elements
 Incorporated City or City Limits
 Publicly Owned Land
 City Parks
 Hospital
 School
 OTHER
 ELEMENTARY
 MIDDLE
 HIGH SCHOOL

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General Comments – West County

Recorder: Steve Weinberger, W-Trans

- Who is representing the River Area? Consider having a meeting in River Area, need better River rep on SCTA.
- Bodega (Ragle to Watertrough) potential for bike trail on greenway. (Gateway improvements)
- Apple Blossom – Twin Hills – etc. 995 students Fabulous bike path on Watertrough.
- Educational efforts regarding bike lanes.
- Walk or Bike to School Day, Oct. 3; ped connection to bus.
- Analy Eco Commute...need school education.
- North Pacific Coast Railroad should be a bike path all the way in Sausalito to Cazadero.
- Safety issues...ramifications...should be fines.
- Need alt transportation.
- Long list of bike improvement needed. Bike lanes needed N-S and E-W.
- Is there consistency of regional planning. Narrow lanes in hilly area.
- Explore Old R/W Seb-Petaluma RR trail.
- Need Ped/Bicycle Advisory Committee for West County.
- Create a community where kids can ride to school.
- Is Caltrans ignoring Caltrans Directive 64 ?
- Bodega Bay ped/bike trail.
- Consider electric cart vehicles/wheelchairs.
- Maintenance of Class I trails.

Recorder: Josh Abrams, W-Trans

- Santa Rosa needs better consistency, improved connections between bike lanes.
- River area needs a meeting; better representation on the SCTA is needed; a workshop is needed.
- Bodega Avenue/ Ragle Road to Watertrough Road: Install a Class I path on the south side where it is elevated.

- Watertrough & Pleasant Hill Road need pathways and shoulder improvements, the Twin Hills School district requires parents to sign a release form for students to walk or bike to school because of the conditions. Roughly calculated, the 4 schools on these streets generate over 1,000 trips per day for parents going to these schools.
- An education campaign is needed for motorists; including signs & share the road; reinforce the message.
- Public transit access is critical.
- Analy – efforts are needed to get students to walk & bike. Education pieces should be included in the schools curriculum & local papers. Students need access to bikes & educational materials.
- West County parallel to Bohemian Highway, Pacific Coast Railroad right of way; preserve right of way – rail bank and preserve the historic status.
- Adopt a Trail programs should be developed to coordinate citizen efforts to maintain and enhance trails.
- Safety – people don't ride because it is not safe. There should be state legislation enacted that would fine drivers who hit pedestrians and bicyclists.
- Sebastopol – try & get through town on a bike with your kids. Improvements are needed on the City's major streets: Sebastopol Avenue, Bodega Avenue, Healdsburg Avenue, Main Street, Petaluma Avenue, Gravenstein Highway.
- A Bike & Ped Advisory Committee is needed in Sebastopol.
- Parking for bikes is needed throughout Sebastopol – newspaper stands don't count, and much of what is existing is inadequate examples include the Library and Whole Foods.
- Install bike lanes on Sebastopol's main streets going north, south, east, and west.
- Class II bike lanes on 12 & 116.
- Road enforcement efforts need to be more consistent, police & sheriff need to enforce helmet laws.
- Pavement stencils – East Cotati & La Salle needs better markings.
- Media involvement – regular stories such as the 'energy add' that appears in the press democrat should be developed as an on-going piece to educate the public.
- Sebastopol to Petaluma railway is a great project that should be implemented.
- A Bike & ped Advisory Committee is needed in Sebastopol.
- Bike racks are needed throughout town.
- People are scared to ride bikes in Sebastopol because there are no on-street facilities.
- Go to meetings & speak up, that's how change happens.

- Bodega Bay Trail is a priority in the west county.
- Bike parking is needed at El Molino.
- Bike parking, enclosed parking, covered parking is important. Petaluma has recently installed some at a Starbucks on Lakeville.
- Sister City – Choose a bike city to raise awareness locally.
- Bilingual signs are needed to help with the rules of the road. Shower & locker facilities are important.
- Ditches on County roads are a hazard.
- Light at Willowside and Guerneville Road does not detect bicyclists.
- Willowside Road should be on the regional network as an extension of the Santa Rosa Creek Path.

Recorder: Lynne March, SCTA

- It is crucial to separate bicyclists from pedestrians.
- Portia Sinott – requests that a workshop be held in River area.

City of Sebastopol Map Comments

(Yellow # Comments)

1. All major roads need bike lanes I 16/12.
2. Need sidewalk on I 16 N for connect north.
3. Standish-Hall-Willow Creek, no connection to Santa Rosa Creek Trail.
4. High School Road not wide enough.
5. Need better connection for trail to I 16.
6. Need signal detectors on NB Morris.
7. Enhance bike routes, bike lane here.
8. Need ped improvements. Need routes to school.
11. Route bike traffic to Huntley/Dutton, add bike detectors.
16. Extension of Class II into City.
17. Markings on bike trail near Analy are wrong.
18. This Should be a transportation route to Cotati.
20. Need connection directly into town. Need child safety constraints.
21. Need bike lanes on Bodega.

(Dark Orange # Comments)

1. Widen Bodega Highway from the City limits to Watertrough Road.
2. Expand ped districts to include schools.
3. Continue w/County trail off road between Mill Station Road and Occidental Road as a long-term project.
4. Crossing improvements are needed on the Joe Rodata Trail at Wright & Stony Point.
5. Improved signal detection is needed at all traffic lights in Sebastopol. Improvements to schools.
6. Pedestrian improvements are needed on the north side of Healdsburg Avenue from Lyding Lane to Soll Court and the Fiesta Plaza Shopping center.
7. Class II bike lanes are needed in Sebastopol.
8. Class I pathways should be provided to local schools.

9. Bodega Avenue – install sidewalk on the south side from Pleasant Hill Road to Burbank Heights.
10. Bike lanes on SR 116 / SR 12 – user separation is an issue; elderly are intimidated.
11. Install bike lanes on Covert Lane leading to Ragle Park.
12. People want bike lanes on the highway.
13. Huntley & Dutton access to school. Bike path signage on West to trail.
14. Kids need access at Pitt & Harrison; more than just ped improvements; a connection is needed to the high school & West County trail. Dutton & Jewel is hard.
15. Dirt path extension through Libby Park between Washington Avenues?
16. Bike parking need all over downtown. Occidental Road needs improvements/enhancements to the West County Trail.
17. Atascadero Creek bridge into town needs Class II bike lanes.
19. Connection to all the communities 116 Class II.
20. Gates on the West County Trail between Analy and Hurlbut are dangerous and difficult for disabled access.
28. Pleasant Hill Road should be improved south from Bodega Avenue. Access should be provided to the Laguna Trail at multiple locations throughout town, especially from the south, not just from the Joe Rodota Trail.
29. Cooper Road should be designated as a Class III bike route.
32. The traffic light @ Morris Street and the Railroad Forest Path does not detect bicyclists; neither does the light at Parkside & Bodega Avenue.
33. Healdsburg Avenue & Pitt – install crossing enhancements

(Green # Comments)

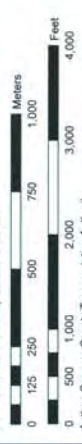
1. Bodega Avenue has a raised greenway that could be used for a pathway. (south side past Watertrough).
2. Dangerous ped crossing.
3. Change to Class II instead of Class III along Morris Street.
4. Narrow shoulders need remedy.
5. Extend ped district – add schools as ped districts.
6. Need Class II Washington to Murphy.
7. Signage needed to direct folks to Class I facilities in Downtown area.

8. Danmar potential route from Ragle Road, but it could be private property. There is a barrier.
9. Healdsburg from Covert to Main hazard with car doors opening.
10. Bodega Avenue make Class II or III.
11. Petaluma Avenue make Class II.
12. Drainage grates are hazardous need attention near gas stations.

(Light Orange # Comments)

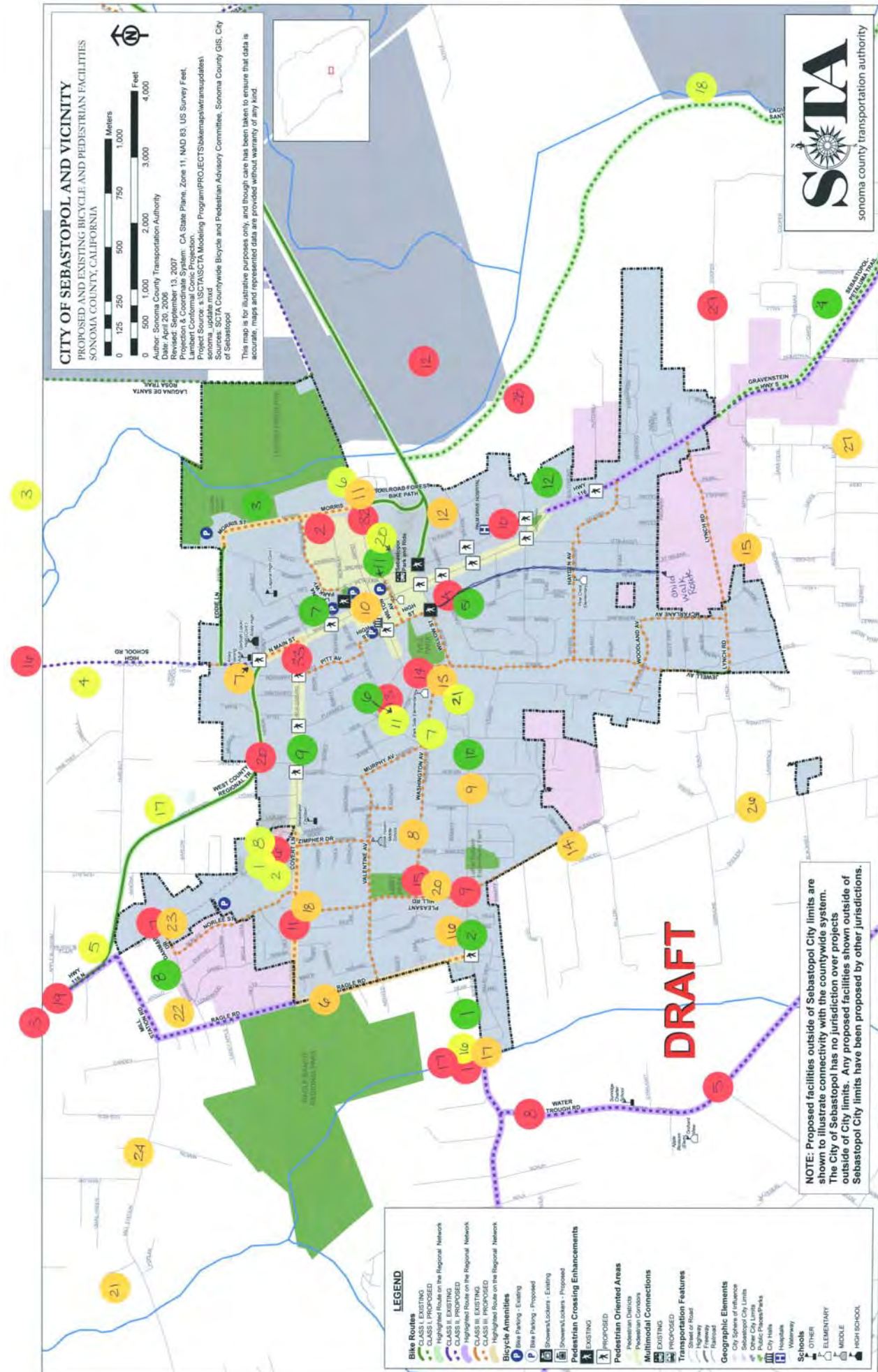
6. Class II Ragle Road, primary safety concern.
7. Bike doesn't trigger light.
8. Bike connectors to Brook Haven Elementary. Pave existing path.
9. Improvements to Hwy 12, City Limits to Ragle, missing link.
10. Crosswalk @ library, improved crossing, flashers?
11. Crossing @ Morris & Railroad Forest, East side.
12. Rodata N dangerous to turn right onto I 16 into traffic, cars in & out of shoulder. Class II bike lane.
13. East-West connection, Class II, improved Hwy 12 & Washington light & improved crossing. Consistent design standards.
14. Pleasant Hill ends @ City Limits connect to Lynch?
15. Witter alternate route into town into Beattie.
16. Improved crossing, signalization @ Ragle & Hwy 12.
17. Congestion @ bridge.
18. Pleasant Hill & Covert Lane – bike signal sensitivity needs to be improved, Curtin Lane.
20. Improve connection from Washington to Pleasant Hill, pave or gravel.
21. Shoulders on Mill Station need to be maintained, N-S, possible Class III.
22. Class III Danmar to I 16.
23. Crossing @ O'Reilly & I 16 & Danmar
24. Improvements on Mill Station to Barlow. improved shoulders.
26. Class II to Twin Hills Middle School
27. Dangerous on Elphick.

CITY OF SEBASTOPOL AND VICINITY
PROPOSED AND EXISTING BICYCLE AND PEDESTRIAN FACILITIES
SONOMA COUNTY, CALIFORNIA



Sebastopol City Transportation Authority
 Date: April 20, 2009
 Revised: September 13, 2007
 Projection & Coordinate System: CA State Plane, Zone 11, NAD 83, US Survey Feet, Lambert Conformal Conic Projection
 Project Source: GIS (ASCTA Modeling Program) (PROJECTS/bikeandpedestrian/updates)
 Sources: SCTA Countywide Bicycle and Pedestrian Advisory Committee, Sonoma County GIS, City of Sebastopol

This map is for illustrative purposes only, and though care has been taken to ensure that data is accurate, maps and represented data are provided without warranty of any kind.



LEGEND

Bike Routes
 CLASS I EXISTING
 CLASS I PROPOSED
 CLASS II EXISTING
 CLASS II PROPOSED
 CLASS III EXISTING
 CLASS III PROPOSED

Bicycle Amenities
 Bike Parking - Existing
 Bike Parking - Proposed
 Shower/Lockers - Existing
 Shower/Lockers - Proposed

Pedestrian Crossing Enhancements
 Pedestrian Crossing - Existing
 Pedestrian Crossing - Proposed

Pedestrian Oriented Areas
 Pedestrian Districts
 Pedestrian Corridors

Multimodal Connections
 EXISTING
 PROPOSED

Transportation Features
 Highway
 Freeway
 Interstate

Geographic Elements
 City Limits of Sebastopol
 Sebastopol City Limits
 Other City Limits
 Public Placem/Plaza
 City Parks
 City Trails
 Waterways
 Wetlands

Schools
 OTHER
 ELEMENTARY
 MIDDLE
 HIGH SCHOOL

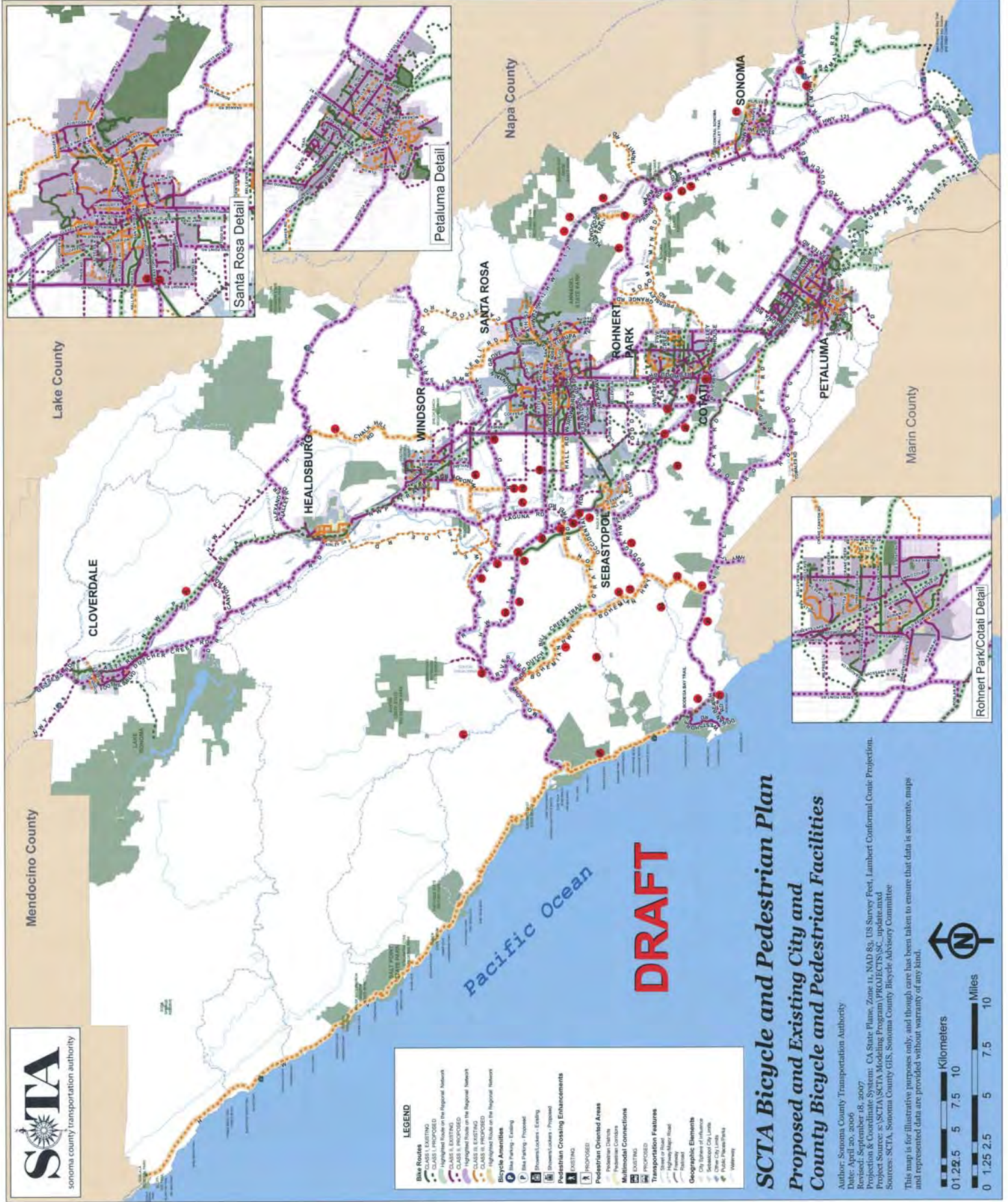
NOTE: Proposed facilities outside of Sebastopol City limits are shown to illustrate connectivity with the countywide system. The City of Sebastopol has no jurisdiction over projects outside of City limits. Any proposed facilities shown outside of Sebastopol City limits have been proposed by other jurisdictions.

County of Sonoma Map

1. Bohemian Highway, Dutcher Creek Trail both along Highway.
2. Chalk Hill – Possible problems with implementation as Class 3.
3. Occidental I 16 to trail existing Class 2.
4. I 16 – Mill Station to Occidental existing Class 1.
5. SMART trail. Toyon Road – through Sonoma Valley; Sonoma Valley Regional Park Trail proposed to Carmel Avenue; Carmel Avenue proposed Class 3 – Regional Parks comment, need to update the trail though Sonoma Valley Regional Park.
6. Arnold Dr. & Warm Springs – Safety high priority! Warm Springs, safe routes to school, Agua Caliente & Arnold ½ mile either.
7. Valley Ford to Bodega Safely
8. Class I's dumping on roadway, signage to alert motorists.
9. I 16 goes from 2 to 4 lanes, no shoulder, up-hill portions.
10. Rohnert Park Expressway & Stony Point, need improved bike loops or crossing button.
11. Kenwood to Santa Rosa – need ped & bike facilities.
12. SR 121-Fremont/Burndale crossing is critical since many bicycles are crossing here for route to Napa.
13. SR 121 Regional Route is not a high priority routes...most bicycle traffic uses Burndale and side roads.
14. Narrow section on Arnold (Sobre Vista?). This is priority since most cyclists use Warm Springs.
15. Lovall Valley should be identified as a recreational route.
16. Highway 12 needs various shoulder improvements between Boyes Hot Springs & Kenwood.
17. Access to Dunbar School should be provided so children can walk and bicycle to school.
18. Question re: class – 2 designated person to speak to Steve S.
19. Concern about showing Class II pushing road widening on Bennett Valley Road. Increasing the Class designation will impact trees & ambience. Homeowners do not want widening. (Tamara Boulton – participated in Bennett Valley HOA? Supervisor is Valerie Brown)
20. Support bike lanes here.
21. Safety issue...not an appropriate bike route.
22. Priority one route to Occidental.

23. O'Farrell Hill is a problem location.
24. Problem location fix shoulder, should be 4-lane section.
25. Need ped connection to Salmon Creek for Occidental.
26. "End of bike trail" sign in Forestville. Need connection a directly to town.
27. Don't like Bodega Bay ped/bike Feasibility Study route.
28. River Road/Fulton need bike detectors.
29. Better NS connection for Sebastopol to Airport.
30. West County Trail light @ Occidental Road does not detect bicyclists. A Bike signal should be installed at the West County Trail and I 16 & Mirabel when the trail goes in.
31. Sebastopol Road past community bikes get rid of AC berm (Santa Rosa).
32. Class II on Bodega.
33. Coleman Valley Road should be designated as a Class III recreational route.
34. Propose Class II bike lanes on all State Routes.
35. Trail intersections need better signage id. Andy's needs enforcement & awareness at the trail.
36. Olivet Road as a north-south route Sebastopol to Airport.
37. River road has no crossings; high speeds; children cross at risk.
38. Martinelli Road up hill, blind curve – danger – needs widening & bike lane.
39. Bloomfield has curve on hill that is a dangerous spot. Needs widening & bike lane. Canfield & Bloomfield.
40. I 16 Westbound into Cotati lanes narrow.
41. Intersection of Gravenstein & Graton Road – if going straight on Graton to Frei, it is difficult with all the cars making right turns.
42. Mirabel – bike lanes.
43. Intersection of Joe Rodota Trail & Wright Road to other segment of trail into Santa Rosa is awkward, needs better connection.
44. Establish standards for Class 3 & maintenance, sound dividers to protect bicyclists.
45. Hwy. I 16 dangerous between Occidental & Sebastopol. Improve route, possible signage?
46. Russian River Class I too dangerous.

47. Bikeway access to Austin Creek State Rec Area.
48. Primary network wherever connects to Class I.
49. Olivet – Guerneville to River, Class III or better.
50. Dangerous on I16 between Mirabel to River @ least.
51. Connect County Parks trails to Bodega Bay; ped & bikeway consider Bodega Bay Path Feasibility Study – Mike Reilly.



LEGEND

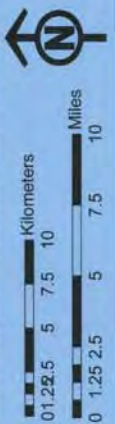
	Bike Routes
	CLASS I EXISTING
	CLASS I PROPOSED
	CLASS II EXISTING
	CLASS II PROPOSED
	CLASS III EXISTING
	CLASS III PROPOSED
	CLASS IV EXISTING
	CLASS IV PROPOSED
	Bicycle Amenities
	Bike Parking - Existing
	Bike Parking - Proposed
	Bike Lanes - Existing
	Bike Lanes - Proposed
	Pedestrian Crossing Enhancements
	EXISTING
	PROPOSED
	Pedestrian Oriented Areas
	Pedestrian Districts
	Multimodal Connections
	EXISTING
	PROPOSED
	Transportation Features
	Shoulder on Road
	Frontage Road
	Freeway
	Geographic Elements
	City Streets of Influence
	Other City Limits
	Public Parks
	Waterway

DRAFT

**SCTA Bicycle and Pedestrian Plan
Proposed and Existing City and
County Bicycle and Pedestrian Facilities**

Author: Sonoma County Transportation Authority
 Date: April 20, 2006
 Revised: September 18, 2007
 Projection & Coordinate System: CA State Plane, Zone 11, NAD 83, US Survey Feet, Lambert Conformal Conic Projection.
 Project Source: s:\SCTA\SCTA Modeling Program\PROJECTS\SC_updates.mxd
 Sources: SCTA, Sonoma County GIS, Sonoma County Bicycle Advisory Committee

This map is for illustrative purposes only, and though care has been taken to ensure that data is accurate, maps and represented data are provided without warranty of any kind.



Bike Paths from Madrone to Dunbar & Altimira Schools

Problem:

1. Out of the 12 miles of bike lanes along Arnold Drive from Madrone Rd. to Dunbar School & Madrone Rd. to Altimira School about 7/10 of a mile needs to be made safer/wider.
2. Pedestrians & bike riders on the south side of Madrone do not have a safe way to cross Madrone Road to access the school bus stop, park, or neighbors homes on the north side of Madrone Rd. Madrone Road connects Arnold Dr. & Hwy 12, and although the speed limit is 25 mph, cars frequently drive 35-50 mph. making Madrone Road a dangerous road to cross.
3. Residents in the housing track from Martin St. to the north side of Madrone Rd. do not have a safe way to cross Arnold Drive to get back to their homes if they choose to ride their bikes to Dunbar School, the County Regional Park, the animal farm at SDC, or into Glen Ellen. Arnold Drive, outside of SDC, is a road were drivers often goes 35-50 mph. making crossing Arnold very dangerous.
4. Pedestrians & bike riders do not have a safeway to cross Arnold Drive at the Regional Park entrance north of Sonoma Developmental Center. The Regional Park is a popular destination. So is the bike path from the Regional Park to Carmel Road, which is used to get to Dunbar School & downtown Glen Ellen.

Solution:

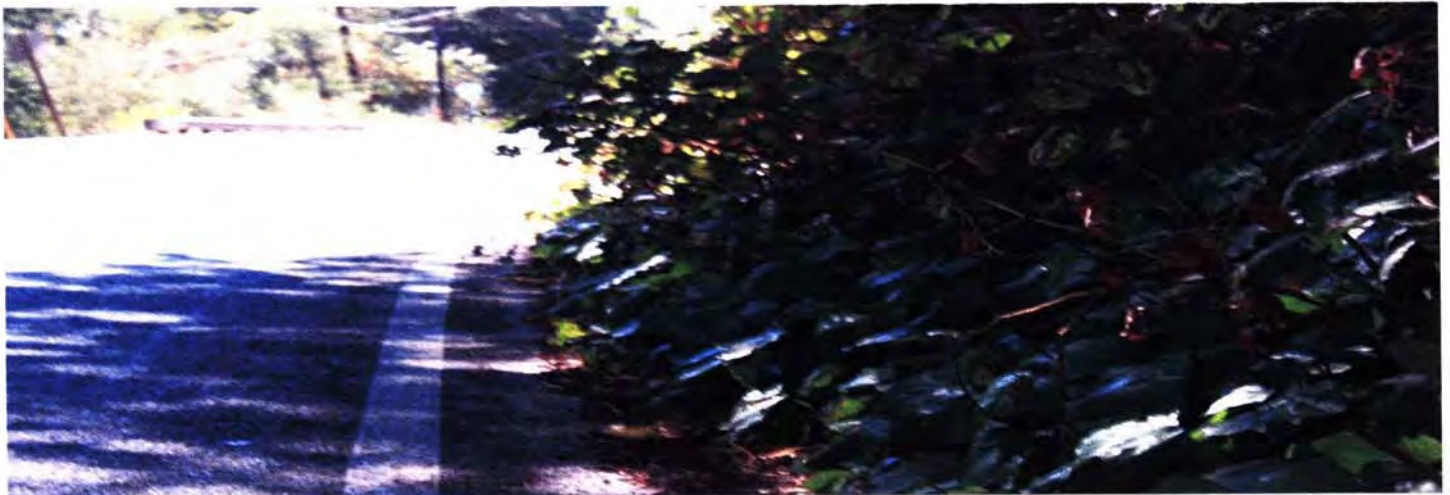
- 1a. Out of that 7/10 of a mile about 2/10 of a mile can be made safer by simply removing overgrown trees, grass, dirt & debris that has accumulated on the side of the road. The northbound bike lane on Arnold Drive just north of Jack London Village, the southbound bike lane on Arnold Drive just south of Williams Street, and the southbound bike lane on Arnold Drive from about the Presbyterian Church to the Sonoma Country Club are extreme examples of this overgrowth. As these pictures show, the bike goes from being 2-3 feet wide to becoming non-existent because of this overgrowth.



Overgrown trees & grass on Arnold north of Jack London Village.



Overgrown dirt & trees on southbound Arnold by Mission Inn Golf Course



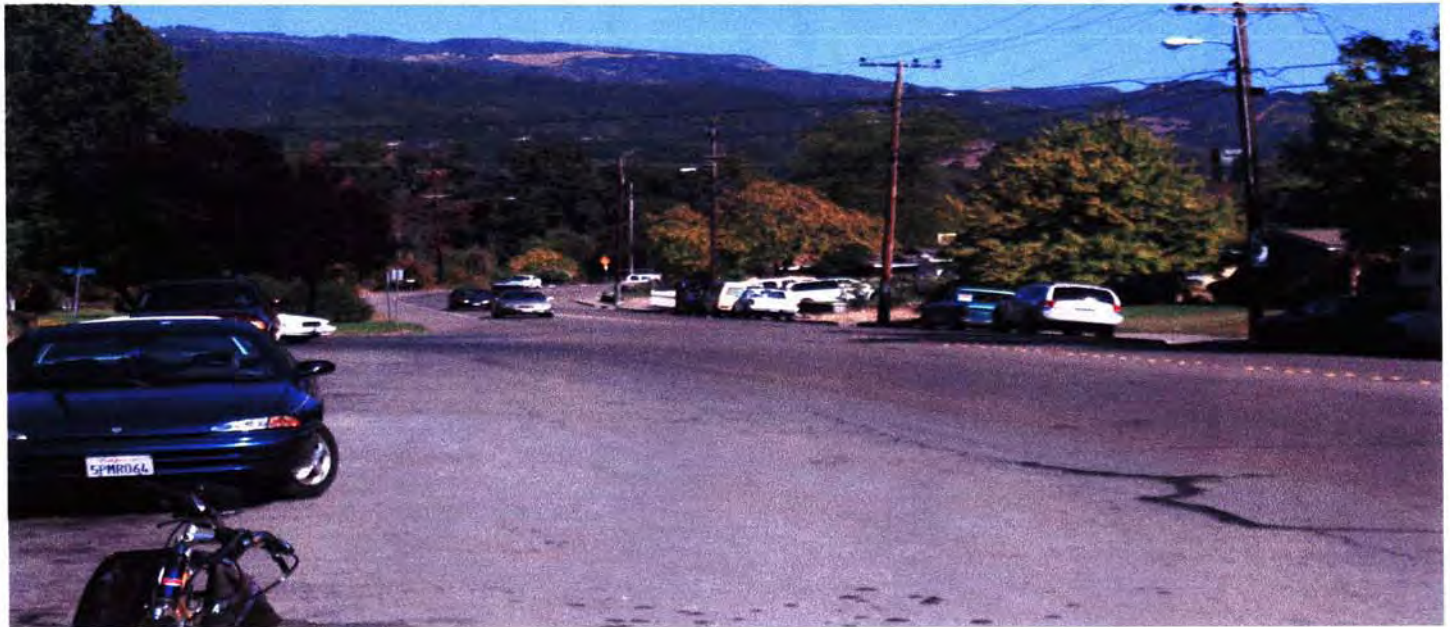
Overgrown ivy southbound Arnold by Williams Street.

- 1b. Of the remaining 5/10 of a mile, most is flat or has a relatively small drainage ditch that could become a wider bike lane.



Flat part of Arnold Drive where bike lane could be made wider

2. Place a stop sign and a cross walk on Madrone Road at Marty Drive. This would allow the housing track on the south side of Madrone Road safe access to the school bus stop on Marty Drive, the park on Marty Drive, & friends & school mates who live in the housing tracks north of Madrone Rd. As this picture shows, Madrone Road can be a difficult road to cross with high speeds & curves.



Madrone & Marty Dr. Note curve in road where speed limit goes from ~~40~~⁴⁵ mph to 25 mph.

3. Residents north of Madrone Rd. & south of Martin Street do not have any stop signs or cross walks to cross Arnold Drive or Madrone Road to get back to their homes if they ride their bikes to Dunbar School or Glen Ellen. A cross walk and/or stop sign at Martin Street or Cecilia Dr. would solve this problem.

4. There is no cross walk on Arnold Dr. from the entrance to the Regional Park (which also includes a frequently used walking & bike path to get to Dunbar School & downtown Glen Ellen via Carmel Rd.). A crosswalk at the park entrance would allow for safer crossing of Arnold Dr. Because car speeds are often higher at this part of Arnold Dr. (35-50mph) a cross walk that lights up or has a blinking yellow light would be safest.



Arnold Drive entrance to Regional Park & bike path to Dunbar/Glen Ellen. Note curve & high speeds.

Discussion:

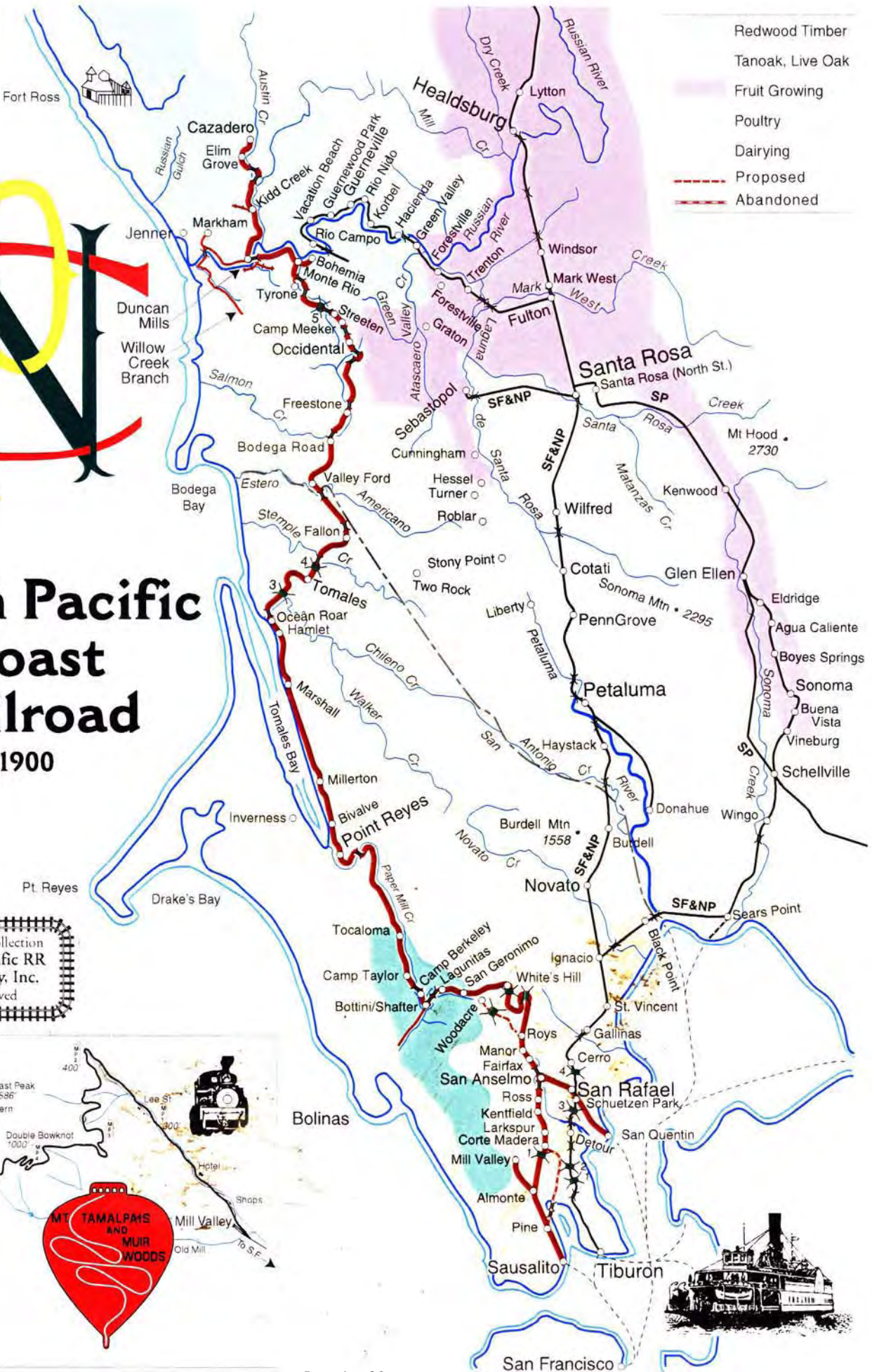
Over the past 10 yrs. Sonoma County was made tremendous strides in making biking along Arnold Drive safer. Stop signs at Aqua Caliente & Arnold, Madrone & Arnold, & Williams & Arnold, along with the widening of the bike lanes on Arnold from Grove St. to Madrone Rd. have made Arnold Drive a road I feel safe riding with my 10, 8, 6 & 4 year old children. Encouraging our children to exercise by riding their bikes to school, to friends houses, & to local stores is the right thing to do & is desperately needed as new studies come out showing the dramatic increase in childhood obesity & early on-set diabetes. Most of what needs to be done to make Arnold Drive even safer can be done at a relatively low cost & is very achievable within the County's budget.



North Pacific Coast Railroad

1900

- Redwood Timber
- Tanoak, Live Oak
- Fruit Growing
- Poultry
- Dairying
- Proposed
- Abandoned



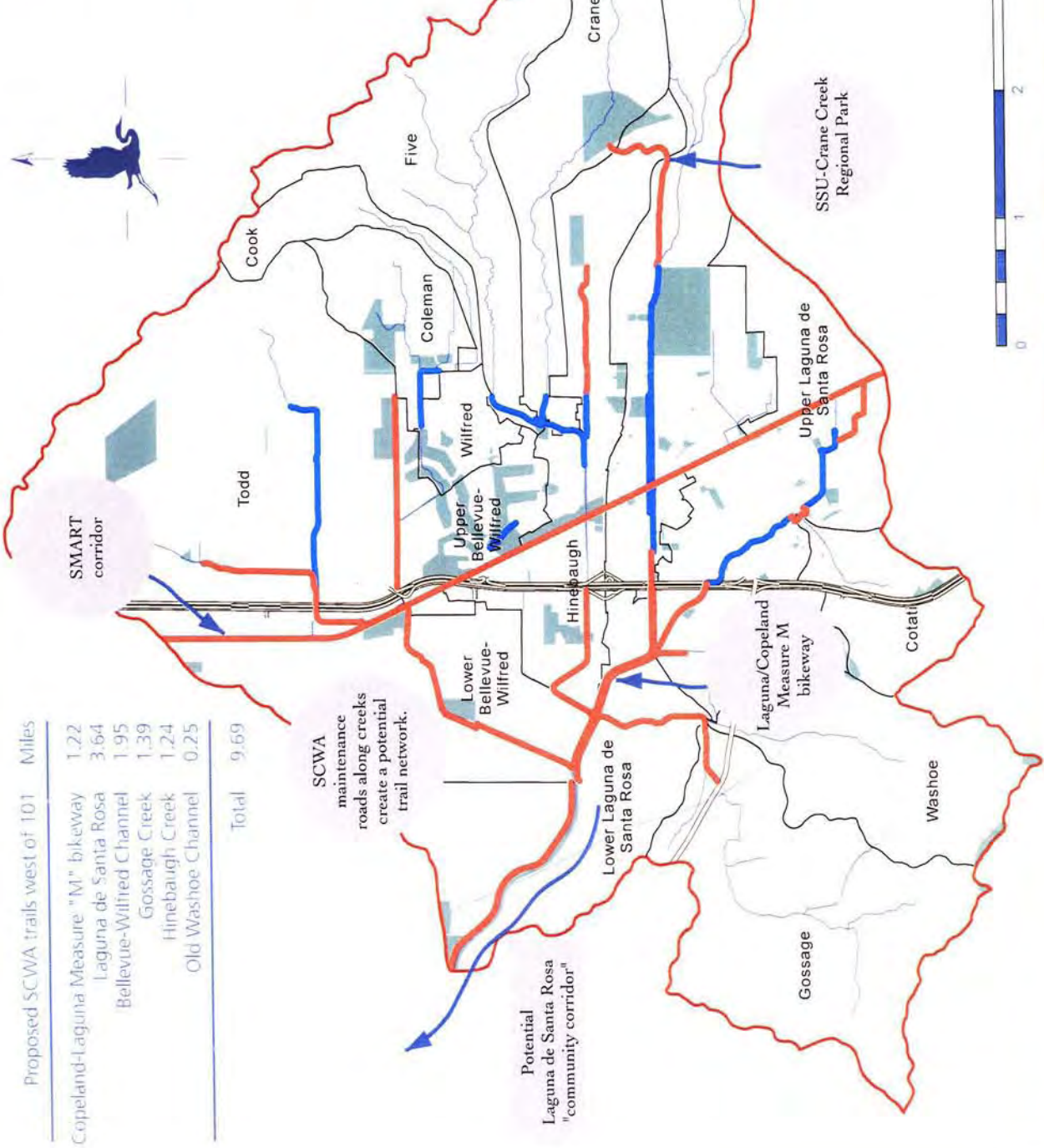
Credit: Allen Tacy Collection
 Northwestern Pacific RR
 Historical Society, Inc.
 All Rights Reserved



Proposed SCWA trails east of 101		Miles
Wilfred Creek		1.49
Todd Creek		0.97
Laguna de Santa Rosa		0.82
Hunter Creek		0.43
Copeland Creek		0.28
Total		3.99

Other proposed trails east of 101		Miles
SSU-Crane Creek Regional Park		1.41
Hinebaugh Creek (Brookfield Homes)		1.03
Total		2.44

SMART corridor 6.18



Proposed SCWA trails west of 101		Miles
Copeland-Laguna Measure "M" bikeway		1.22
Laguna de Santa Rosa		3.64
Bellevue-Wilfred Channel		1.95
Gossage Creek		1.39
Hinebaugh Creek		1.24
Old Washoe Channel		0.25
Total		9.69

SCWA maintenance roads along creeks create a potential trail network.

Potential Laguna de Santa Rosa "community corridor"

2007 © Laguna de Santa Rosa Foundation
 Cartography: Joe Honton
 Map ID: LdSR_433-A

Southern Laguna Watershed Existing and potential trails



#1

As a resident of Burbank Heights and Orchards Senior Apartments in Sebastopol, and a full-time pedestrian and transit rider, please accept the following for consideration at the upcoming Countywide Pedestrian Master Plan Workshop to be held in Sebastopol on September 27.

1. Installation of pedestrian activated cross walk warning light signal on the west side of the intersection at Bodega Avenue and Nelson Way is a safety issue past due. Crossing Bodega Avenue at the existing crosswalk is a very dangerous exercise, as traffic continually exceeds the posted 25 MPH speed limit and simply standing at the curb line has little effect. One must step on and off the curb and wave at traffic to gain access to precede. The in-place traffic calming islands seem to be having little effect, as the tire skid marks near the crosswalk and the damaged markers and tire marks on the island curb edges attest.
2. More effective, prominent signing and enforcement of the 25 MPH speed limit on Bodega Ave. in both east and west directions from Pleasant Hill Ave. to Dutton Ave. Westbound in this 0.7 mile area, there is but one 25 MPH sign.
3. Construct approximately 200 feet of sidewalk in the area of 7960 Bodega Ave. This will allow safe pedestrian access to the shopping center at Pleasant Hill and Bodega Ave. and to Brook Haven/Libby Park, without the need to navigate a difficult steep dirt path, or walk in the west bound lane of traffic, or hike through the cemetery.

These present conditions do not allow the approximately 200 senior citizen residents of Burbank Heights and Orchards and others, safe pedestrian access to their neighborhood.

Sincerely,

Morton Zainfeld
7777 Bodega Ave., F-8
Sebastopol, CA 95472

#2

With reference to the attached article from the Press Democrat published Sunday September 17, I offer this letter as input to your decision-making with the hope of improving bike and pedestrian safety on city and country roads.

Collectively we need to encourage bike riding and walking as a commuting to school and work, as well as recreational means. We can accomplish that goal with improved safety and passage on existing bike and pedestrian ways, and expansion to include new Infrastructure.

1. Improve road shoulder maintenance: the shoulder is sole the road surface for bicyclists.
 2. Provide dedicated bike lanes on Mendocino Avenue between Sonoma Avenue south of Santa Rosa to Bicentennial Road at the north end. With a major high school and community College on this road we need to encourage student commuting as well as offer employees an alternative to the automobile. At the present time Mendocino is a deathtrap for bicyclists.
-

3. Provide bike lanes on Sonoma Avenue between Santa Rosa Avenue to the West and Summerfield Road to the east.
4. Provide a hotline for bicyclists and pedestrians to call and alert county personnel to problems areas. Provide a response team to fix the problems quickly.
5. Fill, patch, repair road surface deficiencies. Many county roads are in a state of disrepair with dangerous potholes. With a deteriorated road the surface holes are not visible when shaded. This leads to catastrophic results when a bike contacts a hole or depression.
6. Provide a dedicated bike lane on Fulton Road connecting the Joe Rodata bike/pedestrian trail north of Highway 12 to the same trail south of Highway 12.
7. Provide dedicated bike' lanes between Fulton Road and Stony Point along Sebastopol Road. There are some dangerously narrow stretches of this road especially near Fulton.

Thank you for considering these suggestions for the master plan.

Joseph Fay
1448 Garrett Court
Rohnert Park, CA, 94928

#3

Let's have BIG VISION here, as someone mentioned. We can have Traffic justice for all and it can actually be fun – diversity in getting around with balancing the means to spreading the power! Specifically – the left turn when going east on River Road, to Fulton (going north), a bike alone does not set off the left turn light & cars do not let you through.

Robin Birdfeather
POB 7333
Cotati, CA 94931
(707) 795-4405, birdiefeather12003@yahoo.com

#4

Area of Concern: Kenwood to Santa Rosa multi-use Class I path.

It will be very difficult to put a dedicated path parallel to Hwy 12 from Santa Rosa to Kenwood. Caltrans has done a number of environmental studies; issues include:

- Oak trees that would need to be removed
- Drainage ditches flooding along Hwy 12
- Some endangered species (possibly)

Please look into getting easements from landowners of the former railway land from West (north) side of Kenwood (near Tree Haven) thru Indian Springs onto Lawndale & then thru a vineyard to Oakmont.

Several of these landowners are very community oriented and have children or grandchildren in the Kenwood school and, if properly approached, may well be willing to grant a single lane path through their property.

Once you're connected into Oakmont, you can go thru Oakmont to Annadel/Channel Drive or thru the trails into Howarth Park.

Leanna Breese – Email: breese2@gmail.com

#5

Visitor Name: Kirsten Barquist
Respond By: Electronic Mail
Email Address: kirsten@thecommongood.us
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: Bike-Ped Pathways Plan Update: public comment/input
Feedback Description: My comments are based on my personal experience from living next to a "trail" project from the 1995 Bicycle and Pedestrian Plan and other observations from various environmental and political activities over the years.

The "trail" that I live next to is the Hunter Creek Trail in the unincorporated area between Santa Rosa and Rohnert Park. The project was implemented by paving over a service road adjacent to the Hunter Lane Flood Control Channel, which is owned and maintained by the Sonoma County Water Agency. The Water Agency granted the County Regional Parks Department an easement to construct and maintain the paved "trail" and, theoretically, manage its use by the public as a "multi-purpose trail."

Apparently in about 1993 someone looked at a map of the area and said, "oh look, here's a strip of land owned by a public agency - let's use that as a cheap fix to provide a route between Snyder Lane and Santa Rosa Avenue for non-vehicular traffic!" They probably had the best of intentions and it looked good on paper, thus proving two old adages: the 'cheap fix' is neither, and the road to hell is paved with good intentions

The Hunter Creek Trail project has been nothing but trouble from the beginning. For starters, the majority of the property owners near this project knew nothing about it until construction began. Second, you have a County department operating what is essentially an un-staffed strip park - open on a 24x7 basis - on Water Agency land. As is always the case when you have multiple governmental organizations involved in anything, one hand does not know what the other is doing.

Since this "trail" opened, we have had endless problems with noise, barking dogs, spooked livestock, vandalism, punks riding go-carts and motorcycles on the paved service road, thefts from back yards, vagrants living in the channel, and even a murder-arson facilitated by providing the perpetrator with easy access to the back of the property where the crime occurred.

The sheriff does not have the staff to provide patrols after the Regional Parks closes up at 7PM, and in at least one instance they had trouble responding to a call because they could not find the location. Since there are no addresses, no blocks, and no cross-streets, it is difficult for civilians to report the location of a problem to the dispatcher and for law enforcement to find the problem being reported.

Incidentally, the Sheriff's Department did not even know about this channel being opened in this way until after it was completed, another instance of one hand not knowing what the other is doing.

Creeks are riparian corridors and should never be used as transportation corridors. Using them as transportation corridors creates problems: environmental problems, law enforcement and security problems, sanitation problems, and vagrancy problems.

With respect to the latter, there seems to be a widespread assumption that if vagrants or homeless persons are camping in the creeks and riparian corridors, having the public roaming around in the area will magically shoo them away to "somewhere else" and solve the problem. Not only is this a false assumption, it is downright inhumane. A large percentage of homeless people are homeless because they are mentally ill. They should be living in a supervised mental health facility, not in our waterways! An encounter between a schizophrenic living in a creek and someone going for a walk is likely to have an unhappy ending.

Here are my recommendations for the plan update:

1. Don't even think about using SCWA flood control channels and urban creeks as bicycle-pedestrian pathways. If you have any of these "cheap fix" routes on the plan, DELETE them.
2. Keep non-vehicular traffic on the existing public transportation easement, better known as "the road."
3. Find a more appropriate location for your east-west connector between Snyder Lane and Santa Rosa Avenue. An obvious candidate is Mountain View Avenue. Improving Mountain View Avenue by filling in the ditches on the sides of the roadway would provide an adequate shoulder for bicycles, pedestrians, and even equestrian traffic. It would also provide a much safer place for school children to wait for the school bus in the mornings and disembark from the bus in the afternoon. In short, it would provide more "bang for the buck" and benefit a far larger population than attempting to re-purpose a flood control channel. Send the bill for this improvement to the source of the increased traffic in the area: Rohnert Park. They have never been held accountable for the true costs of their continual building and expansion. It's time for that to change.
4. All of the major roads in Sonoma County need to safely accommodate several types of traffic. The days of high-speed motorized vehicles fueled by cheap oil are rapidly drawing to a close. Reliable sources have calculated that global oil production has already peaked at the end of 2006. We need to be prepared for slower vehicles powered by electricity (direct solar or battery) and possibly even horse-drawn conveyances. Some tertiary roads may need to be restricted to non-motorized vehicles only.

#6

Visitor Name: Kevin McLin
Respond By: Electronic Mail
Email Address: mclin@sonoma.edu
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: Alternate bike routes

Feedback Description: I attended your bike/pedestrian meeting last night (9/20) in Cotati. I was looking at your proposed plan for new cycling routes in and around Rohnert Park (where I live), and I wanted to make the following suggestion for your consideration: Your proposed new bike routes look very good, but most of them travel along what are currently major auto routes. Sometimes this cannot be avoided, but other times there are parallel secondary roads. Have you thought about using these secondary roads rather than the major ones? Improvements for bicycles could be made along these lesser used roads, and you would thereby separate bikes and cars much more effectively.

I'm all for separating the bikes and cars whenever possible. I've seen this strategy used very effectively, usually in large cities (Seattle, Denver, Berkeley), but it might also work in these smaller towns and semi-rural areas as well. The specific place I'm thinking of is northwest of RP, near Todd Road. There are some secondary roads up there that might make very good bike routes on roads that are probably used only by local traffic. Of course, there might be other considerations which make this plan unworkable, but it's something to think about.

One final point: I am absolutely delighted that this plan is in the works. I'm an avid cyclist, both as a commuter and for recreation. Given my experiences living other places where cycling and pedestrian corridors were well-developed, I think that having a good alternative transportation system in Sonoma County is probably the most important thing we can do to improve our quality of life.

Thank You.

#7

Hello Lynne,

I am not able to attend the Healdsburg meeting tonight on the county's bike plan, but I would like to make some comments. The current bike plan shows Alexander Valley Road and Highway 128 as proposed Class 3 routes. I urge you to consider upgrading those routes to Class 2 (with bike lanes), or creating some off-road cycle routes to provide safe cycling for the thousands of people who bike in this area each year.

- The Healdsburg region, including Alexander Valley, is one of the nation's top areas for bike tours. Many of these tours operate on weekends, which is the peak vehicle traffic time in the countryside due to people visiting wineries. Backroads, Trek, Duvine, Andiamo, Bicycle Adventures, Vermont Bicycle Tours, and Wine Country Bikes are just a few of the many companies operating these tours pretty much year-round. These tours are an important part of the local tourism industry.
- SCTA's data shows that Healdsburg has the highest percentage of cyclists of any municipality in the county.
- The River Rock Casino's expansion plans (EIR currently in circulation) estimates that casino traffic, which is already significant, will quadruple. There have already been collisions between cyclists and casino buses. There is little or no shoulder (let alone a bike lane). There is also an EIR in circulation for the Saggio Hills development on the north side of Healdsburg, which will also increase traffic on Healdsburg Avenue and Alexander Valley Road. With the increases in traffic from these development projects, riding in Alexander Valley will become even less safe.

- There are no other roads which provide alternative access from Healdsburg to the Alexander Valley area for bicycles.

Alexander Valley Road and Highway 128 have no shoulder, and the lanes are too narrow to permit safe travel for cyclists when large vehicles (casino buses, grape trucks, trash trucks, propane trucks, school buses) are present. I have had to swerve my bike into a ditch to avoid collision with a fire engine passing a car on its way to an emergency.

I urge you to consider a wide shoulder or bike lane on these routes, so that cycling will remain pleasant and safe for locals and visitors alike.

Thank you,

David Ring
3610 W. Soda Rock Lane
Healdsburg, CA 95448
(707) 431-0585, dhring@gmail.com

#8

Visitor Name: Jeff Braunstein
Respond By: Electronic Mail
Email Address: braunstein@gmail.com
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: Feedback from Windsor Workshop
Feedback Description: Hello, I hope that you can share this email with all Team members of the SCTA Bicycle & Pedestrian Master Plan.

As a resident of Windsor and Sonoma county, I want to thank you for all of your efforts on the Bicycle & Pedestrian Master Plan. It looks like an incredible amount of work has gone into its development. I was able to attend the first half of the Windsor workshop last week. Unfortunately I was not there long enough to provide feedback, so I am providing it now.

I applaud you for what you hope to achieve and your goals for this project. However, I am asking that you consider "setting the bar higher". As someone who has previously lived in Davis, Palo Alto, and Boulder, Colorado, I have seen what happens to a community that chooses to invest significantly in its bicycle network system. When you do this, you actually change the nature of the people that choose to live in your community. The people attracted to these communities, who obviously bike and walk much more than the average person, also tend to live better, healthier lifestyles and are therefore more valuable members of their community.

I would like to suggest that you add to the objectives of the project the following: "Develop a county-wide, first-class bicycle and pedestrian network known as one of the best in the world. Sonoma county should be known as much for its bicycle and pedestrian network as it is for its wine."

I believe that a high level of prestige and notoriety for the network is an important objective. This will help attract the best kind of people to our community.

Thank you for your time.

- Jeff Braunstein

#9

"Tom Kuhn" <tom_kuhn@pacbell.net> 9/26/2007 8:30 PM

Hello Lynn,

I am a resident of Sebastopol and a long time bicycle commuter and recreational cyclist. I regret that I cannot attend the meeting tomorrow night due to a prior commitment. I hope that you or one of the others on my cc list will be able to read these comments at the meeting.

I find the City of Sebastopol to be a very difficult place to ride a bike. As an experienced cyclist, I manage to make my way, but the city is doing nearly NOTHING to encourage people to ride. I have lived here 10 years and seen two crosswalk improvements and a short bike lane added in front of Whole Foods. If the City and the City Council were to take 10% of the time and effort spent on protecting Sebastopol Meadowfoam and instead spent it on protecting and encouraging Sebastopol bicyclists, I have no doubt that there would be a significant positive impact to global warming.

It is unconscionable that there are no bike lanes existing or even planned on High School Road, Ragle Road, Bodega Highway, Covert Lane, Valentine, Jewell, and Highway 116; that there are no signs directing cyclists through the city streets to get from one bike lane to the other; that people have to park their bikes on top of the landscaping at Whole Foods and other businesses because there are no racks. It is incredible to me that a city with a council of so many Green Party members is so un-green in its support of cycling and cyclists.

The streets of Sebastopol should be safe enough for children over the age of 8 to ride to school. Instead hundreds (if not thousands) of miles are driven every school day by parents dropping off their kids. In the case of Parkside, there isn't even bike parking at the school. The parking at the Library is woefully inadequate. The list goes on and on.

The businesses and Chamber of Commerce should also recognize that they are missing a huge opportunity, and should also be pressuring council and city staff to act. With the bike trail passing through town, there are lots of great chances for cyclists to make a day of riding to Sebastopol, and then spending time at a local shop, restaurant, or entertainment venue. But once you leave the trail, cyclists know they are taking their lives in their hands. Those who ride here from Santa Rosa are discouraged from leaving the bike trail, so many turn around without leaving the trail or just ride elsewhere (and take their business with them).

We need bike facilities in Sebastopol now.

Thanks, Tom

#10

Pascale Webb <pascale-webb@sbcglobal.net> 9/28/2007 7:32 PM

I have been reading about the Northeast area Specific Plan, and I would like to offer my input.

I am an avid bicyclist. I used my bike particularly in Sebastopol for recreation and for around town shopping. I find it difficult to get from one side of town to the other on bike, and feel very unsafe at times because there are no designated bike lanes in many areas that I travel. For example, High School Road, Morris Street, Laguna Parkway, Sebastopol Avenue, McKinley, Main Street, and Petaluma Avenue.

I would like to urge the Sebastopol City Council, Mayor, and Sonoma County Transportation Authority to please ensure bike lanes and bicycle parking are included in the plans. Sebastopol, as I was told by others, is the only city in Sonoma County that is NOT planning for bike lanes or parking in their growth plans. I feel it is very much needed, and would be a welcome sight in town. In addition, it would make Sebastopol a more attractive place to live and visit. It would give people a safer method to enjoy bicycling, and a greener alternative to driving.

Thank you for your consideration.

Pascale

#11

Visitor Name: Jeffrey Diamond
Respond By: Electronic Mail
Email Address: jdiamond@santarosa.edu
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: Sonoma County Bike Plan
Feedback Description: The lack of bike lanes in Sebastopol make bicycling an extreme sport. Specifically it would be nice if there were bike lanes along:

Ragle Road-- many people use this road to get to the regional park without a safe access

Bodega Hwy- west of Ragle at least to Watertrough. This section is on the edge of town yet very dangerous

Pleasant Hill Road- South of Bodega Hwy for however far, no shoulder and lots of traffic

This is the major issue I see in West County and should be tied into the Safe Routes for Schools initiative. As a member of the West Sonoma County High School board I would be happy to assist in any way possible to bring more awareness of transportation related issues to the West Sonoma County High School community.

#12

Visitor Name: Loree Angel
Respond By: Electronic Mail
Email Address: loreangel@comcast.net
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: biking in SC
Feedback Description: You may have heard this before but we really need better bike access crossing Santa Rosa north to south, e.g. Mendocino Av., especially in the SRJC and High School area.

Also, we need bike lanes on Sonoma Av.

Thanks for your consideration,
Loree Angel

Also, parts of River Rd. heading into Guerneville where the shoulder disappears.

#13

Visitor Name: warren and janis Watkins
Respond By: Electronic Mail
Email Address: owlwo@sonic.net
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: Bicycle and Pedestrian
Feedback Description: As a serious cyclist, I can speak to the issue of bike lanes on the Healdsburg bridge at Memorial Beach. They are NOT needed!

With a rehab of the old bridge, we retain the traffic calming, scenic viewing, culturally intact, and safe conditions that now exist, at a much lower cost.

#14

Visitor Name: Jolayne Copper
Respond By: Electronic Mail
Email Address: flowrsent@gmail.com
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: Bike Plan
Feedback Description: Making it safe to get to the community college no matter the direction or, from all directions! I think this should have been a given when the parking garage was in the planning stages but...

I will not ride to the east side of 101 because getting there is not safe! I commute from Sebastopol to Cleveland and college for work but I'm now taking a JC class. So on those days I drive because of the above named reason. Yes, there is a foot bridge but it is not only out of the way, but more importantly,

how do I get from there to the college safely? It is so crazy to talk about bike lanes when the most important urban hub, the JC, has no bike access from the rest of the county!

#15

Visitor Name: Joe Hogan
Respond By: Electronic Mail
Email Address: joehogan@joimail.com
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: Sonoma County Bike Plan
Feedback Description: TO: SCTA

I have been run off the road at least six times while biking on Highway 116 north of Cotati on the grade where there is no bike lane. There is a painted white line on the edge of the pavement, but not an inch of bike lane. When a vehicle approaches me in the right lane I have to veer into the ditch or risk getting hit. Sometimes I have fallen. Please rectify this.

Thank you,
Joe Hogan
4688 Daywalt Road
Sebastopol, CA 95472

#16

Visitor Name: James Rosen
Respond By: Electronic Mail
Email Address: james.rosen@comcast.net
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: bicycle plan
Feedback Description: Looking at your map with proposed bikeways or lanes, I encourage you to prioritize safe roadways in and out of the City of Sonoma, including improvements on Arnold & Hwy 12 and eventually Stage Gulch. Currently, it's not safe for people other than expert rides to get out of Sonoma.

Thank you, James Rosen

#17

I'm disappointed that I was unable to attend any of Bicycle and Pedestrian Master Plan workshops that you sponsored because of conflicts with my schedule. I do have a keen interest in the subject.

I am currently the chair of the Russian River Redevelopment Oversight Committee (RRROC). I am also a member of the RRROC's Infrastructure subcommittee.

Before my involvement in the RRROC I was a member of the GP2020 Citizens Advisory Committee. As part of that effort I chaired the Circulation and Transit Element subcommittee along with Dick Fogg and Rick Savel. It was a great learning experience from which I came away with an understanding that no matter how much roadway is added for cars, it will not be enough to alleviate congestion. Adding roads and freeway lanes increases the incentive to drive until the newly added roads become as congested as before, only with more cars. The increased incentive that results from new freeway lanes further taxes the capacity of all roads that feed into the freeway. It's inevitably a losing battle. The only way to reduce the incentive to drive is to focus less on increasing road capacity and more on improving the viability and desirability of alternative transportation options.

Bicycle travel is one of those alternatives, but not the only one. (My personal preference is rollerblades.) Low-speed motorized vehicles (LSMV) such as motorized scooters, motorized wheelchairs, motorized skateboards and Segway-type vehicles have a significantly lower impact on the transportation system (not to mention the environment) than do automobiles. These technologies will improve and energy costs will increase just about the time that the generation that grew up with these devices becomes full time commuters. Greater use of these types of vehicles will occur as technology improvements reduce the costs, the relative cost of energy rises and, most importantly, a viable network of paths makes it possible to depend on them for safe travel to most points that people need to go.

Bicycle trails are excellent conduits for these types of vehicles. They travel at similar speeds and have most of the same needs; a safe separation from automobiles, a smooth path (rollerblades need pavement, not dirt or gravel, but most LSMVs work just fine on either), gentle slopes and room to safely pass pedestrians.

The draft of the Transit Element as recommended by the Planning Commission includes the following policy:

Policy CT-1g: Provide east-west connectivity within each community, including interchange improvements, transit/rail stops, and pedestrian, bicycle, and other **alternative transportation mode improvements** that will improve access to Highway 101 and the rail/transit system.

The original CAC text, "electric personal assistance mobile device" was replaced by "alternative transportation mode", but the meaning is clear: Bicycles are important, but they should not be the only alternative transportation modes considered when developing pathways.

As a member of the RRROC, I'm interested in making sure that there will be safe bicycle/rollerblade/LSMV routes through the Russian River area. The RRROC recently completed a strategic plan for the Russian River. Bicycle and pedestrian mobility is a key element and mentioned in several places within the plan. I reviewed the maps of the proposed trails for the Russian River area, and they reflect what is needed very well. There is the possibility that the redevelopment project can provide funding to develop some of these paths.

For the River, this is not only an infrastructure issue it is an economic one. Bicycle paths are an attraction for bicycle tourists and for the segment of the tourist market that the Russian River tourist industry is targeting with its EcoRing initiative.

I would be happy to discuss these issues with you further, and I would like to be included in your public communications loop.

Thanks for work and your attention.

Dan Fein
(707) 324-3145, dan_fein@yahoo.com

#18

Visitor Name: Daniel Brockman
Respond By: Electronic Mail
Email Address: dan@spicetrader.net
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: Opposition to widening I01
Feedback Description: Please convey this message to the Chairperson and members of the Authority.

I live in Petaluma. I commute to San Francisco each workday. I know very well that I01 is crowded and congested.

I object to using public funds to widen I01. I approve keeping the existing road in good condition, but I regard widening it as unnecessary and unwise, given the value of other choices available.

SCTA and the State and regional transportation agencies should spend transportation funds, whether from bonds, grants or current taxes, on bicycles, busses, boats, trains and their rights of way. They should spend not another dime for widening I01.

db

#19

Chris Barney, Transportation Planner Oct. 9, 2007
Sonoma County Transportation Authority
490 Mendocino Av. Suite 206
Santa Rosa, CA 95401

Dear Chris,

We wish to make a few comments on the bike-pedestrian plans for the area we know best, the Valley of the Moon....the area between Santa Rosa and Sonoma.

We note that Highway 12 is proposed to be a Class one Bike Pedestrian Path for this segment of the road. Presumably that would be an adequate shoulder for the entire length of the distance. There are some areas where that exists, but it would be fine if the entire distance were completed. One might want to get from Rohnert Park to Napa on his/her bicycle.

One of our members complained about the Wild Oak connection near Oakmont. There are too many bikers riding too fast for the safety of pedestrians using that path.

Many of the areas along Arnold Drive need widening to attain the Class one standard proposed.

Suggestion: use the right of way of the water pipe that runs parallel to HI2. It could be paved over with a few inches of asphalt for the bike riders and hikers. If the Water District needs to get to the pipes, it should not be a problem to cut through a few inches of asphalt and replace it subsequently.

In general, we think it is a good plan; how will it be implemented; sources of funding? It would be used now if available. It was needed years ago.

Sincerely,

Del Rydman, Chair, Valley of the Moon Alliance

George Ellman, Board Member, Valley of the Moon Alliance, <GEORGEELLMAN@cs.com>

c. Steven Schmitz

#20

Visitor Name: Kristin Steuerle
Respond By: Electronic Mail
Email Address: krs9q@hotmail.com
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: Bike Paths and Lanes

Feedback Description: I recently attended one of the SCTA public workshops on bike and pedestrian plans for Sonoma County. After being here only a month and having lived in 5 different states in the last 10 years, this is the least safe place to ride my bike. This is due to lack of shoulders on the road, poor road conditions, and uneducated (or simply uncaring) drivers. Thus my suggestion is to prioritize

#1 -- Bike paths -- these benefit all members of the community young and old, skilled and unskilled, walking, biking or whatever. The proposed rail trail from Healdsburg all the way down to San Francisco should be the #1 priority.

#2 -- Rather than painting lines on the roads to create bike paths or putting up signs that say bike lane, simply improving the shoulders on the roads and having a share the road campaign should be the next priority. Ideally, the roads should be repaved and REAL shoulders that are paved and have width should be prioritized. Any new development should require roads of a minimum width with a GOOD shoulder along it. This benefits not only the bicyclists and pedestrians, but it also benefits the automobiles. It is safer to be on a road with a good shoulder than it is to be on a narrow bike line next to cars, especially if there are potholes, bumps, etc. Thus wider roads with better shoulders and improved road conditions should be the #2 priority -- it is win-win as it benefits everyone.

#3 Educating people about biking and driving responsibly in a shared road system should be the other priority.

Thanks for listening.
Kristin Steuerle
Santa Rosa

#21

Visitor Name: Geoffrey Skinner
Respond By: Electronic Mail
Email Address: geoffrey@redgravenstein.com
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: Bicycle & Pedestrian master plan update comments
Feedback Description: Countywide Bicycle & Pedestrian Master Plan update comments

Sebastopol

- All traffic lights need to respond to cyclists. Unless the crossing buttons are crossed, the light at the Willow and Bodega in particular does not, nor does the light at Morris on south side of 12.
- Provide bike access through town on 116 and 12/Bodega. Bike lanes are shown for either side of town for both roads, but with no connection through town.
- Consider lifting the ban on bicycles and skateboards on downtown sidewalks. While there are a variety of issues around allowing bikes on the sidewalks, one effect is to discourage families with small children from bringing them downtown and to the plaza -- I believe the latter is specifically mentioned in the objectives. Given the traffic constraints and the difficulties of actually providing safe street routes through downtown for children, I think allowing them to ride on the sidewalks outweighs the negatives.
- Expand the pedestrian zone to include the residential areas surrounding downtown. These areas -- particularly around the schools, library and Ives Park -- receive fairly high pedestrian traffic and would benefit from greater attention.

County

- Improve signal for Rodota Trail crossing at Stony Point -- traffic turning right for Hwy 12 access has no signal and visibility is poor for both motorists and bicyclists/pedestrians.
- Create off-road segments for West County Trail between Hwy 116/Occidental intersection and Graton segment (most important) and also Green Valley Rd. segment (less important). The Occidental Rd. segment is a big barrier to families with young children on bicycle and for all pedestrians because of the high rate of speed and relatively heavy traffic on Occidental. If the street segment could be reduced to the length of the old cannery, that would be an enormous improvement. A Green Valley off-road segment be great, but with the short length and less traffic, the on-road section is less problematic for trail users.
- Institute a more regular trail cleaning schedule for the Rodota Trail between Wright and SR Creek, and in particular the areas closest to Stony Point and Dutton roads. The various kinds of debris on the trail and the high concentration of goatheads (puncture vines) make bike travel through this area hazardous for cyclist. The large number of homeless people camping and resultant trash also make this segment feel less safe for many riders.
- Designate the section of Bodega between Valley Ford Cutoff and Hwy 1 as a Class 2 route.

- Designate Coleman Valley Rd. as a Class 3 route.
- Designate Sweetwater Springs Rd. as a Class 3 route.
- Extend the proposed Rosewood Trail toward Freestone as well.
- Include the proposed southward extension of the West County Trail toward Petaluma. This would create a very important link for the West County and would create a much-needed link toward Petaluma. While the proposed Laguna de Santa Rosa and SMART trails would accomplish some of the same goals, a route along the old railroad grade would be a great tourist draw and also create more loop possibilities. In addition, this route would be less vulnerable to flooding and would not have the same wetlands issues.
- Improve routes to Watertrough Rd. schools. Primary would be improvements to Bodega between Ragle and Watertrough roads, and the bridge in particular, since there is virtually no shoulder at present.

#22

Visitor Name: T. Boulton
Respond By: Electronic Mail
Email Address: tboulton@aol.com
Site URL: <http://www.sctainfo.org/>
Feedback Category: Error
Feedback Subject: Bicycle/Pedestrian Maps for Update
Feedback Description: This is in reference primarily to the Bennett Valley Area Plan area. I brought up at the Cotati meeting the point that Bennett Valley Road had had its designation changed from Class III to Class I, pointing out that this was contrary to the designation given to the road when Supervisor Cale provided direction previously. Such a reclassification would be contrary to the wishes of most of the residents of the area AND would be contrary to and in conflict with the Bennett Valley Area Plan, the governing document for Planning. A Class II designation is also in conflict with the recommendations of the Bicycle Advisory Committee according to a representative of that committee who addressed the staff person conducting the group input session. To raise to a Class II could place the roadway with an upgrade designation and that is not in the best interests of anyone, nor is it in keeping with the BV Area Plan. Any upgrade (widening) of ANY OF THE ROADS in this area would destroy the very beauty and natural, rural ambiance that we residents (and the County) have worked and sacrificed so much to preserve for at least the last 30 years.

#23

Visitor Name: Steve Perry
Respond By: Electronic Mail
Email Address: acpsjp@juno.com
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: Bicycle Plan Update - Glen Ellen Vicinity

Feedback Description: As you develop your proposed bicycle plan update, please consider the following comment that was also submitted to the Board of Supervisors as part of the current General Plan update process.

"9.2 POLICY FOR BIKEWAYS

Policy OSRC-18a authorizes the use of the Sonoma County Bikeways Plan as the detailed planning document and the Element includes Figure OSRC-4 detailing the route designations of that plan. Figure OSRC-4 designates Arnold Drive through Glen Ellen as a Class II Bikeway.

Section 9.2 of the Element defines such a bikeway as; "A bike lane on a right-of-way for the primary use of bicycles. Through travel by autos or pedestrians is not allowed, although vehicle parking is permissible." Policy OSRC-18h encourages a more restrictive view on parking, stating; "Where feasible, avoid parking on designated Class II bikeways unless the removal of parking adversely affects adjacent property owners."

We're concerned that establishing Arnold Drive in the vicinity of Glen Ellen as a Class II Bikeway will have a negative impact on pedestrian access and circulation for future planned (and yet to be planned) bikeways and/or walkways. Furthermore, a Class II Bikeway coupled with Policy-18h will likely put an undue onus on adjacent property owners to adequately prove they are adversely affected by removal of parking. Please be aware that parking is a significant issue throughout Glen Ellen.

We request that you change the bikeway on Arnold Drive through Glen Ellen from a Class II Bikeway to a Class III Bikeway, defined in this Element as; "A bike route which shares its right-of-way with either moving autos or pedestrians." With such a change, any potential negative impact from OSRC-18h would be eliminated."

Thank you.

#24

Visitor Name: Christine Culver
Respond By: Electronic Mail
Email Address: ChrisC@BikeSonoma.org
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: Comments on Countywide Bicycle & Pedestrian Master Plan
Feedback Description:

The Sonoma County Bicycle Coalition (SCBC) is a membership based organization with over 800 dues paying members. Thank you for this opportunity to comment on the SCTA Countywide Bicycle and Pedestrian Master Plan.

We would appreciate the inclusion of the comments below in to the updated plan:

- Need plentiful, convenient, safe and covered bicycle parking. All cities and towns should adopt standards to be added to their zoning codes.
- Need showers and lockers at places of business
- Safety signage on bike paths (class I)

- Actual street signs at intersections on paths (class I)
- Lighting on bike paths (class I) within city limits
- Access to bike paths (class I) 24 hours a day
- Improved crossings for bike paths
- Additional language that requires bike lanes on all major access routes to all schools, parks and shopping areas.
- It should be noted that permitting pedestrian crossing at all intersections corners is highly desired. Barriers for crossing should be minimized. Pedestrians need easy access to all sides of the street without having to cross 3 times to get to where they want to go.
- Large radius corners should be avoided. This style of corner encourages higher speed turning of cars and endangers crossing pedestrians.
- Included language regarding illegal parking of cars across driveways blocking the sidewalk, as well as cars parking on the sidewalk.
- All cities receiving Regional, federal or State funding should have a bike ped advisory committee
- Encourage Caltrans to support bicycle and pedestrian facilities in their right-of-ways.

From the SCTA public meetings hand out "The Benefits of Walking and Bicycling:

Add to Objectives: Employer sponsored transportation programs that reward use of sustainable transportation choices such as walking, biking, bus or carpool through the use of incentives and disincentives (such as, bicycle purchase voucher, rewards to walkers by certificates for purchase of appropriate shoes, free bicycle safety classes, credits for riding or walking that can be used for paid time off etc.).

Add to Transportation Benefits: Reduce Green house gasses.

COUNTY

Add Class II designation to:

HWY 128 from Geyserville to Jim Town

Highway 1 from Mendocino County Border to the Marin County Border

Highway 116 from Highway 1 to Cotati city limits

Entire length of River Road

Laguna Road

Occidental Road from Highway 116 to Fulton Road

Bodega Highway

Pleasant Hill Road

Mark West Springs Road/Petrified Forest Road

Bennett Valley Road

Hwy 12 from Arnold Drive to county line

Highway 116 from Highway 121 to 37

Highway 137

Leveroni-Napa Road

Western Avenue (outside of Petaluma)

Bodega Ave from Petaluma city limits to county line

Petaluma-Valley Ford Road

Roblar Road

Add Class III designation to:

Saint Helena Road

Geysers Road

Pine Flat Road

Stewards Point-Skaggs Spring Road
King Ridge Road
Fort Ross Road
Meyers Grade Road
Sea View Road
Hauser Bridge Road
Coleman Valley Road
Ramal Road
Chileno Valley Road
I Street outside of Petaluma City limits
San Antonio Road

CLOVERDALE

Add Class II designation to:
First Street
Crocker Road
Add Class II designation to:
Geysers Road

HEALDSBURG

Add Class II designation to:
Healdsburg Ave. from the northern city limits to First Street near the southern city limits.

SONOMA

Add Class I designation to:
Improved crossing at Sonoma bike path to Maxwell Farms Regional Park (consider an underpass similar to the underpasses in Davis).
Add Class II designation to:
West and East Napa St.
Denmark St. from 5th St. to 8th Street.
Highway 12 entire length
East 7th Street from Denmark to Loyal Valley Road
East 8th Street
Add Class III designation to:
Riverside from Petaluma Avenue to Verano Road

WINDSOR

Add Class II designation to:
West end of Conde Lane should be marked as a class II
Shiloh Road East of Old Redwood Highway

ROHNERT PARK

Add Class I designation to:
Laguna De Santa Rosa Trail connection from Copeland Creek Trail to Redwood Road.
Add Class II designation to:
Wilford Lane
Commerce Boulevard continuous to Cotati city limits
Rohnert Park Expressway Stony Point Road to Petaluma Hill Road
Camino Colegio along entire length
Bodway Parkway entire length
Valley House Road

Connect Burton Ave to South West Boulevard

COTATI

Add Class I designation to:

Create a bike through way through the newly closed off Park Avenue to Old Red Highway.

SEBASTOPOL

Add Class II designation to:

Main St

Petaluma Avenue

High School Road

Healdsburg Avenue

Morris St. (especially important with the planned build-out of the Sebastopol Northeast Area Specific Plan)

Sebastopol Avenue

Avenue

Covert Lane

Ragle Road

Pleasant Hill Road

Christine Culver

Executive Director

Sonoma County Bicycle Coalition

#25

[Marlina Eckel <meckel@sbcglobal.net>](mailto:meckel@sbcglobal.net) 9/10/2007 9:40:15 PM

Hello there,

Not sure if I can make the Cotati meeting, but I am strongly in favor of a bike path to Petaluma long the old railroad tracks. I work in Penngrove, but do not ride on Old Redwood because I have had cars swerve into the bike lane right in front of me. Don't trust them at all. Tried to see if I could ride along the railroad tracks, but that is not possible. I was hoping SMART would pass just to get that bike path! Also a path to Sebastopol somewhere off of the main road would be ideal.

Thank you! If you need anything else, please email me!

Healthy Regards,

Marlina Eckel

#26

Lynne,

One of the most critical design decisions for a county-wide plan is how to safely cross our major highways. In the past I've attempted to find the right person to contact at CalTrans to include them in my planning efforts, but have been told that CalTrans only reacts to community plans and looks for ways

to work with the established community guidelines when it is pursuing specific projects; they are reluctant to spend any effort to engage in the community decision making process. I hope that the upcoming high-profile meetings will encourage them to send a representative this time—at to listen to what's being proposed.

Of specific concern to me is the need to span Highway 101 in the Cotati/Rohnert Park area with an underpass along one or two of the major creeks. Also of concern is how and where to span Highway 12 between Sebastopol and Santa Rosa.

Is it possible for you to identify the correct person to join us on September 20 and 27?

Joe Honton
Laguna Foundation
527-9277 x105

#27

Visitor Name: Anne van der Werff-Marcalo
Respond By: Electronic Mail
Email Address: avanmar@sbcglobal.net
Site URL: <http://www.sctainfo.org/>
Feedback Category: Suggestion
Feedback Subject: Bike safety in Sonoma County
Feedback Description: With the increase in homes being built along Petaluma Hill Road, in Rohnert Park, it would greatly help all communities along this alternative corridor to make a bike safe shoulder/bike lane from Santa Rosa to Petaluma. The current shoulder is cracked along much of Petaluma Hill Road and parts of Adobe Rd. have no shoulder at all (between Penngrove and Corona Rd.) Adding an official bike lane would increase safety for bike riders and encourage people to get out of their cars and onto their bikes. With the expected increase in traffic from the additional homes being built in Rohnert Park, the current residents would be happy with less car traffic by their homes. Being from Dutch parents and having seen the system in Holland and ridden my bike there, I know how good this could be for all of us! It is sad that bikes were never incorporated into the county road system at the beginning because this county is so beautiful for bike riding, for both work and pleasure!

Sincerely,
Anne van der Werff-Marcalo
Rohnert Park, CA

#28

Visitor Name: Dale Roberts
Respond By: Electronic Mail
Email Address: mamcdonell@sbcglobal.net
Site URL: <http://www.sctainfo.org/>
Feedback Category: Other
Feedback Subject: Design Standards
Feedback Description: Regarding the Countywide bicycle and pedestrian master plan, the County and the city governments must make biking and walking not only viable options, but desirable options. This

is not a matter of exclusively appeasing recreational bicycle advocates. This is a matter of changing a culture that has catered to the infrastructure that subsidizes petroleum based transportation means, i.e. cars. Car culture has created the current climate crisis worldwide and the North American obesity epidemic. Our leaders need to alter this standard and create a culture for our children that favors bicycling and walking as the preferred means of transportation to schools, parks, sporting fields, community centers, extra curricular activities, etc.

The SCTA has the opportunity to influence this change inexpensively and pragmatically by instituting simple design standards that favor pedestrians and cyclists. Speed bumps about three feet wide by three inches high need to be installed in roads leading to and adjacent to all schools, sporting fields, parks, and community centers. Grooves that allow bicycles tires need to be cut into the speed bumps so that the bicycle is unimpeded by the speed bump. This would allow our children to prefer commuting by bicycle rather than car. If we must have parents dropping off students at schools, parks, fields, etc. then the dropoff location needs to be designed such that they are farther away from the front entrance and adjacent to cross walks with manually activated push buttons. This would force our obese children to walk and would reward those who walk or bicycle with the privileged parking and access, that our auto-centric culture currently denies bikers. Since not all traffic signal motion detectors actually detect bicycles, push buttons need to be provided at the curb adjacent to the side where bicycles approach traffic lights. This extra push button would be in addition to or in lieu of the standard push button location that favor pedestrians. In Vancouver, BC push buttons and both these locations of a street corner are standard. In addition, when a pedestrian or bicyclist activates the push button the perpendicular traffic light does not merely turn red it turns a flashing red. The penalty for running a (pedestrian or bicycle activated) flashing red light is greater than that for running a (automobile activated) solid red light. Change starts in the drivers pocketbook. Street layout design standards can be substantially improved. Petaluma's Petaluma Boulevard is a step in the right direction, but could be better. Going from four lanes to two with a middle turn lane and bike lanes is okay, but needs to be improved. Our standard urban street layout goes sidewalk, curb, parking space, bike lane (if considered at all) , car lane, median, other direction car lane, etc. Many European urban street layouts go sidewalk, curb, bike lane, landscaped median strip, parking space, car lane, other direction car lane, etc. This is a street layout that makes walking and bicycling safer and more desirable.

The design features suggested here are not unique. I have seen them implemented in other towns and cities in my miles of bicycle and pedestrian travel while living and traveling in the US, Canada, Europe, Latin America, and Africa. That the features and concepts contained herein are not already design standards in Sonoma County is unconscionable.

In addition, the following are specific comments on the SCTA City of Sebastopol bike map. As stated previously, roads in front of schools including Valentine, Dutton, Washington, Hayden, Sunset, etc. need speed bumps with bicycle tire gaps as do those adjacent to parks including Ragle, Willow, Jewel, Morris, etc. Having the bike route from Washington dead end at Bodega Avenue does nothing for a cyclist during rush hour. The Washington street bike route needs to jog over to Dutton so that a push button on the bike lane curb side (as described above) can be pushed to activate the traffic signal.

Where a bike lane ends perpendicular to a street. a push button activated traffic light needs to be provided, similar the the flashing red one described above. To a driver, a flashing yellow light is merely a suggestion to slow down. nota requirement.

#29

Hi,

My name is Julian Shaw and I live at 421 Watertrough Road, Sebastopol, next to SunRidge School.

On our road there are five schools, which are mostly fed by Bodega Avenue.

The junction of Watertrough Rd and Bodega Ave is a particularly unsafe junction in my opinion. Even in a car, there have been many times where I have only just avoided a collision due to speeding and limited visibility of oncoming vehicles. I frequently also use the road to downtown Sebastopol whilst riding my bike, and that is a scary ride!

I was wondering what the process is for getting a stop light installed at this junction. Maybe this would slow traffic down to a reasonable level. Also installation of a bike path from there into downtown would be great!

Thanks for your time,

Regards

Julian

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APPENDIX B – SUMMARY OF FEDERAL, STATE AND REGIONAL PLANS

Coordination and Consistency

Setting

Implementation of the SCTA *Countywide Bicycle & Pedestrian Master Plan* will require coordination, consistency, and cooperation amongst numerous jurisdictions and agencies with varied interests that share policy decisions within and immediately adjacent to Sonoma County. There are a myriad of relevant federal, state, regional, county, and local agencies that have developed plans, programs, directives, policies, and regulations related to funding, planning, designing, operating, maintaining, and using bicycle and pedestrian facilities. These agencies and their plans, policies, etc., have been evaluated for coordination, consistency, and conformance with this Plan. Brief summaries of these relevant efforts are provided below.

Introduction

Walking and bicycling are gaining reputability across the nation. The many benefits of walking and bicycling, both personal and to the community, provide the justification for increased attention to bicycling and walking as legitimate modes of transportation. Walking and bicycling can provide enjoyment, improve public health, and reduce air pollution, vehicle miles traveled, traffic congestion, parking demand, energy consumption and the cost of personal transportation. Accordingly, federal, state, and regional policy support and program funding are continuing to accrue for non-motorized transportation improvements. Federal and state directives are placing greater emphasis on accommodating bicyclists and pedestrians when designing roadway facilities as evidenced in the following plans and policies.

Federal Statutes and Policies

Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

Federal Transportation Legislation sets policy, addresses challenges, and provides funding for federal and a variety of state and regional transportation programs throughout the nation. In August 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was signed into law. SAFETEA-LU, which will run through September 30, 2009, replaces TEA-21, the Transportation Equity Act for the 21st Century.

The new bill provides \$286.5 billion nationwide for surface transportation projects, including highways, mass transit, road safety programs, and bicycle and pedestrian improvements. SAFETEA-LU builds on the initiatives established in TEA-21 and its predecessor, ISTEA. It combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety, increasing multi-modal transportation options, reducing traffic congestion, and protecting and enhancing communities and the natural environment through efficient and flexible transportation improvements.

SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

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Policy:

Federal transportation policy is to increase non-motorized transportation to at least 15 percent of all trips and to simultaneously reduce the number of non-motorized travelers killed or injured in traffic collisions by at least 10 percent (TEA-21, 1998). This policy, which was adopted in 1994 as part of the National Bicycling and Walking Study, remains a high priority for the U.S. Department of Transportation (USDOT). Federal Transportation Legislation provides the funding opportunities, planning processes, and policy language by which states and metropolitan areas can achieve these ambitious national goals.

<http://www.fhwa.dot.gov/safetealu/index.htm>

US DOT Accommodating Bicycle and Pedestrian Travel

“Accommodating Bicycle and Pedestrian Travel: A Recommended Approach” is a policy statement that was adopted by the U.S. Department of Transportation (USDOT) in response to TEA-21. USDOT encourages public agencies, professional organizations, advocacy groups, and any other groups involved in transportation issues to adopt this policy to further promote bicycling and walking as viable components of the transportation system. The policy statement address measures to improve bicycle and pedestrian access, convenience, and safety in transportation projects. It incorporates three key principles:

- a. policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist;
- b. an approach to achieving this policy that has already worked in State and local agencies; and
- c. a series of action items that a public agency, professional association, or advocacy group can take to achieve the overriding goal of improving conditions for bicycling and walking.

Finally, the policy statement notes that:

The challenge for transportation planners, highway engineers and bicycle and pedestrian user groups, therefore, is to balance their competing interest in a limited amount of right-of-way, and to develop a transportation infrastructure that provides access for all, a real choice of modes, and safety in equal measure for each mode of travel.

<http://www.fhwa.dot.gov/environment/bikeped/design.htm>

Federal Americans with Disabilities Act (ADA)

In 1990, Congress passed the Americans with Disabilities Act (ADA), which provides comprehensive rights and protections to people with disabilities in the areas of employment, public accommodations, state and local government services, and telecommunications. Title II of the ADA requires that new and altered facilities constructed by, on behalf of, or for the use of state and local government entities be designed to be readily accessible to and usable by people with disabilities (28 CFR 35.151).

Title II also requires that public entities prepare and submit “transition plans,” which identify alterations that are needed to make their facilities (including transportation networks) and programs accessible; and specify how those alterations will be accomplished. ADA transition plans must include a schedule for

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providing curb ramps where pedestrian walkways cross curbs, giving priority to walkways serving government offices, public transportation and other public places.

<http://www.usdoj.gov/crt/ada/adahom1.htm>

Revised Draft Guidelines for Accessible Public Rights-of-Way, US Access Board

The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency. Under the ADA, the US Access Board has developed and continues to maintain design guidelines for accessible buildings and facilities known as the ADA Accessibility Guidelines (ADAAG). ADAAG covers a wide variety of facilities including roadway design practices, slope and terrain issues, and pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. The ADAAG establishes minimum requirements for new construction and alterations.

The Board's aim is to ensure that access for persons with disabilities is provided wherever a pedestrian way is newly built or altered, and that the same degree of convenience, connection, and safety afforded the public generally is available to pedestrians with disabilities. The guidelines do not require alterations to existing public rights-of-way, but apply where a pedestrian route or facility is altered as part of a planned project to improve existing public rights-of-way.

<http://www.access-board.gov/prowac/draft.htm>

Federal Statutes – State

Title 23, CFR Sec §450.214 (b) (3) The State shall develop a statewide transportation plan for all areas of the State and contain, as an element, a plan for bicycle transportation, pedestrian walkways and trails which is appropriately interconnected with other modes.

Title 23, CFR Sec §450.214 (b) (4) The State shall develop a statewide transportation plan that is coordinated with the metropolitan transportation plans required under 23 U.S.C. 134.

Title 23, U.S.C. Sec. 135 (a) (3). The plans and programs for each State shall provide for the development and integrated management and operation of transportation systems and facilities (including pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the State and an integral part of an intermodal transportation system for the United States.

Title 23 U.S.C. 217(g) Planning and Design. Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and state in accordance with sections 134 and 135, respectively. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.

Federal Statutes – Metropolitan Planning Organizations

Title 23, CFR §450.322 The Metropolitan Transportation Plan shall contain adopted congestion management strategies including, as appropriate, traffic operations, ridesharing, pedestrian and bicycle

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facilities, alternative work schedules, freight movement options, high occupancy vehicle treatments, telecommuting, and public transportation improvements (including regulatory, pricing, management, and operational options), that demonstrate a systematic approach in addressing current and future transportation demand and identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).

Title 23, U.S.C. Sec. 134 (a) (3) The plans and programs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan area and as an integral part of an intermodal transportation system for the State and the United States.

State

Many of California's laws and policies originate from Federal laws that require planning for non-motorized transportation. The SAFETEA-LU, like its predecessors the TEA-21, and ISTEA, has laws and policies that apply to non-motorized transportation. Through these legislative acts, Congress has recognized that bicyclists and pedestrians have the same origins and destinations as other transportation system users and that it is important for them to have safe and convenient access to airports, ports, ferry services, transit terminals, and other intermodal facilities as well as to jobs, services, recreation facilities, and neighborhoods. These acts have placed a strong emphasis on creating a seamless transportation system that all users can enjoy and use efficiently and safely.¹

California Streets and Highways Code, Division I: State Highways, Chapter 8 Non-Motorized Transportation – California Bicycle Transportation Act, 890-894 (1994)

The California Bicycle Transportation Act, Streets and Highways Code 890-894 is legislation that seeks "to establish a bicycle transportation system designed and developed to achieve the functional commuting needs of the employee, student, business person, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills."

A city or county may complete a bicycle transportation plan pursuant to Section 891.2 in order for their project to be considered by the Department for funding. Section 890.6 states the Department, in cooperation with county and city governments, shall establish minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. Section 890.8 states the Department shall establish uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted. As Section 891 states, "All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Sections 890.6 and 890.8."

http://www.leginfo.ca.gov/.html/shc_table_of_contents.html

¹ California Department of Transportation, "Pedestrian and Bicycle Facilities in California, A Technical Reference and Technology Transfer Synthesis for Caltrans Planners and Engineers," Alta Planning + Design, July 2005.

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California Vehicle Code

The California Vehicle Code is an extensive body of laws which regulate all facets of driving in California. The Vehicle Code is nearly 700 pages long and covers everything to do with roads and driving, including pedestrians and bicyclists.

Sections 2149-21971 describe the responsibilities of pedestrians when crossing the street or walking along a street on a sidewalk, and the roles and responsibilities of motorists in relationship to pedestrians and wheelchair users. According to the Vehicle Code, "it is the policy of the State of California that safe and convenient pedestrian travel and access, whether by foot, wheelchair, walker, or stroller, be provided to the residents of the state." The code also states that it is the intent of the Legislature that all government levels, especially Caltrans and other DOTs, will work to provide safe, convenient passage for pedestrians on or across all streets and highways, increase levels of walking, and reduce pedestrian fatalities and injuries.

Sections 21200-21212 pertain to the operation of bicycles including laws applicable to bicycle use, operating bicycles on a roadway, bicycle parking, and bicycle regulations. Sections 39000-39011 pertain to the licensing and registration of bicycles. Section 21200 states that "every person riding a bicycle upon a street or highway has all the rights and is subject to all the duties applicable to the driver of a vehicle," and the CVC permits the use of bicycles on all streets and highways, except where restricted on Freeways by discretion of the State DOT or local authorities as identified in Section 21960.

<http://www.dmv.ca.gov/pubs/vctop/vc/vc.htm>

Chapter 1000, California Highway Design Manual

Highway Design Manual, Chapter 1000, "Bikeway Planning and Design. The Highway Design Manual, Chapter 1000, "Bikeway Planning and Design," provides design standards and guidelines for on- and off-street bikeways. State and local transportation agencies are required to comply with Chapter 1000 mandatory standards as a minimum when implementing new bikeways. Chapter 1000 differs from the rest of the Highway Design Manual in that it also applies to facilities off the State Highway System (California Streets and Highways Code, Sections 890.8 and 891).

www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm

California Manual on Uniform Traffic Control Devices (CA MUTCD), 2006

The MUTCD provides general standards and guidance for traffic control devices, nationally. The California MUTCD clarifies which policies, practices or standards are different in California, by identifying and including them. It also enhances the federal standards by providing additional details.

The California Manual on Uniform Traffic Control Devices (California MUTCD) is published by the State of California, Department of Transportation and is issued to adopt uniform standards and specifications for all official traffic control devices, in accordance with Section 21400 of the California Vehicle Code.

http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca_mutcd.htm

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California Blueprint for Bicycling and Walking

The Supplemental Report of the 2001 Budget Act required the California Department of Transportation (Caltrans) to submit a report addressing “measurable goals for increasing bicycling and walking within the state, funding of facilities, and a reduction in pedestrian and bicycling injuries and fatalities.” The California Blueprint for Bicycling and Walking responds to the Budget Act requirements with three main statewide goals:

- A 50 percent increase in bicycling and walking trips by 2010.
- A 50 percent decrease in bicycle and pedestrian fatality rates by 2010.
- Increased funding for bicycle and pedestrian programs.

Achieving the first two goals lies largely on local agencies. Policies and programs in this Plan will allow Sonoma County and its cities to actively work towards fulfilling these goals.

<http://www.dot.ca.gov/hq/tpp/offices/bike/CABlueprintRpt.pdf>

Caltrans Project Development Procedures Manual, CHAPTER 31 – Non-motorized Transportation Facilities

The Office of State Project Development Procedures and Quality Improvement in the Division of Design is responsible for the development and consistent application of Caltrans' policies for the project development process. The office maintains the Project Development Procedures Manual (PDPM), to provide guidance for project development on State Highway System projects. While the emphasis of the PDPM is directed toward State highway projects, projects on local transportation systems and other modes are also discussed. Chapter 31: Non-motorized Transportation Facilities outlines pertinent statutory requirements, planning policies, and implementing procedures regarding non-motorized transportation facilities.

http://www.dot.ca.gov/hq/oppd/pdpm/chap_htm/chapt31/chapt31.htm

Caltrans Deputy Directive-64 (DD-64), “Deputy Directive on Accommodating Non-Motorized Travel”

Deputy Directive 64, a policy directive related to non-motorized travel throughout the state, was adopted by Caltrans in March of 2001. The Deputy Directive reads:

The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all the Department’s practices. The Department adopts the best practice concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.

<http://www.dot.ca.gov/hq/tpp/offices/bike/DD64.pdf>

Director’s Policy 22 (DP-22), “Director’s Policy on Context Sensitive Solutions”

Director’s Policy 22, a policy regarding the use of “Context Sensitive Solutions” on all state highways, was adopted by Caltrans in November of 2001. The policy reads:

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The Department uses “Context Sensitive Solutions” as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed.

The policy recognizes that “in towns and cities across California, the State highway may be the only through street or may function as a local street,” that “these communities desire that their main street be an economic, social, and cultural asset as well as provide for the safe and efficient movement of people and goods”, and that “communities want transportation projects to provide opportunities for enhanced non-motorized travel and visual quality.” The policy acknowledges that addressing these needs will assure that transportation solutions meet more than just traffic and operational objectives.

<http://www.dot.ca.gov/hq/transprog/stip/2004%20ITIP/references/DP-22.pdf>

Assembly Concurrent Resolution No. 211 (ACR 211)

California’s cities and counties have even more reason to pay attention to the aforementioned policies. ACR 211 (Nation) “Integrating walking and biking into transportation infrastructure” became effective in August 2002. ACR 211 encourages all cities and counties to implement the policies of DD-64 and the USDOT design guidance document when building local transportation infrastructure. Specifically, ACR 211 asks local governments to “fully consider the needs of non-motorized travelers (including pedestrians, bicyclists and person with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and projects.” The resolution also states that bicycling and walking contribute to cleaner air, encourage physical activity, provide for alternative transportation, help to safeguard California's coast from offshore oil drilling, and enhance California's energy independence and national security by reducing our reliance upon imported oil.

http://www.leginfo.ca.gov/pub/01-02/bill/asm/ab_0201-0250/acr_211_bill_20020820_chaptered.html

California Department of Motor Vehicles

The California Department of Motor Vehicles maintains a webpage dedicated to bicycle rules and safety. The page contains information for drivers and bicyclists and includes links to the Bicycle Section of the DMV *Driver’s Handbook*, bicycle safety information on the California Department of Transportation’s website, information on the National Highway Transportation Safety Agency and the California Vehicle Code as well as other links.

<http://www.dmv.ca.gov/about/bicycle.htm>

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Caltrans Bicycle Transportation Account

The California Bicycle Transportation Account (BTA) provides state funds for city and county projects that improve safety and convenience for bicycle commuters, which are included in an adopted local Bicycle Transportation Plan that complies with Section 891.2 of the Streets and Highways Code, and are designed and constructed in accordance with the Chapter 1000 of the Highway Design Manual. The program is consistent with the Legislature's intent when it adopted the California Bicycle Transportation Act:

"...to establish a bicycle transportation system...designed and developed to achieve the functional commuting needs of the employee, student, business person, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills".

<http://www.dot.ca.gov/hq/LocalPrograms/bta/btaweb%20page.htm>

Regional

Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) is the transportation planning authority for the nine county San Francisco Bay Area. The MTC serves as the state designated Regional Transportation Planning Agency (RTPA) and the federally designated Metropolitan Planning Organization (MPO). MTC provides oversight on all transportation projects in the region and is responsible for preparing the Regional Transportation Plan (RTP). MTC is largely responsible for transportation financing in the Bay Area, and helps to set priorities for the hundreds of millions of dollars flowing each year to the Bay Area from flexible federal funding programs. Using flexible federal dollars, MTC has established several funding programs that were developed to enhance Bay Area communities including the Transportation for Livable Communities (TLC) Program, Housing Incentive Program (HIP), Low Income Flexible Transportation (LIFT) Program, and the Regional Bicycle and Pedestrian Program (RBPP).

<http://www.mtc.ca.gov/>

Regional Transportation Plan (RTP)

The current RTP, Transportation 2030, was finalized in February 2005 and updates the previous 2001 RTP. The 2030 Plan sets forth regional transportation policy and provides capital program planning for all regional, state and federally funded projects. In addition, the 2030 Plan provides strategic investment recommendations to improve regional transportation system performance over the next 25 years. Investments in regional highway, transit, local roadway, bicycle, and pedestrian projects are set forth in the 2030 Plan. These projects have been identified through regional and local transportation planning processes. Project recommendations are premised upon factors related to existing infrastructure maintenance, increased transportation system efficiencies, improved traffic and transit operations, and strategic expansions of the regional transportation system.

The 2030 Plan includes programs and projects which provide or contribute to a safe and well maintained transportation system, a reliable commute, access to mobility, livable communities, clean air, and efficient freight travel. A key element of the Transportation 2030 Plan is the coordination of land use

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and transportation planning, both at a regional and local level. Further, this plan element calls for an emphasis on “smart growth” development patterns via infill development in existing urban and suburban areas adjacent to accessible multimodal transportation options. The Plan also recommends that existing transportation infrastructure be utilized efficiently while new investment is coordinated regionally. This includes new public transit service supporting existing transit centers and densification of development around existing transit infrastructure. In the current 2030 Plan’s list of regional/multi-county projects, the proposed SMART passenger rail project is identified as a Strategic Expansion project.

http://www.mtc.ca.gov/planning/2030_plan/index.htm

Regional Bicycle Plan for the San Francisco Bay Area

The 2001 Regional Bicycle Plan for the San Francisco Bay Area was developed by the MTC and has been incorporated into the Regional Transportation Plan (RTP), which establishes a 25-year investment plan for regional transportation projects in the nine-county Bay Area. The overall goal of the plan is to ensure that bicycling is a convenient, safe, and practical means of transportation throughout the Bay Area. To achieve this goal, the plan established a regional bicycle network, programs to enhance bicycling, and a financial strategy to implement the improvements. To ensure implementation of the Plan, MTC developed the Regional Bicycle and Pedestrian Program Fund, which uses regional discretionary funds allocated through the federal Surface Transportation Program/Congestion Mitigation and Air Quality improvement program (STP-CMAQ) for bicycle and pedestrian projects that support the Regional Network.

Programs identified to enhance bicycling include safe routes to transit, a comprehensive network leading to major transit hubs; annual bicycle counts; more detailed collision data collection; and increased outreach and marketing efforts such as training programs, emphasis on Bike to Work Week, and a web-based trip planner, www.511.org.

<http://www.mtc.ca.gov/planning/bicyclespedestrians/>

Metropolitan Transportation Commission Routine Accommodations

The San Francisco Bay Area’s Regional Transportation Plan – Transportation 2030 – calls for “full consideration of the needs of pedestrians and bicyclists during transportation project development design, construction, and rehabilitation.” To help accomplish this “Call for Action,” in 2006 the MTC adopted Resolution No. 3765, which sets forth “MTC’s regional policies for accommodating bicycle and pedestrian facilities during transportation project planning, design, funding and construction.” The policy was written in recognition that developing such facilities in conjunction with the development of parallel facilities for motor vehicles offers cost savings and can create safer and more convenient bicycle and pedestrian travel.

To implement the Resolution’s requirements, MTC recently developed a Routine Accommodation checklist, which sponsors of projects seeking regional transportation funds are now required to submit with their funding applications. The checklist requires project sponsors to document how the needs of bicyclists and pedestrians were considered in the process of planning and designing the project for which funds are being requested. It is meant to prompt consideration of bicyclists and pedestrians during project planning and design and alert bicycle and pedestrian advisory committees of upcoming projects that may deserve their attention.

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MTC Resolution 3765, "Routine Accommodations" Policy requires that:

Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64. These recommendations shall not replace locally adopted policies regarding transportation planning, design, and construction. These recommendations are intended to facilitate the accommodation of pedestrians, which include wheelchair users, and bicyclist needs into all projects where bicycle and pedestrian travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations.

<http://www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm>

Sonoma Marin Area Rail Transit (SMART)

The Sonoma Marin Area Rail Transit District is a regional transportation district that was established in 2003 by the California Legislature with the passage of California State Assembly Bill 2224 (Nation, District 6). The SMART District was established to oversee the development and implementation of passenger rail service in Sonoma and Marin Counties along the Northwestern Pacific Railway. The District holds over seventy miles of railroad right-of-way in public ownership between the cities of Healdsburg and Larkspur, and is charged with planning, engineering, evaluating and implementing passenger train service and corridor maintenance from Cloverdale to a Ferry Terminal that connects to San Francisco. Additionally, the development of a multi-use bicycle and pedestrian pathway within or adjacent to the rail corridor is included in the project.

The SMART passenger rail project will serve fourteen developing or planned multi-modal train stations between Cloverdale in Sonoma County and the San Francisco bound ferry terminal in Larkspur. SMART also proposes to provide a critical north-south transportation route for bicyclists and pedestrians, with approximately 70 miles of multi-use pathway located along or adjacent to the right-of-way between Cloverdale and Larkspur. The SMART Path project will provide a continuous north south route through Sonoma County comprised largely of Class I multi-use pathway along with short segments of Class II bike lanes or Class III bike routes, where right-of-way constraints occur, to connect seven of the County's nine cities: Cloverdale, Healdsburg, Windsor, Santa Rosa, Rohnert Park, Cotati, and Petaluma.

<http://www.sonomamarintrain.org/>

The Bay Trail Plan

The plan for the Bay Trail proposes the development of a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays. The Plan was prepared by the Association of Bay Area Governments (ABAG) pursuant to Senate Bill 100, which was passed into law in 1987. In 1990, the San Francisco Bay Trail Project was created as a nonprofit organization dedicated to planning, promoting and advocating implementation of the Bay Trail. To carry out its mission, the Bay Trail Project makes available grant funds for trail construction and maintenance; participates in planning efforts and encourages consistency with the adopted Bay Trail Plan; educates the public and decision-makers about the merits and benefits of the Bay Trail; produces maps and other materials to publicize the existence of the Bay Trail; and disseminates information about progress on its development. The Bay Trail Project

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does not own land or construct trail segments; segments are built, owned, managed and maintained by cities, counties, park districts and other agencies with land-management responsibilities.

Ultimately, the Bay Trail will be a 400-mile bicycle and hiking trail encircling the San Francisco and San Pablo Bays. Currently over 240 miles of the trail are in operation, including three trails which are in Sonoma County. Approximately 48 miles of Bay Trail is proposed for Sonoma County. The segments proposed in Sonoma County are comprised of various on- and off-street routes including:

- SR 37: Sonoma/Marin County line to SR 121
- Northwestern Pacific Railroad: Petaluma River Bridge to SR 37 Crossing
- Lakeville Road: SR 37 to Highway 116 (Stage Gulch Road)
- Lakeville Highway (SR 116): Casa Grande Road to Stage Gulch Road (SR 116)
- Casa Grande Road: Shollenberger Park to Petaluma Adobe State Historic Park
- Adobe Road: Casa Grande Road to SR 116
- Highway 121: Highway 37 to Highway 116
- Highway 116 (Stage Gulch Road): Lakeville Road to Arnold Drive
- Arnold Drive: SR 116 to Leveroni Road
- Leveroni Road/Napa Road: Arnold Drive to 8th Street East
- 8th Street East: Napa Road to Highway 121
- Highway 121: Highway 116 to Ramal Road
- Ramal Road: Highway 121 to Napa County line

www.baytrail.abag.ca.gov

The Bay Area Ridge Trail

The Bay Area Ridge Trail Council formed in 1987 with the vision of a trail that would ring the San Francisco Bay Area high on the ridges of the hills and mountains that encircle San Francisco and San Pablo Bays. Current plans call for over 500 miles of trail along these ridge tops, open to hikers, equestrians, mountain bicyclists, and outdoor enthusiasts of all types. To date, the Council has worked with state, regional, local, and no-profit agencies to dedicate over 300 miles of trail.

There are over 20 miles of Ridge Trail in Sonoma County, much of which runs through regional and state parks along existing trails. Most of the sections of existing trail within Sonoma County are isolated, with either on-street connections or large gaps between them. The Ridge Trail Council is working to close these "multi-use gaps" in order to connect the routes for equestrians and mountain bicyclists as well as hikers. More details about the ridge trail are located at the Bay Area Ridge Trail website.

www.ridgetrail.org

Bay Area Air Quality Management District

Bay Area Air Quality Management District (BAAQMD) is the regional agency with the authority to develop and enforce regulations for the control of air pollution throughout the Bay Area. The clean Air Plan is the BAAQMD's plan for reducing the emission of air pollutants that lead to ozone. BAAQMD has also published CEQA Guidelines for the purpose of evaluating the air quality impact of projects and

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plans. One of the criteria that the Guidelines describe is that plans must demonstrate reasonable efforts to implement transportation control measures included in the Clean Air Plan, and identify local governments as the implementing agencies. The BAAQMD cites on-road motor vehicles as the largest source of air pollution in the Bay Area. To address the impact of vehicles, the California Clean Air Act requires air districts to adopt, implement, and enforce transportation control measures.

The BAAQMD has implemented the Bicycle Facility Program, a grant program developed from the Transportation Fund for Clean Air that provides funding to reduce motor vehicle emissions through the implementation of new bicycle facilities in the San Francisco Bay Area.

<http://www.baaqmd.gov/>

Bay Area Ozone Strategy

The 2005 Bay Area Ozone Strategy was prepared by the BAAQMD in cooperation with the Metropolitan Transportation Committee and the Association of Bay Area Governments (ABAG). The Plan was developed to show how the Bay Area will achieve compliance with State air quality standards. According to the report, “the Bay Area has made considerable progress towards improving ozone conditions over the years; however, the region fails to meet the State one-hour ozone standard.”

The 2005 Ozone Strategy is a comprehensive document that describes the Bay Area’s strategy for compliance with State one-hour ozone standard planning requirements, and represents the region’s commitment to achieving clean air to protect the public’s health and the environment. The control strategy includes: stationary source control measures to be implemented through Air District regulations; mobile source control measures to be implemented through incentive programs and other activities; and transportation control measures to be implemented through transportation programs in cooperation with the MTC, local governments, transit agencies and others. Transportation control measures (TCM) were developed to mitigate the impact of mobile pollution sources. The TCMs proposed in the 2005 Strategy that relate to bicycling and walking include:

TCM #1: Support Voluntary Employer-Based Trip Reduction Programs – provide incentives and assistance to help employers develop programs to reduce single-occupancy vehicle use to work

TCM #5: Improve Access to Rail & Ferries – Safe Routes to Transit program sponsored by the MTC; develop a master plan for innovative secure bicycle storage strategies at key transit hubs

TCM #9: Improve Bicycle Access and Facilities – fund the Regional Bicycle Plan and Safe Routes to Transit improvements; continue Transportation Development Act (TDA) Article 3, Tobacco Litigation Settlement (TLS), and Transportation fund for Clean Air (TFCA) funding for bike improvements; develop an on-line bicycle mapping tool as part of the regional 511 traveler information number; promote Bike-to-Work Week/Day; encourage local jurisdictions to develop safe and convenient bicycle lane and route networks, provide secure bike racks and storage, and require bicycle access and amenities as conditions of approval of development projects; explore innovative bicycle programs, such as “station bike” or bike sharing programs at transit stations, downtowns, and activity centers; encourage public education about bicycle safety for both bicyclists and motorists

TCM #10: Youth Transportation – encourage Safe Routes to School program

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TCM #15: Local Land Use Planning and Development Strategies – MTC to continue Transportation for Livable Communities (TLC) planning, capital grant, and HIP programs; MTC will examine opportunities for transit oriented development along major transit corridors; BAAQMD will continue the TFCA program; ABAG will provide incentives for smart growth

TCM #19: Improve Pedestrian Access and Facilities – review and comment on general/specific plan policies to promote development patterns that encourage walking; encourage amending zoning ordinances to include pedestrian-friendly design standards; MTC will continue to fund TLC, support SR2S, and support the Regional Pedestrian Committee and associated pedestrian safety programs; identify and fund projects that enhance pedestrian movement in neighborhoods, downtowns, and near transit stops

TCM #20: Promote Traffic Calming Measures – implement projects such as pedestrian-only streets, residential and neighborhood traffic calming measures, and arterial and major route traffic calming measures

http://www.baaqmd.gov/pln/plans/ozone/2005_strategy/index.htm

North Coast Railroad Authority (NCRA)

The North Coast Railroad Authority was created by state lawmakers in 1989 to manage the Northwestern Pacific Railway, the 316-mile rail line that extends down the North Coast from Eureka to Napa. The NCRA is charged with overseeing freight operations along the rail line. Rail operations were halted in 2001 after a series of winter storms damaged the tracks and the Federal Railroad Authority deemed the rail line unsafe. Since then, a series of efforts to restore service have occurred without success. Recently, the State Transportation Commission released funds necessary for the NCRA to complete track and intersection repairs. Work is currently underway, and freight operations are expected to resume within the corridor between Windsor and Napa in 2008.

<http://www.northcoastrailroad.org/index.html>

Lake County Regional Bikeway Plan

The 2006 Lake County Regional Bikeway Plan was prepared by the Lake County/City Area Planning Council through the transportation planning agency's planning work program. This document is an update to the 2002 Regional Bikeway Plan. The Plan is consistent with projects, goals, policies and objects identified in the 2005 Regional Transportation Plan. This Regional Bikeway Plan is a capital improvement program of commuter bikeways. It incorporates proposals for bikeway improvements for all jurisdictions within Lake County into one document. It is directed toward meeting the provisions of the California Bicycle Transportation Act that are included in the Streets and Highways Code Section 890 through 894.2. While Sonoma County shares a common boarder with Lake County in the Mayacama Range in northeastern Sonoma County, there are no direct roadway connections or planned bikeways between the two Counties.

<http://lakeapc.org/acc.asp?Webpage=Documents>

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Marin County Unincorporated Area Bicycle and Pedestrian Master Plan

The 2001 Marin County Unincorporated Area Bicycle and Pedestrian Master Plan was prepared by the Marin County Public Works Department. The Plan aims to make walking and bicycling a part of daily life in Marin County. The Plan covers the unincorporated areas of the County and has the goals of creating an interconnected network of bikeways and pedestrian routes and dramatically increasing the number of people walking or bicycling for utilitarian trips, such as for work, school, shopping, or recreation. The Plan contains goals, policies, objectives, project and program recommendations, and design standards and guidelines. The Plan includes proposed bikeway connections to Sonoma County within the US 101 corridor, along the SMART corridor, and along the SR 37 corridor.

<http://www.co.marin.ca.us/depts/pw/main/MarinCountyPlanCoverrev.cfm>

Mendocino County Regional Bikeway Plan

The 2006 Mendocino County Regional Bikeway Plan was prepared by the Mendocino Council of Governments through the transportation planning agency's planning work program. The Regional Bikeway Plan is intended to incorporate proposals for bikeway improvements within all jurisdictions of Mendocino County into one document. The Plan was developed to meet the provisions of the California Bicycle Transportation Act which are included in the Streets and Highways Code Section 890 through 894.2. The Regional Bikeway Plan includes proposed Class III bike route connections to Sonoma County on SR 1, SR 128, US 101, and Geysers Road.

<http://www.mendocinocog.org/Bikeway%20Plan%202006.htm>

Napa Countywide Bicycle Plan

The 2003 Napa Countywide Bicycle Plan was developed by the Napa County Transportation Planning Agency. The Plan contains goals, policies, and objectives, describes the existing bicycle network which is comprised of paths, lanes, and routes, examines bicycle collisions, and describes some of the issues and problems that bicyclists face. The Plan also makes recommendations on intermodal connections, bicycle parking, bicycle support facilities, and general design guidelines. The Plan is meant to help work towards an integrated and consistent set of bicycle facilities across the Cities and the County, meet the requirements of the Bicycle Transportation Act; enabling Member Agencies to use the Plan to apply for funds, and form the core of the NCTA's Strategic Transportation Plan bicycle facilities section. The Plan includes proposed Class III bike route connections to Sonoma County on SR 128, Petrified Forest Road, Dry Creek Road/Trinity Road, SR 12, and Duhig/Ramal Road.

<http://www.nctpa.net/reports.cfm>

Local

Sonoma County Comprehensive Transportation Plan

The 2004 Sonoma County Comprehensive Transportation Plan was developed by the Sonoma County Transportation Authority (SCTA). The SCTA, which acts as the countywide planning and programming agency for transportation related issues in Sonoma County, plays a leading role in transportation issues by securing funds, providing project oversight, and providing long term planning for the County's

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transportation system. The primary purpose of the Comprehensive Transportation Plan is to coordinate transportation planning efforts throughout the County in order to prioritize transportation needs for a 25-year planning horizon. The CTP directly incorporates the policies and projects contained in the 2003 Countywide Bicycle Plan.

http://www.sctainfo.org/reports/Comprehensive_Transportation_Plan/2004_Countywide_Transportation_Plan.htm

Measure M

In 2004, the citizens of Sonoma County passed Measure M, a quarter percent sales tax for transportation improvements. In doing so, Sonoma became the 18th self-help county in California, “a county that can more effectively leverage state and federal transportation dollars by providing a local funding match.” The passage of Measure M creates a stable funding source for local transportation projects that is independent of the State’s transportation budget. While Measure M will not fund all of the County’s transportation needs, it is expected to provide a significant contribution of over \$470 million dollars through the life of the measure, which expires in 2025. Measure M includes a financial plan with the following allocations:

- 20% of the funds will be used to fix pot holes and maintain local streets
- 20% of the funds will be used for key local road projects throughout the County
- 40% of the funds will help fund Highway 101 widening throughout the County
- 10% of the funds will go to improving local bus transit service
- 5% of the funds will go to SMART for the development of passenger rail service
- 4% of the funds will be used for bicycle and pedestrian routes
- 1% of the funds will be used for administration

Local jurisdictions and transit operators will receive regular payments from Measure M for maintenance and operation of the existing transportation system.

As provided for in the measure, the SCTA is responsible for developing and updating a strategic plan to guide allocation decisions and project delivery. In 2005 SCTA developed the initial strategic plan, The Traffic Relief Act for Sonoma County. The strategic plan will be updated every five years during the term of the plan.

http://www.sctainfo.org/measure_m_strategicplan.htm

Sonoma County General Plan

The Sonoma County Permit and Resource Management Department is currently in the process of updating the 1989 Sonoma County General Plan. The General Plan, which is updated about once every 15 years, will act as the blueprint for growth and development on County unincorporated land through the year 2020. The General Plan will determine how much growth will occur and where it will occur. Development of the document included extensive public outreach, input and oversight from a Citizens Advisory Committee, and community meetings. Currently adopted key General Plan policies regarding transportation and circulation that are applicable to bicycle and pedestrian planning include:

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- Parks and Equestrian and Hiking Trails OS-7a – OS-7h
- Bikeway planning policies OS-8a – OS-8v.
- Circulation and Transit CT-1a – CT-10

<http://www.sonoma-county.org/prmd/gp2020/index.html>

Sonoma County ADA Transition Plan

In 1992, Sonoma County prepared an ADA Transition Plan, which evaluates the accessibility of facilities the County owns and operates such as the County Administration Center, Airport, fairgrounds, Community Hospital and various other County-owned buildings. The 1992 plan, which does not discuss access by disabled persons on county roadways, is currently being updated. The updated transition plan will evaluate curb ramp deficiencies and identify needed improvements. Additional considerations covered by the Americans with Disabilities Act include unobstructed sidewalk width, traffic signals—including push-button locations, green time duration, and audible signals—and the need for truncated domes.

<http://www.sonoma-county.org/gs/architect/index.htm>

Sonoma County Outdoor Recreation Plan

The 2003 *Draft* Sonoma County Outdoor Recreation Plan was developed by the Sonoma County Regional Parks Department; it seeks to identify trail and parkland needs in Sonoma County over the next 10 years. The primary purposes of the Outdoor Recreation Plan are to facilitate cooperation and coordination among agencies in planning, acquiring, managing and funding outdoor recreation facilities in the unincorporated areas of Sonoma County, and to provide public access and recreation opportunities on public lands. The Plan has been developed over the course of multiple years and includes recommendations for Class I pathways and multi-use trails connecting parks, open space, and communities through the County. The Plan remains in draft form. A schedule for completion and adoption has not been developed.

<http://www.sonoma-county.org/parks/outdrpln.htm>

Sonoma County Bay Trail Corridor Plan

The 2005 Sonoma County Bay Trail Corridor Plan was developed by the Sonoma County Regional Parks Department to update the proposed Bay Trail alignment through southern Sonoma County. The Plan addresses opportunities and changes in public property connectivity that have occurred since the original Bay Trail alignment was developed in the 1980's. The 1997 Sonoma County Bikeways Plan included a series of proposed unconnected Class I bikeways in the vicinity of the Bay Trail alignment along with various on-street connections along the State Routes and County roadways in the area. The 2005 Sonoma County Bay Trail Corridor Plan attempts to rectify the differences between the ABAG and Sonoma County adopted trail alignments, based on these changes in property ownership and connectivity. The Plan calls for the Sonoma County Regional Parks Department to coordinate the overall trail development and management efforts, and envisions an alignment that will one day be a premier section of the Bay Trail for the community to enjoy.

http://www.sonoma-county.org/parks/park_planning.htm#baytrail

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Sonoma County Agricultural Preservation and Open Space District

In 1990, Sonoma County residents voted to create the Agricultural Preservation and Open Space District to permanently protect the diverse agricultural, natural resource, and scenic open space lands of Sonoma County for future generations. The District is funded with a quarter-cent sales tax. The Sonoma County Board of Supervisors oversees the District and serves as its Board of Directors. The Board created the independent Open Space Authority to oversee expenditures of the sales tax and appoints members of the Citizens' Advisory Committee, who offer guidance on policy matters and acquisitions. The mission of the District has evolved since its inception. With the development of the District's 2006 Long Range Acquisition Plan, new priorities and goals that have a greater emphasis on public access and recreation activities have been developed. To help facilitate access and recreation, the District created a matching grant program that allows it to work with partner agencies to enhance natural areas and provide urban open spaces for public recreation.

<http://www.sonomaopenspace.org/>

Laguna de Santa Rosa Protected Lands Trails Plan

The 2006 Laguna de Santa Rosa Protected Lands Trails Plan was prepared by the Sonoma County Agricultural Preservation and Open Space District. The Laguna de Santa Rosa is a freshwater wetlands complex that covers approximately 250 square miles of land in the Santa Rosa Plain in central Sonoma County and includes the communities of Santa Rosa, Rohnert Park, Cotati, Sebastopol, Forestville and Windsor. The purpose of the project was to identify strategies necessary to provide access to five properties located along the Laguna to the east of Sebastopol between roughly SR 116 and Guerneville Road, for public recreation and environmental education through establishment of a trail system. The project identifies a subset of trails targeted for first phase implementation, for which construction documents would be prepared.

http://www.sonomaopenspace.org/docManager/1000000446/Draft_Trails_Plan_Nov_2006.pdf

Connecting Communities and the Land – A Long Range Acquisition Plan

The 2006 Connecting Communities and the Land – A Long Range Acquisition Plan was developed by the Sonoma County Agricultural Preservation and Open Space District. The Plan defines the District's role in protecting and preserving agricultural and open space lands in Sonoma County, and providing public access to the District's holdings. The Plan's Recreation and Education section identifies the need to develop recreational connections including river access/waterway trails, multi-use trails, and trail links between recreation areas. The following long-range goals are relevant to the *SCTA Countywide Bicycle and Pedestrian Master Plan*:

- Maintain the county's rich rural character and the unique qualities of each city and areas throughout the county that help provide our sense of community.
- Provide connections between urban areas, parks and natural areas throughout the county for both people and wildlife.
- Partner with local agencies and organizations to leverage funding for land protection, foster stewardship, and provide opportunities for recreational and educational experiences.

<http://www.sonomaopenspace.org/Content/10149/preview.html>

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Sonoma County Water Agency (SCWA)

The Sonoma County Water Agency (SCWA) is a special district created by the California Legislature in 1949. The SCWA has the authority to produce and furnish surface water and groundwater for beneficial uses; to control floodwaters; to generate electricity; to treat and dispose of wastewater; and to provide recreational facilities in connection with the Agency's facilities. The SCWA owns almost 160 miles of flood control channels. Many of the flood control channels include maintenance roads on at least one side of a channel; some of these maintenance roads are already being used by the public as trails. The SCWA also owns several recreation sites in Sonoma County. These facilities include Spring Lake Park, Wohler Bridge Fishing Access (Maxwell Grove), Russian River access, and Brush Creek Reservoir, which contains the Rincon Valley Little League fields. Sonoma County Regional Parks provides operations services for Class I pathways along the SCWA's flood control channels including the Colgan Creek Trail, Hunter Creek Trail, and the developing Santa Rosa Creek Trail, as well as Spring Lake Park and Wohler Bridge Fishing Access (Maxwell Grove).

<http://www.scwa.ca.gov/>

Climate Protection Action Plan for Sonoma County

The 2006 Climate Protection Action Plan for Sonoma County – Measures to Reduce Greenhouse Gas Emissions (GHG), was prepared by the County of Sonoma General Services Department. The Action Plan includes viable measures to help the County reduce Green House Gas emissions resulting from County operations. The report establishes a baseline during the years 2000/01, and emissions contributors are categorized in three distinct segments: buildings, fleet and commute. The report notes that 59% of the County's green house gas emissions result from the combustion of gas and diesel fuels from commute to work and fleet activities. The Plan contains reduction targets of 20 percent below the baseline year, and provides a series of actions that can be utilized to reduce Sonoma County's green house gas emissions including shifting the current commute habits of County employees to alternative modes such as public transit, ridesharing, bicycling, and walking as much as possible.

http://www.sonoma-county.org/gs/pdf/GHG_Action_Plan.pdf

Northern Sonoma County Air Pollution Control District (NSCAPCD)

NSCAPCD comprises the northern portion of Sonoma County. The district was established to prevent the emission of air pollution from "stationary sources" which might be detrimental to the peace, health, safety and welfare of the people in the Northern Sonoma County Air Pollution Control District. The District is governed through rules and regulations enacted by the Sonoma County Board of Supervisors, who serve as the Board of Directors for the District. "It is the intent of all air pollution control districts and air quality management districts in the California North Coast Air Basin to adopt and enforce rules and regulations which assure that reasonable provision is made to achieve and maintain state and federal ambient air quality standards for the area under their jurisdiction and to enforce all applicable provisions of State law." The NSCAPCD occasionally makes grant funds available for the development of bicycle facilities in northern Sonoma County.

<http://www.sonoma-county.org/pw/divisions.htm#Northern>

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Sonoma County Bicycle Coalition

The Sonoma County Bicycle Coalition is a non-profit member based organization that was created to encourage bicycling in Sonoma County. The SCBC works with local government from an advocacy stand point to ensure that bicycles are an integral part of the part of the County's transportation system. The SCBC serves as a voice for bicyclists on issues of concern, and promotes bicycling through a variety of community education, awareness, and outreach efforts.

<http://bikesonoma.org/>

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APPENDIX C – BICYCLE AND PEDESTRIAN COUNT LOCATIONS

**Table C-1
Bicycle and Pedestrian Count Locations**

#	Primary Street	Cross Street	Notes
City of Cloverdale			
1	River Trail	segment count (count north of main trail head)	Recreation
2	Cloverdale Blvd	School Street	Local Bikeway / School
3	Foothill Blvd	Porterfield Creek Trail	Local Bikeway / Recreation
4	Cloverdale Blvd	First Street	Downtown District
5	Asti Road	Citrus Fair Blvd.	Primary Network
6	Asti Road	Theresa Drive	Primary Network
7	Cloverdale Blvd.	US 101 Overcrossing	Primary Network
City of Cotati			
1	Old Redwood Highway	Gravenstein Highway (SR 116)	Primary Network / Community Gateway
2	Old Redwood Highway	West Sierra Ave	Downtown District / Primary Network
3	East Cotati Ave	Lancaster	Primary Network / School Commute Route
4	Laguna Path	East Cotati Avenue	Intersection of Primary Network and Regional Pathway
5	Laguna Path	Commerce Boulevard	Primary Network / Community Gateway
6	Old Redwood Highway	Myrtle	Primary Network / Community Gateway
7	Redwood Drive	Gravenstein Highway (SR 116)	Primary Network / Community Gateway
8	School Street	West Sierra	Local Bikeway
City of Healdsburg			
1	Healdsburg Avenue	Park-and-Ride (southern city limits)	Primary Network / Transit Transfer Center / Community Gateway
2	Dry Creek Road	Grove Street	Primary Network / Community Gateway
3	University Street	March Avenue	Local Bikeway
4	Powell Avenue	Johnson Street	Local Bikeway
5	Healdsburg Avenue	Mill Street / Vine Street	Downtown / Primary Network

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**Table C-1
Bicycle and Pedestrian Count Locations**

#	Primary Street	Cross Street	Notes
6	Healdsburg Avenue	Front Street	Primary Network / Community Gateway
7	Foss Creek Path	Matheson Street	Downtown / Pathway
8	First Street	Matheson Street	Local Bikeway
9	Healdsburg Avenue	Grove Street	Local Bikeway
10	Center Street	Matheson Street	Downtown / Local Bikeway
City of Rohnert Park			
1	Roberts Lake Road	Golf Course Drive	Primary Network / Community Gateway
2	Redwood Drive	Commerce Boulevard	Primary Network / Regional Commercial Center
3	Golf Course Drive	Country Club Drive	Local Bikeway
4	Golf Course Drive	Golis Park Trail	Local Bikeway
5	Snyder Lane	Hinebaugh Creek Trail	Primary Network / School / Local Bikeway
6	Snyder Lane	Copeland Creek Trail	Primary Network / School / Local Bikeway
7	Country Club Drive	Hinebaugh Creek Trail	Local Bikeway
8	Country Club Drive	Southwest Boulevard	Local Bikeway
9	Rohnert Park Expressway	Snyder Lane	Primary Network
10	Rohnert Park Expressway	State Farm Drive	Primary Network
11	Rohnert Park Expressway	Commerce Boulevard	Primary Network
12	Rohnert Park Expressway	Redwood Drive	Primary Network / Commercial District
13	Rohnert Park Expressway	Petaluma Hill Road	Primary Network / Community Gateway
14	Rohnert Park Expressway	Labath Avenue	Primary Network / Commercial District
15	Seed Farm Drive	Copeland Creek Trail / SMART Trail	Primary Network / Local Bikeway
16	East Cotati Avenue	Snyder Lane	Primary Network / School
17	East Cotati Avenue	Sequoia Drive (SSU Entrance)	Primary Network / School
18	Camino Collegio	Bodway Parkway	Local Bikeway / Community Gateway

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**Table C-1
Bicycle and Pedestrian Count Locations**

#	Primary Street	Cross Street	Notes
19	Southwest Boulevard	Adrian Drive	Local Bikeway
20	Southwest Boulevard	Camino Collegio	Local Bikeway / School
City of Sebastopol			
1	Bodega Avenue	Pleasant Hill Road	Primary Network / Local Bikeway
2	Petaluma Avenue	Joe Rodota Trail	Primary Network / Downtown
3	Railroad Forest Bike Path	Morris Street - Sebastopol Road	Primary Network / Downtown
4	Gravenstein Ave (SR 116)	Petaluma Avenue - South Main Street	Primary Network
5	West County Trail	North Main Street	Primary Network / School
6	North Main Street	Healdsburg Avenue (SR 116)	Primary Network / School / Commercial District
7	Healdsburg Ave (SR 116)	Covert Lane	Primary Network / Local Bikeway
8	Bodega Avenue	High Street	Primary Network / Downtown
9	Ragle Road	Covert Lane	Local Bikeway / Regional Park
10	Jewell Avenue	Hayden Avenue	Local Bikeway / School
City of Sonoma			
1	Sonoma City Trail	Sonoma Highway (SR 12)	Primary Network / Regional Park / Commercial District
2	Sonoma City Trail	3rd Street West	Primary Network / Local Bikeway
3	Sonoma City Trail	4th Street East - Lovall Valley Road	Primary Network / Community Gateway
4	Spain Street	3rd Street West	Local Bikeway / Downtown bypass
5	Spain Street	2nd Street East	Local Bikeway / Downtown bypass
6	McArthur Street	3rd Street West	Local Bikeway / Fryer Creek Path Trail Entry
7	McArthur Street	5th Street East	Local Bikeway
8	McArthur Street	5th Street West	Local Bikeway
9	McArthur Street	Nathanson Creek Trailhead	Local Bikeway / School
10	Sonoma Creek Trail	Riverside Drive	Primary Network / Local Bikeway

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**Table C-1
Bicycle and Pedestrian Count Locations**

#	Primary Street	Cross Street	Notes
11	Broadway (SR 12)	Napa Street (SR 12)	Primary Network / Downtown
12	Broadway (SR 12)	Andrieux Street	Primary Network
13	Broadway (SR 12)	Newcomb Street	Primary Network / School
14	Broadway (SR 12)	Leveroni Road	Primary Network Junction
15	West Napa Street	5th Street West	Primary Network / Local Bikeway
16	Studley Street	7th Street West	Local Bikeway
Town of Windsor			
1	Old Redwood Highway	Starr Road	Primary Network / Transit (Park-and-Ride) / Community Gateway
2	Old Redwood Highway	Windsor Road	Primary Network / Downtown / Pedestrian District
3	Old Redwood Highway	Windsor River Road	Primary Network Junction / Downtown / Pedestrian District
4	Old Redwood Highway	Lakewood Drive	Primary Network / Downtown / Pedestrian District / Commercial District
5	Old Redwood Highway	Hembree Lane	Primary Network / Local Bikeway
6	Old Redwood Highway	Shiloh Road	Primary Network Intersection / Pedestrian District / Local Park
7	Shiloh Road	Hembree Lane	Primary Network / Pedestrian District / Commercial District
8	Shiloh Road	Skylane Boulevard	Primary Network / Community Gateway
9	Shiloh Road	Windsor Road	Primary Network
10	Windsor Road	Windsor River Road	Primary Network / Downtown / Intermodal Transit / Pedestrian District
11	Windsor Road	Reiman Lane	Primary Network / School / Local Bikeway
12	Windsor River Road	Starr Road	Primary Network / Community Gateway
13	Hembree Lane	Foothill Drive	Local Bikeway / Regional Park
14	Arata Lane	Brooks Road	Local Bikeway / Local Park / Local Trail / School
15	Arata Lane	Los Amigos Road	Local Bikeway
16	Conde Lane	Mitchel Lane	Local Bikeway / Local Park
17	Bell Road Trail	Starr Creek Trail	Primary Network / Local Trail Junction

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APPENDIX D – SONOMA COUNTY PARK AND RIDE FACILITIES

City	Location	Spaces	Transit Providers	Amenities	Owner Agency(s)
Cloverdale	Asti Road/Citrus Fair Drive Just east of Hwy. 101 and south of Citrus Fair.	90	SCT	Bike Racks	Sonoma County Transit
Geyserville	Hwy. 128/Rommel Road One block east of Geyserville Ave. next to RR tracks. SCT bus stops are on Geyserville Ave./Bosch St.	16	SCT	None	Sonoma County Transit
Healdsburg	Healdsburg Ave./Grant Avenue Northeast of Hwy. 101 & south of Grant Ave.	70	AMTRAK Thruway	Shelter Bike Racks	Sonoma County Transit
Windsor	Windsor Road/Windsor River Road Just northwest of intersection next to RR tracks.	94	SCT	Shelter Bike Racks	Sonoma County Transit Town of Windsor
Windsor	Old Redwood Highway/Starr Road Just northwest of new Hwy. 101 on-ramp. Adjacent to Windsor School District's bus yard.	40	SCT	Shelter Bike Racks	Sonoma County Transit
Fulton	River Road/Hwy. 101 Just northwest of Hwy. 101 on-ramp/off-ramp.	20	SCT	None	Sonoma County Transit
Santa Rosa	Piner Road/Industrial Way About 2 miles west of Hwy. 101 on Piner Road.	90	SCT GGT SRCB	Shelter Bike Racks	Golden Gate Transit
Santa Rosa	Hwy. 12/Brookwood Avenue Just north of County Fairgrounds under bridge.	215	GGT SRCB	None	Caltrans
Sebastopol	Petaluma Avenue/Burnett Street Just south of Hwy. 12.	40	SCT	Shelter Bike Racks	Sonoma County Transit City of Sebastopol
Guerneville	Hwy. 116/Mill Street Just northwest of downtown Safeway.	60	SCT	Bike Racks	Sonoma County Transit
Occidental	Bohemian Hwy./Graton Road Two lots; one just north of Fire Department and the other just east of Community Center.	25	SCT	Shelter Bike Racks	Sonoma County Transit
Rohnert Park	Robert's Lake Road/Golf Course Drive Just west of Mary's Pizza and east of Hwy. 101.	180	SCT GGT	None	Caltrans

SCTA Countywide Bicycle & Pedestrian Master Plan

City	Location	Spaces	Transit Providers	Amenities	Owner Agency(s)
Rohnert Park	Rohnert Park Expressway/Hwy. 101 Within southbound on-ramp area south of bridge.	150	SCT GGT	Shelter Bike Racks	Caltrans
Rohnert Park	Rohnert Park Expressway/Hwy. 101 Within northbound on-ramp area north of bridge.	150	SCT GGT	None	Caltrans
Cotati	Redwood Drive/Hwy. 116 Just south of BP Gas Station and west of Hwy. 101.	83	SCT	None	Sonoma County Transit City of Cotati
Cotati	St. Joseph Way/Old Redwood Hwy. Just east of Hwy. 101 and south of Hwy. 116	185	GGT	Shelter Bike Racks	Caltrans
Penngrove	Old Redwood Hwy./Petaluma Hill Road Just south of Penngrove Fire Department.	30	SCT	Shelter Bike Racks	Sonoma County Transit
Boyes Hot Springs	Hwy. 12 / Thomson Avenue Just northeast of signalized intersection.	10	SCT	None	Sonoma County Community Development Commission
Schellville	Arnold Dr. (Hwy. 116)/Fremont Dr. (Hwy. 121) Just southeast of intersection.	50	SCT	Bike Racks	Caltrans
Petaluma	North Petaluma Blvd./Gossage Avenue Just northwest of Petaluma Outlet Mall. Along side street directly west of N. Petaluma Blvd.	20	SCT GGT	Shelter Bike Racks	City of Petaluma
Petaluma	Washington Street/Payran Street Just north of Sonoma-Marin Fairgrounds and east of Regional Library. No overnight parking.	600	SCT GGT PT	Shelter Bike Racks	Sonoma County Transit Sonoma-Marin Fairgrounds
Petaluma	Lakeville St. (Hwy. 116)/Hwy. 101 Within southbound on-ramp area north of bridge.	145	SCT GGT	Shelter Bike Racks	Caltrans
Petaluma	South Petaluma Blvd./Hwy. 101 Just east of northbound off-ramp area.	40	GGT	None	Caltrans

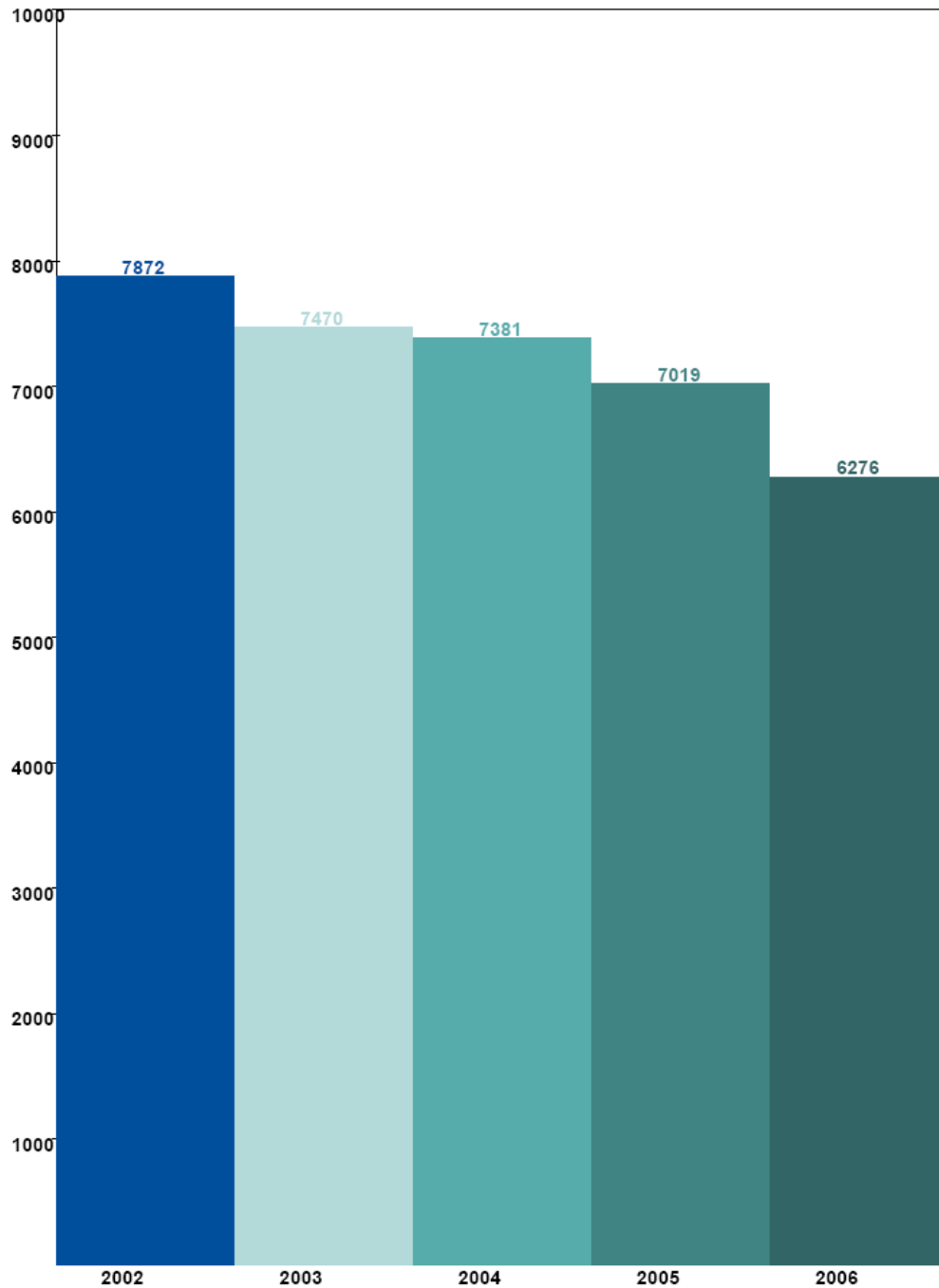
Notes: SCT = Sonoma County Transit, GGT = Golden Gate Transit, SRCB = Santa Rosa CityBus, PT = Petaluma Transit
All facilities are lighted with the exception of Schellville, North Petaluma Blvd. and South Petaluma Blvd

SCTA Countywide Bicycle & Pedestrian Master Plan

APPENDIX E – COUNTYWIDE COLLISION CHARTS

All Collisions Countywide by Year

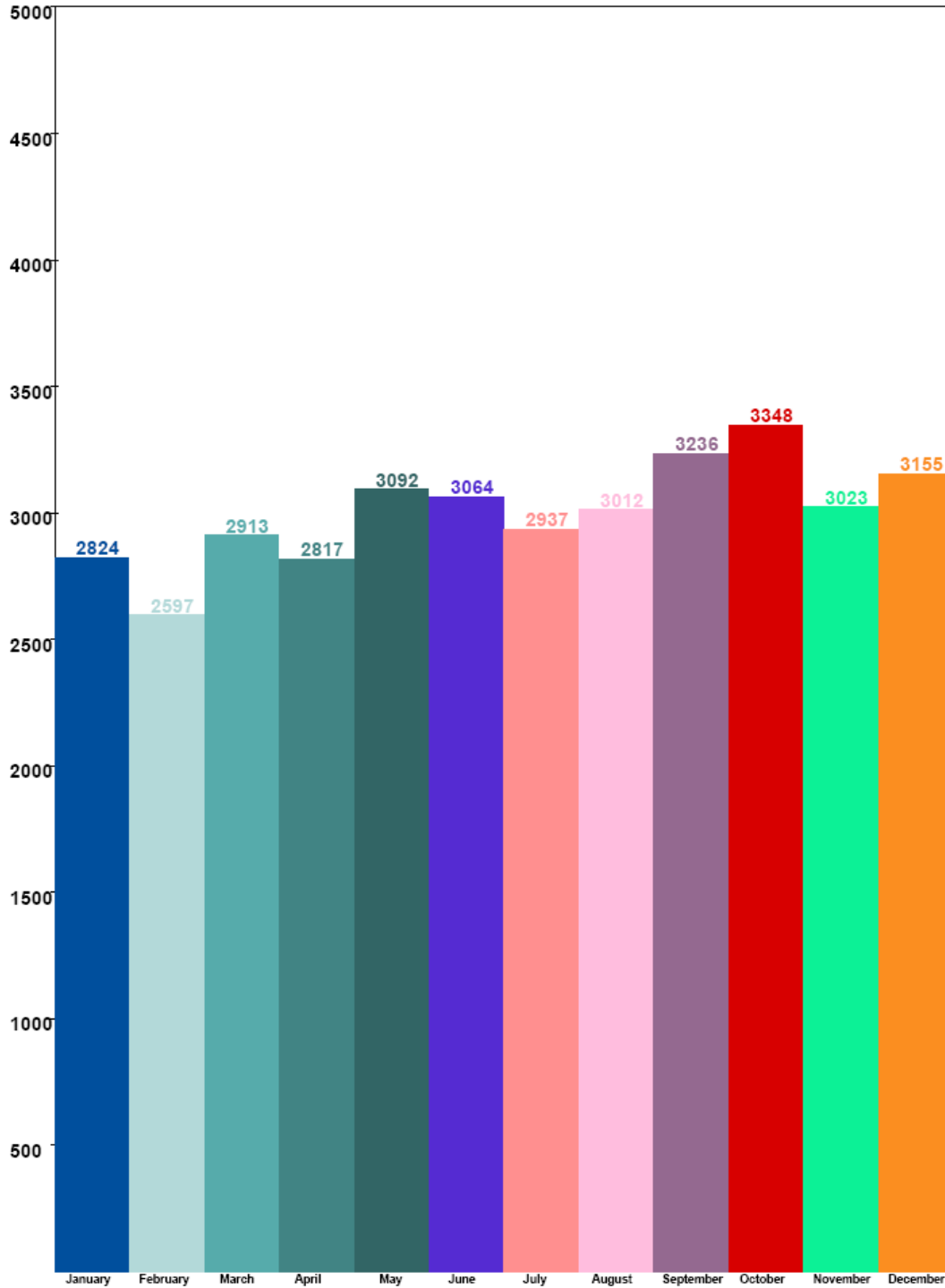
Collisions by Year 1/1/2002 to 12/31/2006 Total Collisions: 36018



SCTA Countywide Bicycle & Pedestrian Master Plan

All Collisions Countywide by Month

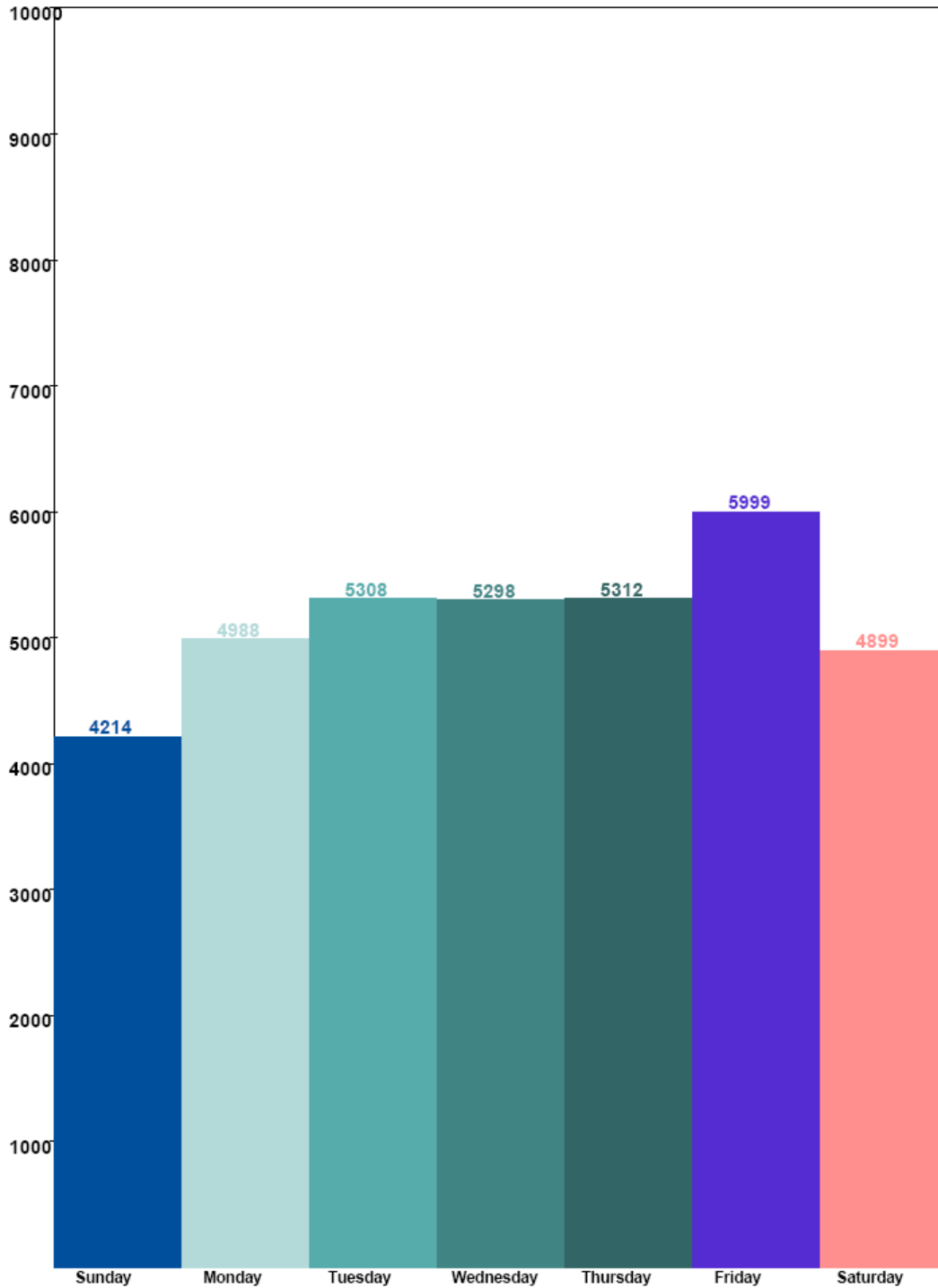
Collisions by Month 1/1/2002 to 12/31/2006 Total Collisions: 36018



SCTA Countywide Bicycle & Pedestrian Master Plan

All Collisions Countywide by Day of Week

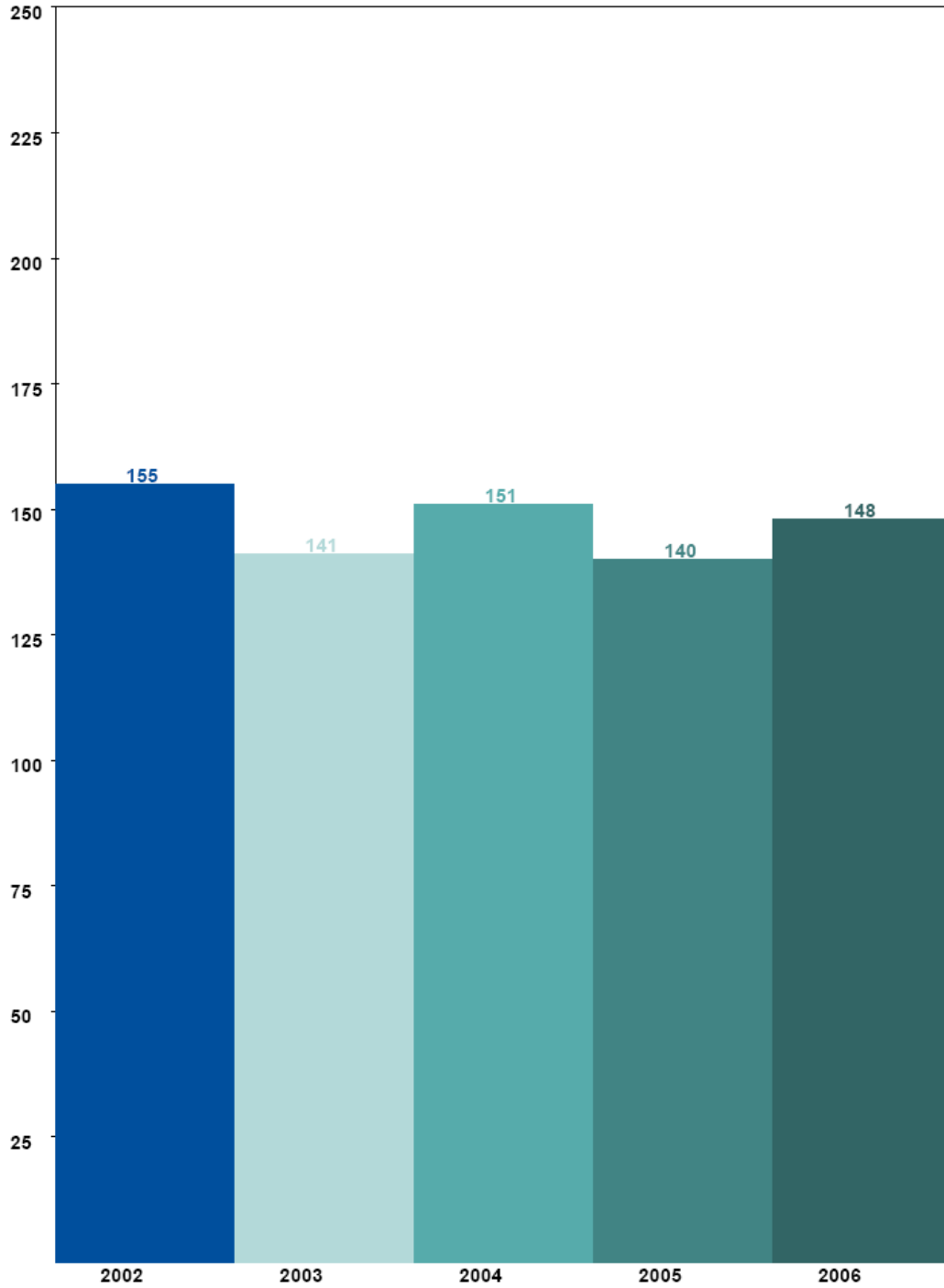
Collisions by Day of Week 1/1/2002 to 12/31/2006 Total Collisions: 36018



SCTA Countywide Bicycle & Pedestrian Master Plan

Bicycle Collisions Countywide by Year

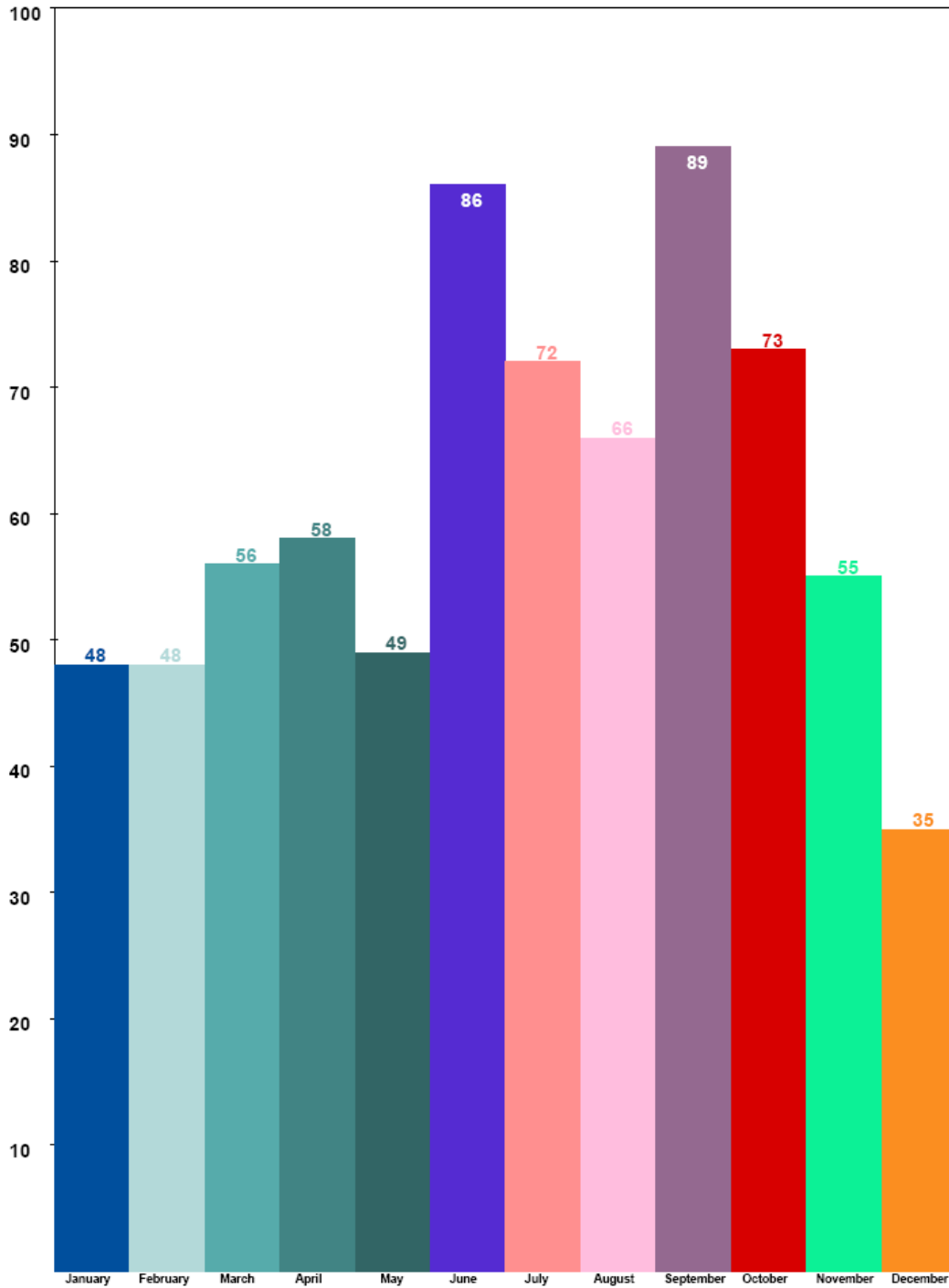
Collisions by Year 1/1/2002 to 12/31/2006 Total Collisions: 735



SCTA Countywide Bicycle & Pedestrian Master Plan

Bicycle Collisions Countywide by Month

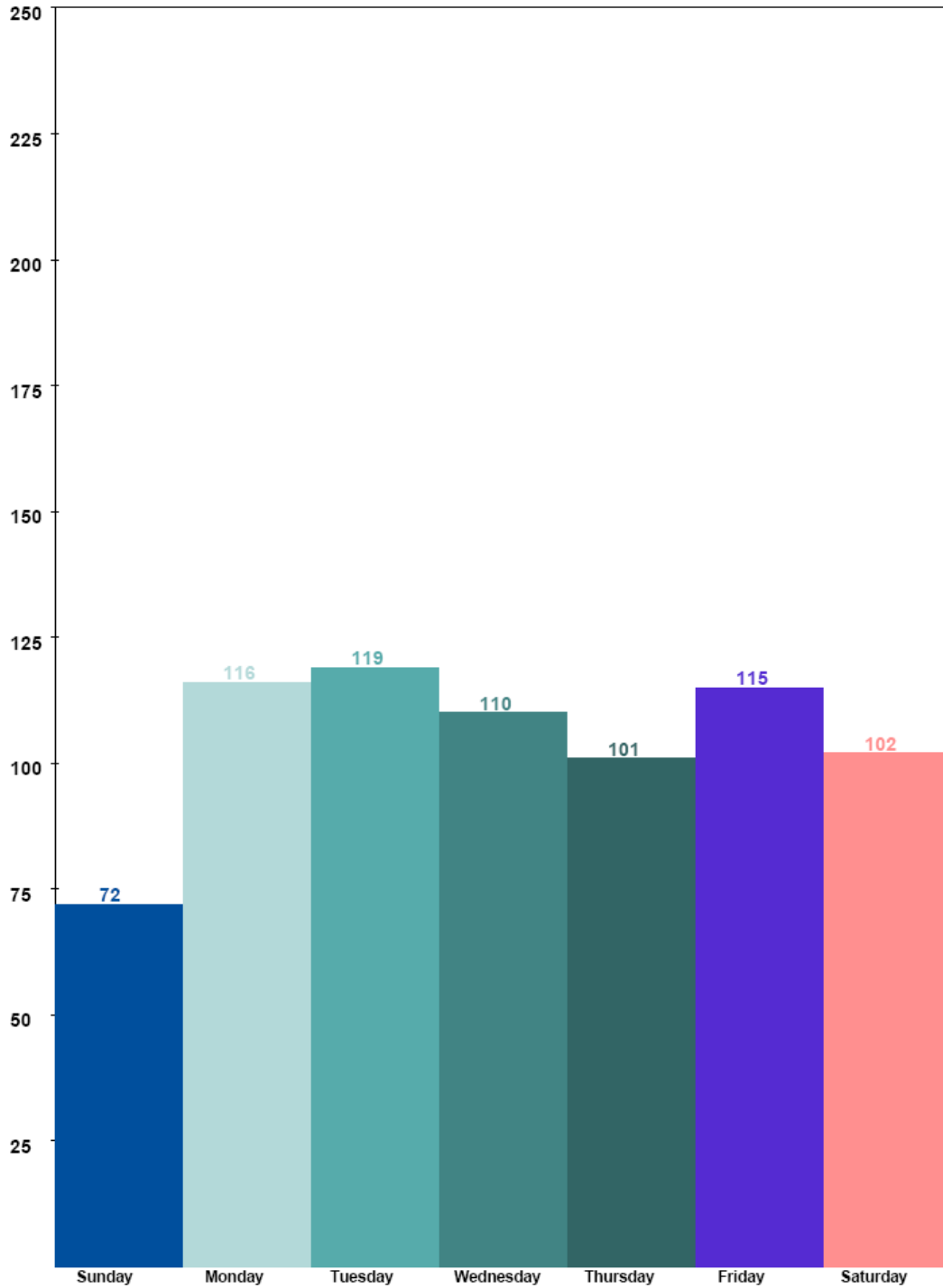
Collisions by Month 1/1/2002 to 12/31/2006 Total Collisions: 735



SCTA Countywide Bicycle & Pedestrian Master Plan

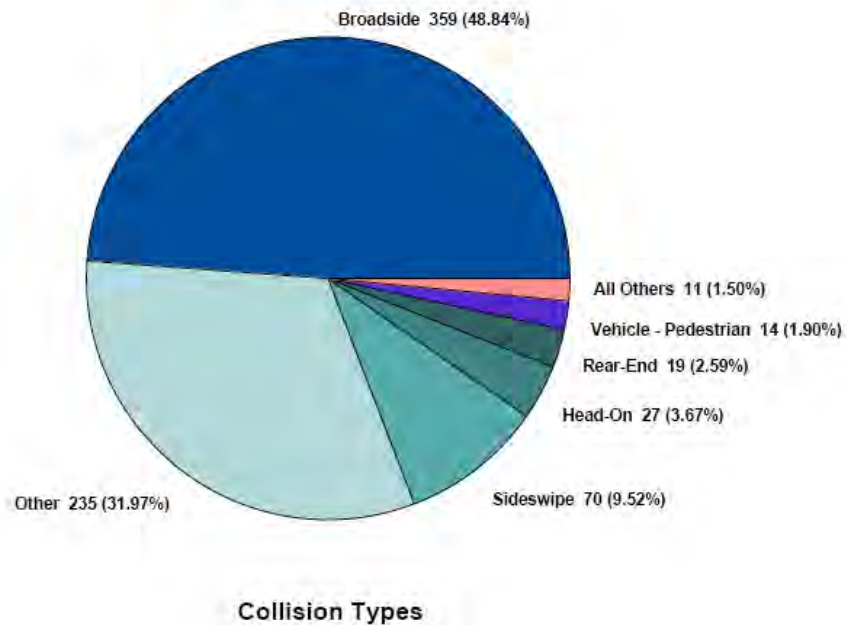
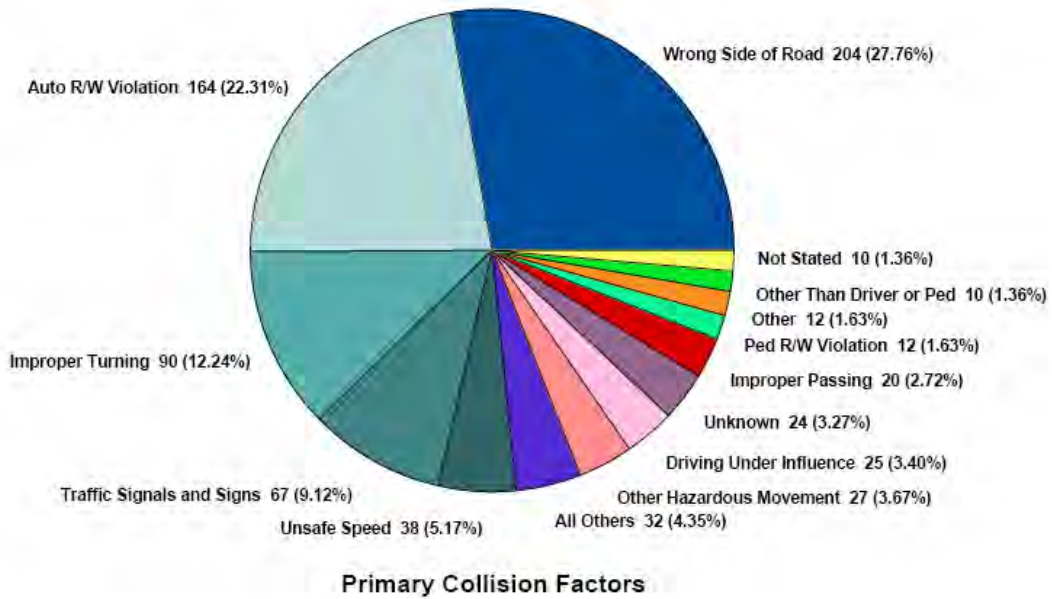
Bicycle Collisions Countywide by Day of Week

Collisions by Day of Week 1/1/2002 to 12/31/2006 Total Collisions: 735



SCTA Countywide Bicycle & Pedestrian Master Plan

Bicycle Collisions Countywide by Primary Collision Factor and by Type

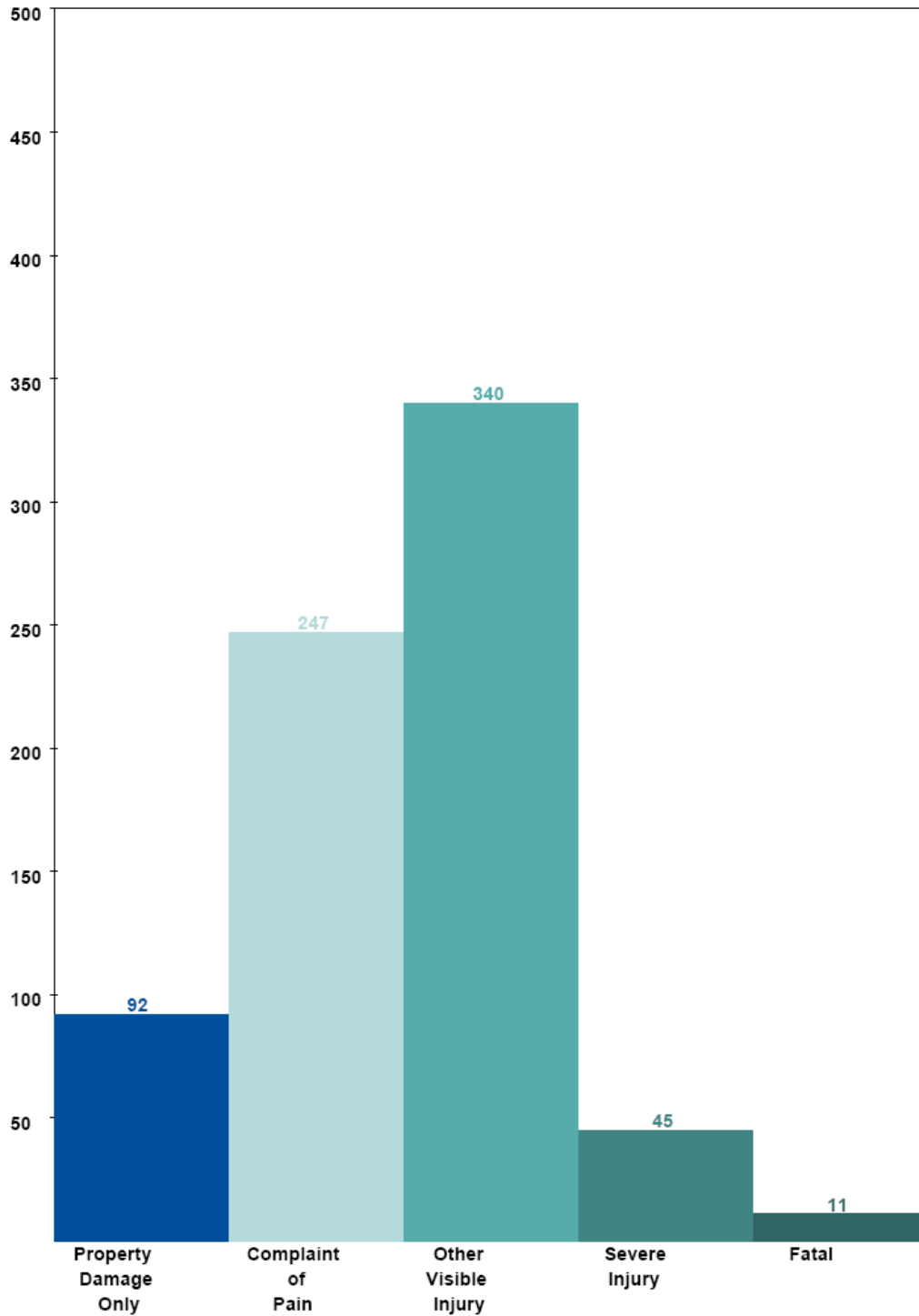


1/1/2002 to 12/31/2006 Total Collisions: 735

SCTA Countywide Bicycle & Pedestrian Master Plan

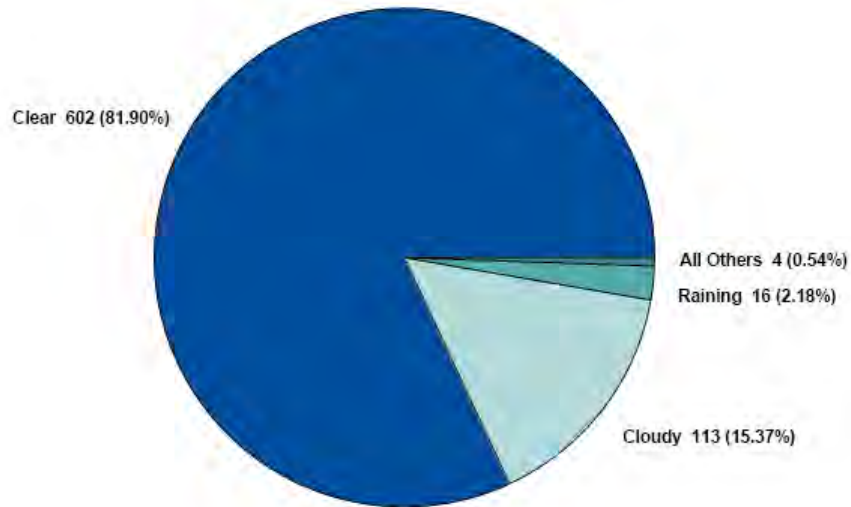
Bicycle Collisions Countywide by Degree of Injury

Extent of Injury 1/1/2002 to 12/31/2006 Total Collisions: 735

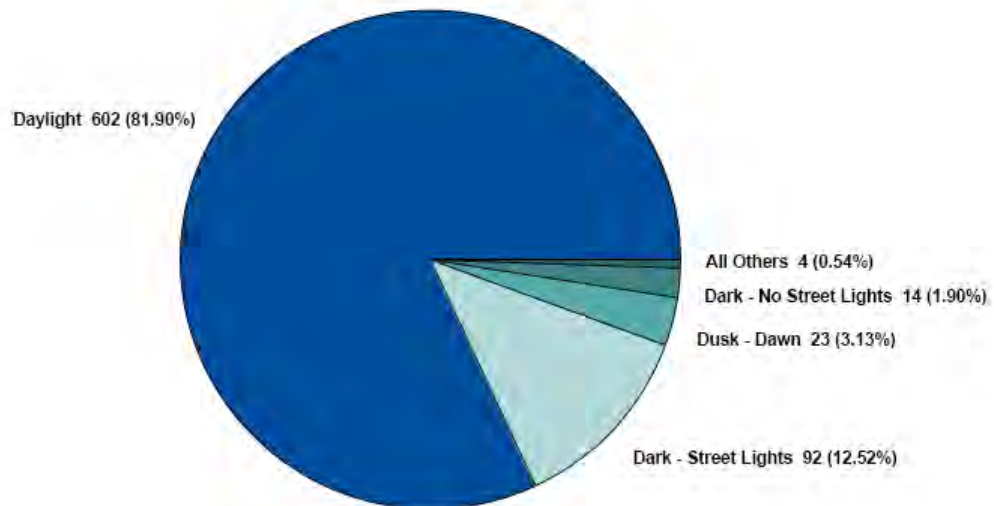


SCTA Countywide Bicycle & Pedestrian Master Plan

Bicycle Collisions Countywide by Weather and Lighting Conditions



Weather



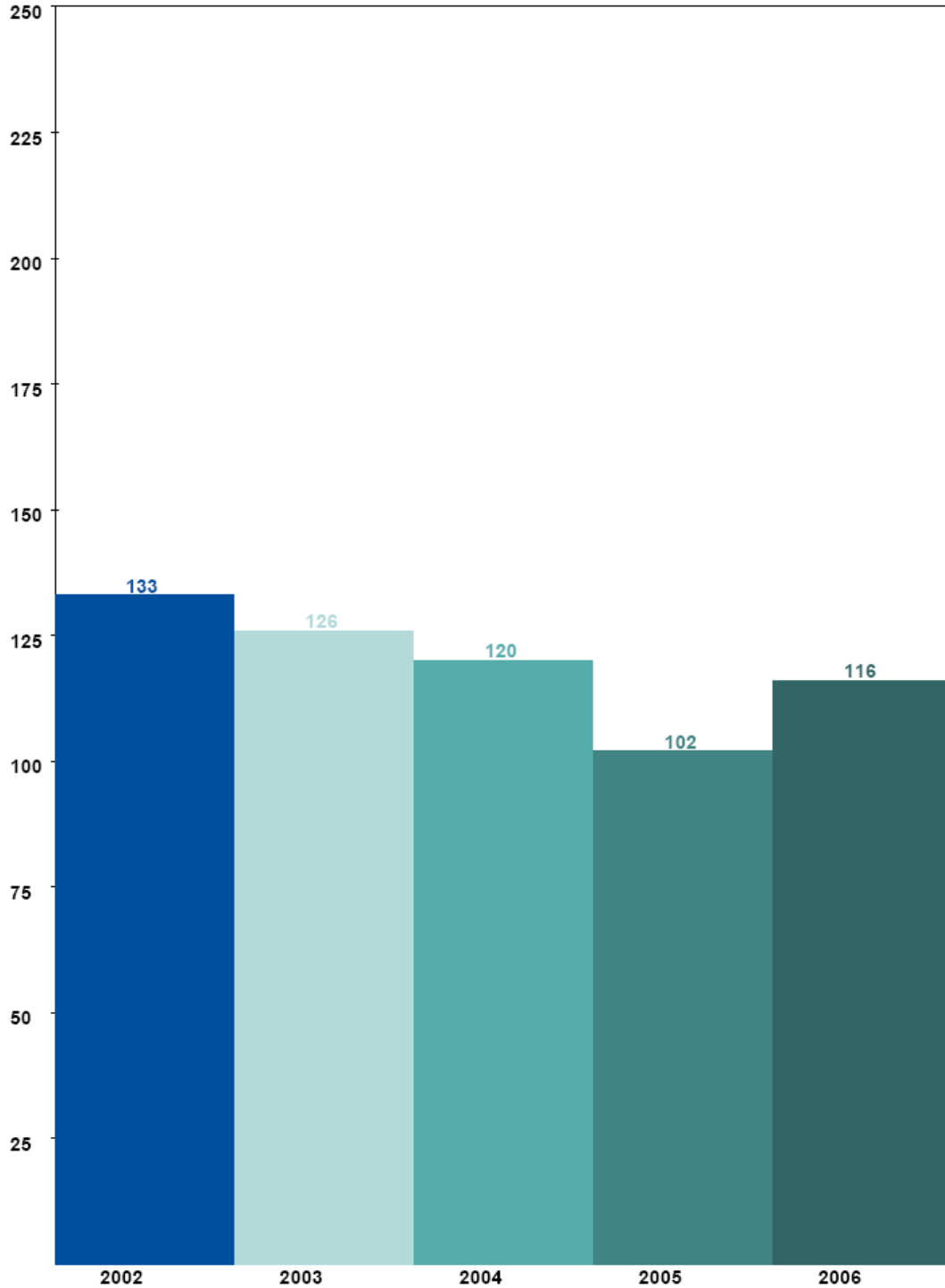
Lighting Conditions

1/1/2002 to 12/31/2006 Total Collisions: 735

SCTA Countywide Bicycle & Pedestrian Master Plan

Pedestrian Collisions Countywide by Year

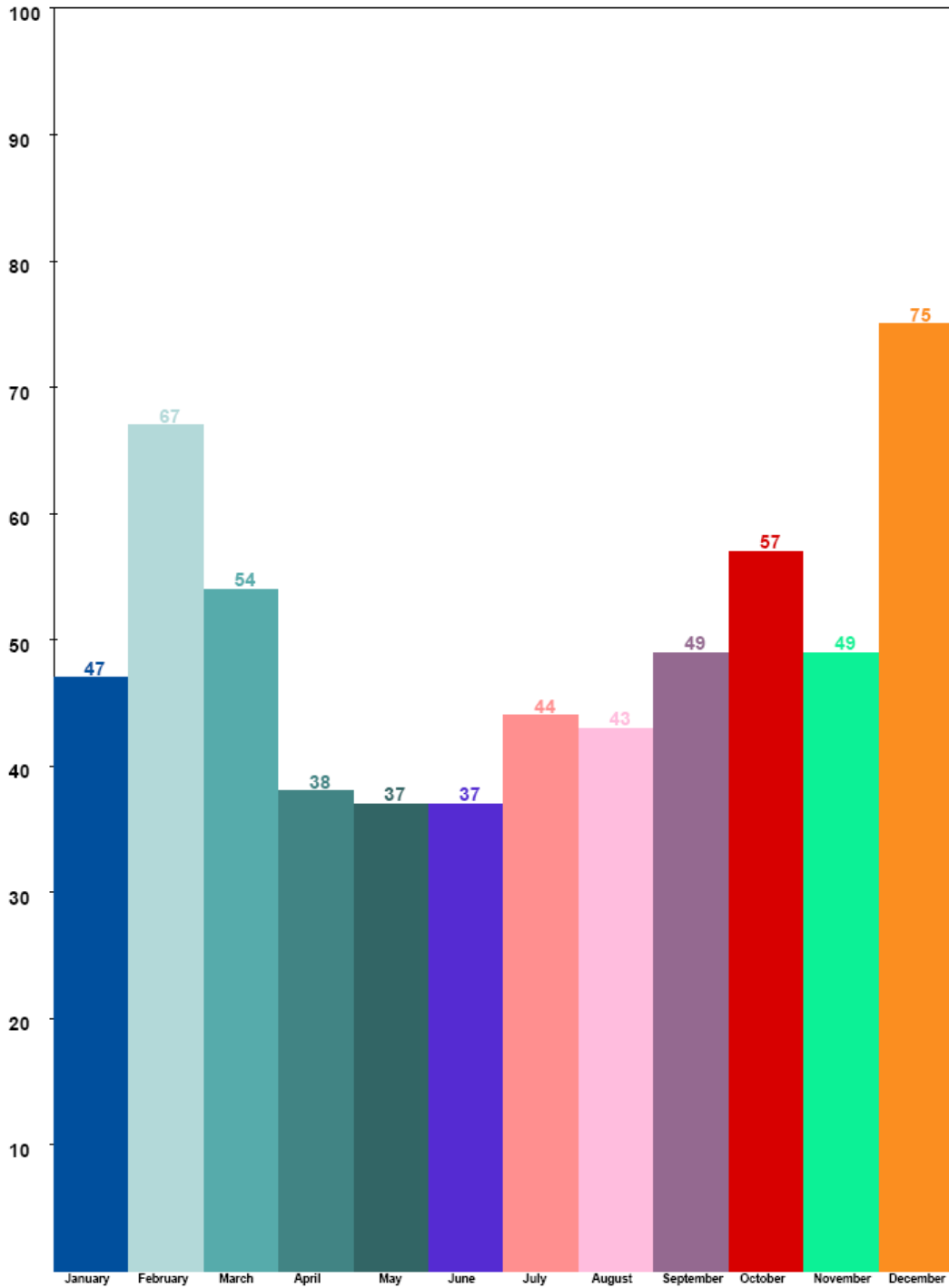
Collisions by Year 1/1/2002 to 12/31/2006 Total Collisions: 597



SCTA Countywide Bicycle & Pedestrian Master Plan

Pedestrian Collisions Countywide by Month

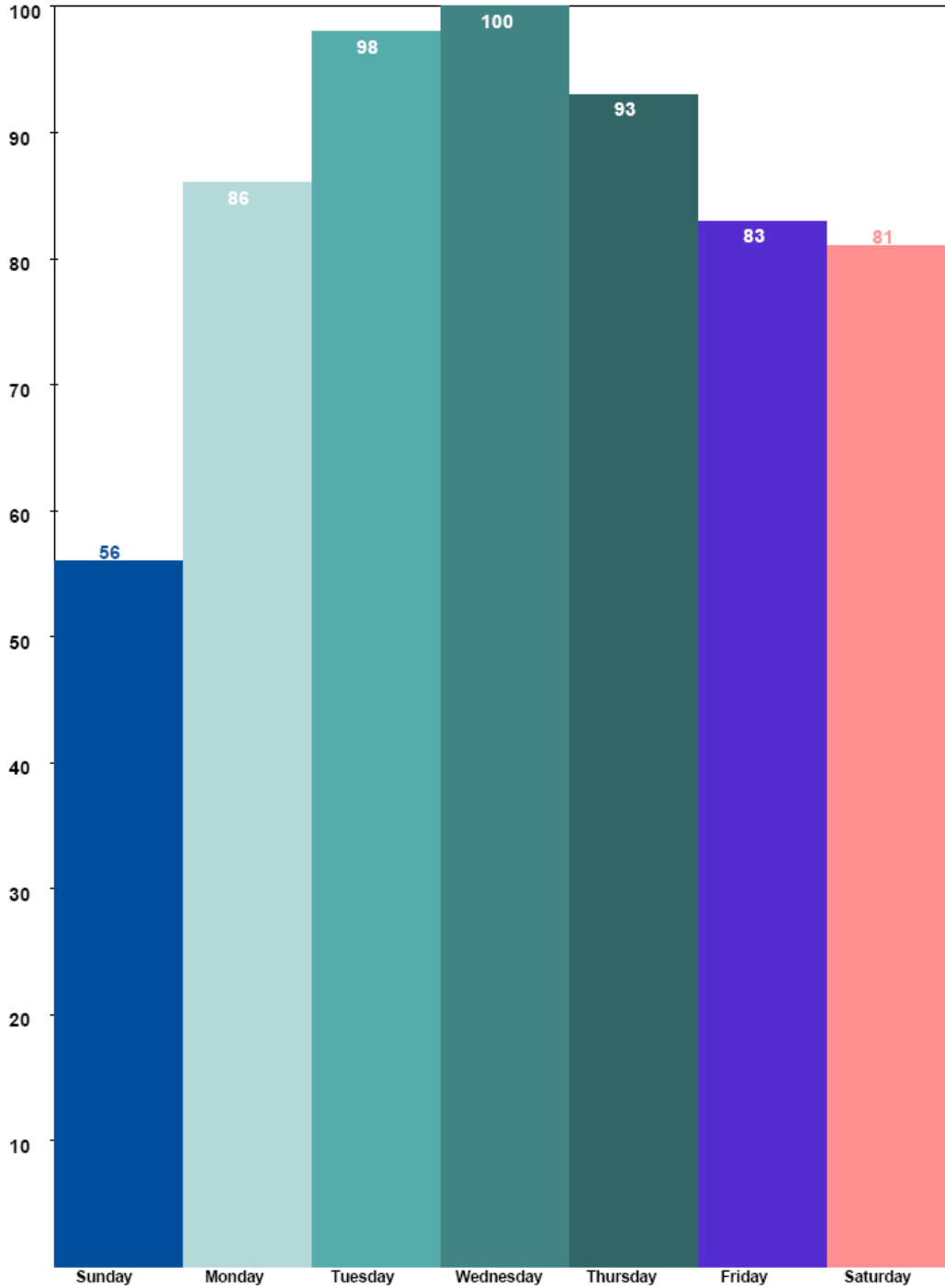
Collisions by Month 1/1/2002 to 12/31/2006 Total Collisions: 597



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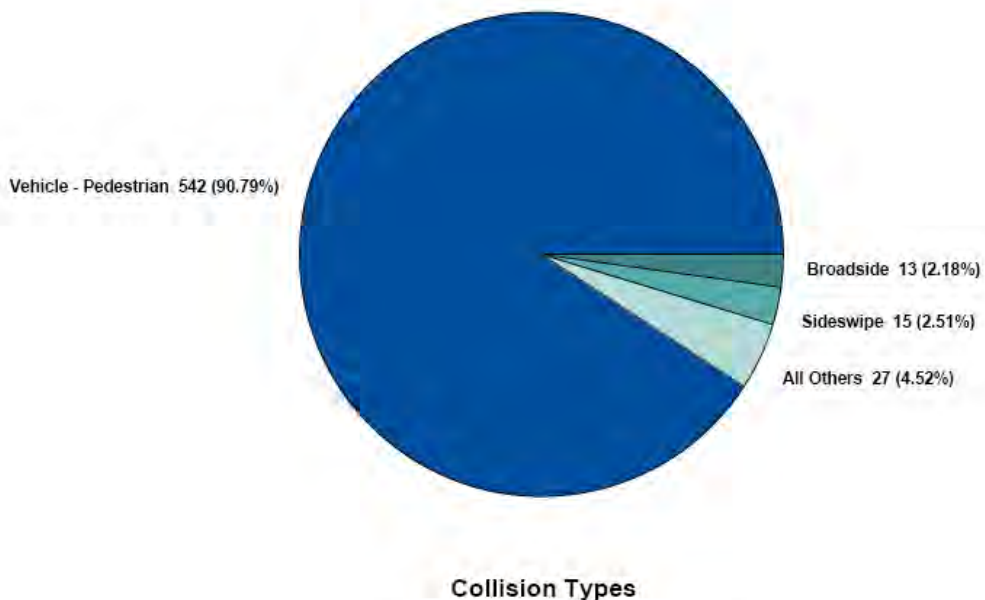
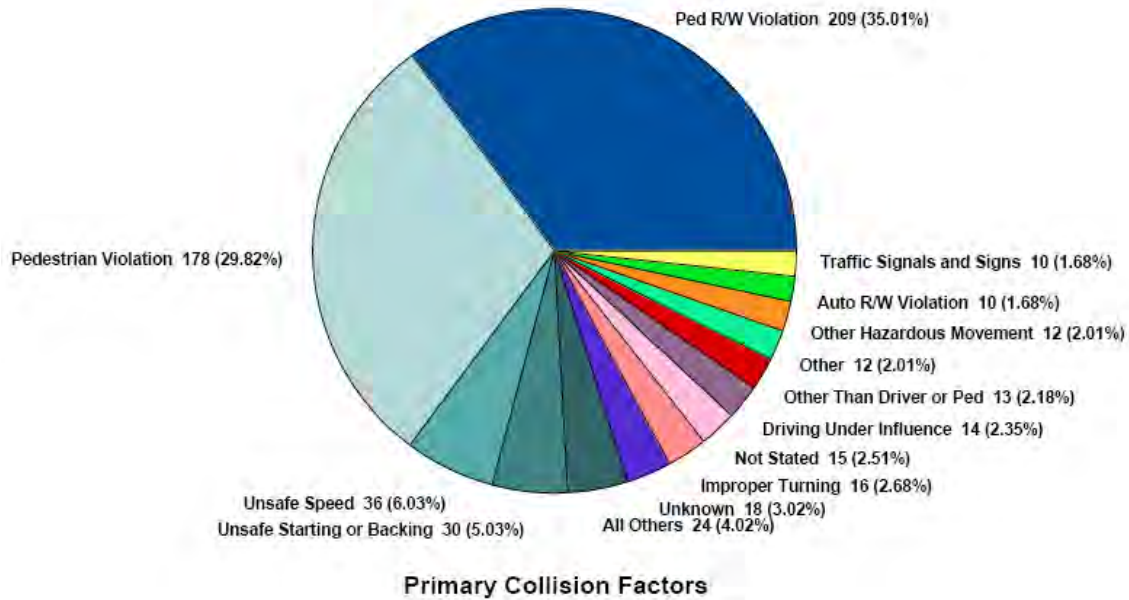
Pedestrian Collisions Countywide by Day of Week

Collisions by Day of Week 1/1/2002 to 12/31/2006 Total Collisions: 597



SCTA Countywide Bicycle & Pedestrian Master Plan

Pedestrian Collisions Countywide by Primary Collision Factor and by Type

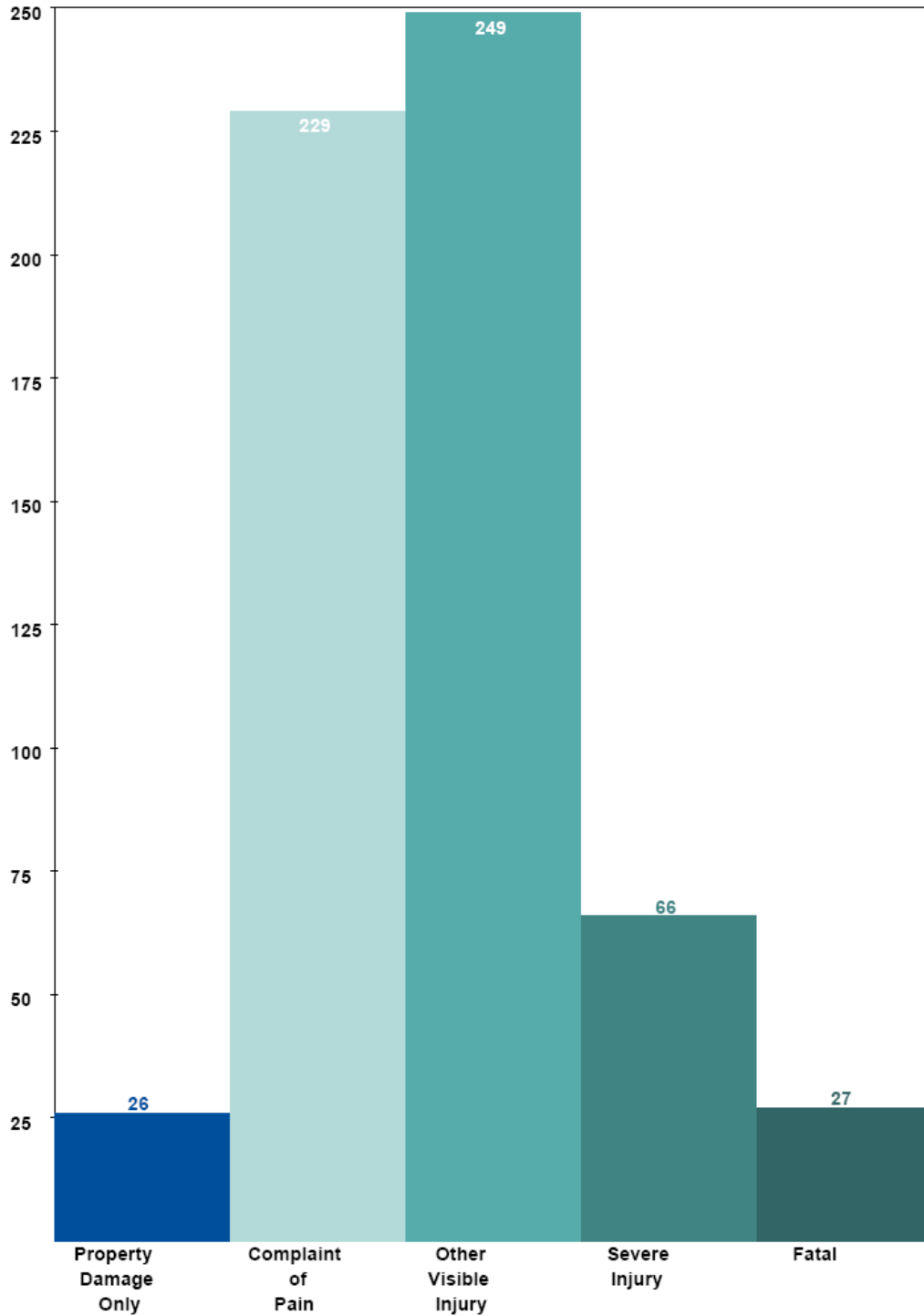


1/1/2002 to 12/31/2006 Total Collisions: 597

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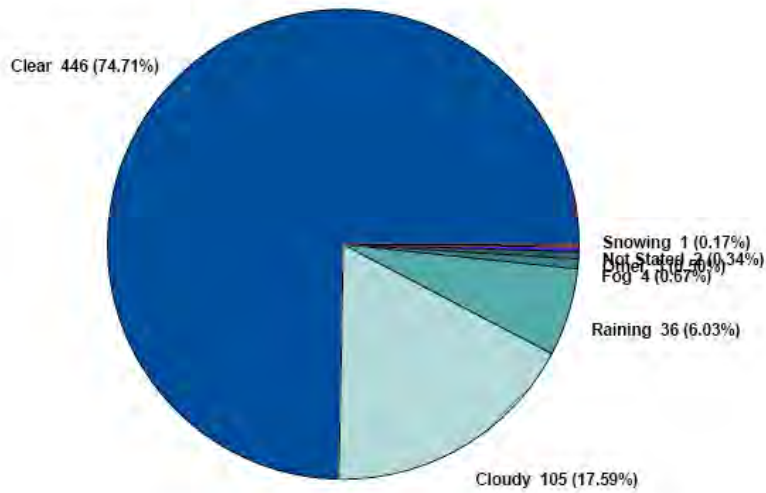
Pedestrian Collisions Countywide by Degree of Injury

Extent of Injury 1/1/2002 to 12/31/2006 Total Collisions: 597

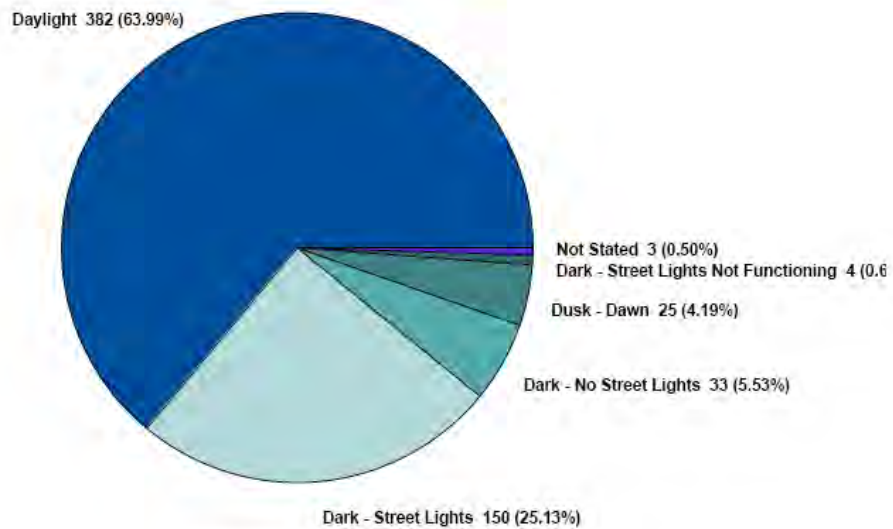


SCTA Countywide Bicycle & Pedestrian Master Plan

Pedestrian Collisions Countywide by Weather and Lighting Conditions



Weather



Lighting Conditions

1/1/2002 to 12/31/2006 Total Collisions: 597

SCTA Countywide Bicycle & Pedestrian Master Plan

APPENDIX F – PROPOSED PROGRAMS

Signing Program

A low cost measure that can be used to improve, grow, and provide an identity for the countywide bicycle and pedestrian system is the development of a comprehensive signing program. While signing programs can take on various forms, their ultimate intention is to enhance existing facilities and improve user safety by signaling the presence and location of facilities to existing users, potential users, and motorists. Effective signage can encourage more people to walk and bicycle by leading residents and visitors to existing facilities and destinations. Moreover, signs promote motorist awareness by alerting them to expect the presence of bicyclists and pedestrians either on the roadway or at crossing locations.

There are two basic types of signing systems for bikeway networks, both use a custom Caltrans approved SG45 bike route sign. The sign incorporates custom information to enhance the identification of bike routes and can be used on Class I, Class II and Class III bikeways. The first example uses a route numbering system similar to the Federal Highway System methodology where routes are numbered based on their north-south and east-west alignment. This system is typically developed in conjunction with a system or ‘user’ map that identifies the routes and the major destinations they serve. Although this system certainly helps motorists and cyclists recognize primary bicycle routes, users may be at a loss without the accompanying user map. The second system utilizes a custom logo on the bike route sign along with directional signage to help define the network and provide way-finding information. Specific routes may receive their own custom sign treatment, such as the Pacific Coast Bike Route, West County Trail, future SMART Trail, or others.

Way-Finding Signs

In addition to the standard “Bike Lane”, “Bike Route”, and custom SG45 “Bike Route” signs that are recommended for installation on all existing and proposed bicycle facilities, the primary bikeway network would be significantly enhanced by developing its own unique wayfinding/directional signage program. These signs should include directional arrows and distance information to significant local and regional destinations and connecting bicycle facilities. Such signage programs have been successfully implemented in other jurisdictions such as Berkeley, and point to destinations such as the University of California, BART, Amtrak, and downtown among other places.

Warning Advisory Signs and Pavement Markings

A variety of warning advisory signs and pavement markings may be used in conjunction with the signs described above to further reinforce the presence of bicyclists and pedestrians and inform motorists. These include Bicycle Warning and Pedestrian Warning signs that can be combined with a variety of



Sample SG45 Custom Bike Route Sign from Solano County



Sample Signs Way-Finding Signs

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messages such as “Share the Road”, “Watch for Bikes”, “Pass With Care”, “Bikes on Roadway Next XX Miles”, and others.

Regulatory Signs

Regulatory signs should also be used to inform bicyclists, pedestrians, and motorists. Regulatory signs include “Bikes May Use Full Lane”, “Wrong Way, Ride With Traffic”, “No Parking, Bike Lane”, and others.

Sign Placement

Signs should be placed at route start and stop points, route junctions, and turns within a route. Reassurance signs should be placed along long uninterrupted segments and at wide or odd-angled intersections. Share the road signs should be installed on routes with little or no shoulder space for bicyclists, at the county boundaries, and at transition points between jurisdictions to alert motorists. The County will need to work with Caltrans to site and maintain the signs on State Routes.

Countywide Bicycle Parking Program

A recommended “Bicycle Parking Program” has been designed to provide adequate bicycle parking amenities to meet the needs of existing and future bicyclists and enhance the overall bikeway system. The program consists of four basic components:

- Evaluating existing parking to ensure it is an appropriate type and sited adequately;
- Acquiring and installing bicycle parking (racks and lockers) in public places such as transit centers, commercial districts, city halls, libraries, parks, schools, etc.;
- Encouraging local businesses to provide bicycle parking for their customers and employees; and
- Updating ordinances or policies to ensure bicycle parking is provided in new developments.

As bicycling becomes more prevalent, there will be more demand for adequate bicycle parking. Four recommendations are presented below to build upon the parking inventory. Individual or groups of local agencies could seek funding to purchase and implement bicycle parking. The bicycle parking could be strictly on public property, or also available to private entities on an at-cost basis.

Program Recommendations:

Recommendation #1:

Each agency should prepare a bicycle parking survey to identify existing bicycle parking locations and facility type to insure appropriateness. Wave racks and bicycle racks that only support a bicycle’s wheel should be replaced. Appropriate sites for installation to meet existing and future demand should be



R9-3b



R9-7



R5-11



R9-3c



R7-9

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catalogued. Bicycle parking should be provided at all public destinations, including transit centers and bus stops, community centers, parks, schools, downtown areas, and civic buildings. All bicycle parking should be in a safe, secure, covered area (if possible), conveniently located to the main building entrance. These improvements will be incremental and as demand warrants.

Recommendation #2:

Each agency should assess and update their zoning ordinance to require the provision of bicycle parking and shower/changing/storage facilities in new development and/or redevelopment. Formulas for parking amenity requirements should be developed based on building size, leasable square footage, employees, and/or rental units.

Recommendation #3:

Bicycle parking for existing non-residential uses should be implemented through one, or a combination of the following two methods. (1) Require existing non-residential uses to provide bicycle parking per the requirements described above as part of the building permit process. (2) Subsidize the cost of bicycle parking through grants from public or private sources and/or potentially through small advertisements on the racks themselves.

Recommendation #4:

Work with employers where employees have expressed an interest in bike lockers. Lockers could be sold to businesses at a discount, possibly with grants making up the difference.

Bicycle Parking Placement - Type and Location

Visibility – bicycle racks and lockers should be located in a highly visible location near building entrances so cyclists can spot them immediately. Bicyclists and motorists alike appreciate the convenience of a parking space located right in front of a destination. A visible location also discourages the theft and vandalism of bicycles. Preferably, racks will be located as close as or closer than the nearest automobile parking spaces to the building entrance.

Security – properly designed bicycle racks and lockers that are well anchored to the ground are the first measure to help avoid vandalism and theft. In some cases, added measures, which may include lighting and/or surveillance, are essential for the security of bicycles and their users. The rack element (part of the rack that supports the bike) must keep the bike upright by supporting the frame in two places allowing one or both wheels to be secured. Inverted “U”, “A”, and post and loop racks are recommended designs. Wave type racks that are found in many locations throughout the County are not recommended because they require excessive space and are so often used improperly.

Weather Protection – is especially important. A portion of all bicycle parking should be protected from the rain and the sun. Various methods can be employed including the use of building awnings and overhangs, newly constructed covers, weatherproof bicycle lockers or lids, or indoor storage areas. Long-term parking should always be protected.

Clearance – adequate clearance is an essential component of rack placement. Clearance is required between racks to allow for the parking of multiple bicycles and around racks to give bicyclists room to maneuver and too prevent conflicts with others. If it becomes too difficult for a bicyclist to easily lock their bicycle, they may park it elsewhere and the bicycle capacity is lowered. Racks should be placed in a position where they do not block access to and from building entrances, stairways, or fire hydrants.

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Empty racks must not pose a tripping hazard for visually impaired pedestrians. Position racks out of the walkway's clear zone (space reserved for walking). Likewise, bicycle racks placed along a sidewalk should be oriented parallel with the street, so parked bicycles do not intrude into the walkway's clear zone. A row of inverted "U" racks should be situated on 30" minimum centers. Ideally, racks should be located immediately adjacent to the entrance to the building it serves, but not in a spot that may impede upon pedestrian flow in and out of the building.

Parking and Transit

Safe bicycle parking is a concern to many bicycle-transit commuters. Both long-term bicycle parking at transit stations and work sites, and short-term parking at shopping centers and other commercial areas, support bicycling. Secure long-term parking is valuable to commuters because bicycles parked for longer periods are more exposed to weather and theft.

Cost of Implementation

The cost of bike rack and locker implementation is generally low, particularly compared to vehicle parking space costs. Rack installations run about \$250 for racks accommodating two bikes and about \$1,800 for lockers accommodating two bikes. The cost of providing shelters for covered parking increases the cost; however these costs can be planned into new building or redevelopment projects.

Implementation Strategies

There are a variety of strategies to implement bicycle parking. First, bicycle parking can be funded through sources such as air district grants, the Bicycle Transportation Account, SAFETEA, and TDA sources. Second, cooperative efforts can be formed. For example, in some locations, redevelopment funds have been used to purchase infrastructure and the public works department completes the installation.

Recommendation – In order to implement bicycle parking in the short-term, it is recommended that the local jurisdictions enter into a cooperative agreement to set aside a nominal amount of TDA Article 3 funds (a \$5,000 set aside could be used to install approximately 20 bicycle racks or several bicycle lockers) for a period of 2 – 5 years to purchase and install bicycle parking.

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APPENDIX G – FUNDING PROGRAMS

The following section presents a general description of funding programs that can be used to implement the projects contained in this plan.

Federal Funding Programs

Federal funding through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and its future successors will provide much of the funding available for transportation projects in this Plan. SAFETEA-LU contains several major programs, which are highlighted below, that may be used to fund transportation and/or recreation improvements in this Plan. SAFETEA-LU funding is administered through the state (Caltrans or Resources Agency) and regional governments such as the Metropolitan Transportation Commission (MTC). Most, but not all, of the funding programs are transportation versus recreation oriented, with an emphasis on (a) reducing auto trips and (b) providing an intermodal connection. Funding criteria often includes project listing in a Regional Transportation Improvement Plan, completion and adoption of a bicycle and/or pedestrian master plan, quantification of the costs and benefits of the system (such as saved vehicle trips and reduced air pollution), proof of public involvement and support, National Environmental Policy Act (NEPA) compliance, and commitment of some local resources. In most cases, SAFETEA-LU provides matching grants of 80 to 90 percent, but prefers to leverage other moneys at a lower rate.

Web Link: <http://www.fhwa.dot.gov/safetealu/index.htm>

Highway Safety Improvement Program

Section 1401 of the Safe, Accountable, Flexible Efficient Transportation Equity Act - Legacy for Users (SAFETEA-LU) amended Section 148 of Title 23 to create a new, core Highway Safety Improvement Program. This new Highway Safety Improvement Program (HSIP) replaces the Hazard Elimination Safety Program, (23 U.S.C §152). This new stand-alone program reflects increased importance and emphasis on highway safety initiatives in SAFETEA-LU. It replaces the current statutory requirement that States set aside 10 percent of their Surface Transportation Program (STP) funds for carrying out the rail-highway crossings and hazard elimination programs. Funds can be used for safety improvement projects on any public road or publicly owned bicycle or pedestrian pathway or trail. A safety improvement project corrects or improves a hazardous roadway condition, or proactively addresses highway safety problems that may include: intersection improvements; installation of rumble strips and other warning devices; elimination of roadside obstacles; railway-highway grade crossing safety; pedestrian or bicycle safety; traffic calming; improving highway signage and pavement marking; installing traffic control devices at high crash locations or priority control systems for emergency vehicles at signalized intersections, safety conscious planning and improving crash data collection and analysis, etc. The States that adopt and implement a strategic highway safety plan are provided additional flexibility to use Highway Safety Improvement Program (HSIP) funds for public awareness, education, and enforcement activities otherwise not eligible if they are consistent with a strategic State highway safety plan and comprehensive safety planning process.

Web Link: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

Congestion Mitigation and Air Quality Improvement Program / Surface Transportation Program

The majority of SAFETEA-LU funding flows to the states, and in California these funds are administered by Caltrans. However, Caltrans assigns a significant portion of two of the programs, the Surface

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Transportation Program (STP) and the Congestion Mitigation & Air Quality Improvement Program (CMAQ) to MTC and other regional planning agencies to be used at their own discretion, subject to federal regulations. MTC develops and administers its own funding programs, including the Transportation for Livable Communities Program and the Regional Bicycle and Pedestrian Program, using STP and CMAQ funds to target Bay Area transportation needs.

Web Link: <http://www.mtc.ca.gov/funding/STPCMAQ/>

Transportation Enhancements

Transportation enhancements (TE) are transportation-related activities that strengthen the cultural, aesthetic, and environmental aspects of the Nation's transportation system. Similar to CMAQ and STP funds, MTC develops and administers its own funding programs using TE funds to target Bay Area transportation needs. TE funds help to make up regional funding programs such as the Transportation for Livable Communities Program and the Regional Bicycle and Pedestrian Program.

National Recreational Trails Program

The Recreational Trails Program (RTP) provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized as well as motorized uses.

Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails;
- Development and rehabilitation of trailside and trailhead facilities and trail linkages;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails (with restrictions for new trails on federal lands);
- Acquisition of easements or property for trails;
- State administrative costs related to this program (limited to seven percent of a State's funds); and
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

Web Link: http://www.parks.ca.gov/?Page_id=24324
<http://www.fhwa.dot.gov/environment/rectrails/index.htm>

State Funding Programs

State Highway Operations Protection Program

The State Highway Operations Protection Program (SHOPP) is a multi-year program of capital projects whose purpose is to preserve and protect the State Highway System. Funding is comprised of state and federal gas taxes. SHOPP funds capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. Just over \$1 billion is allocated to SHOPP annually. Funding is based on need, so there are no set distributions by county or Caltrans district. There are no matching requirements for this program. Projects include rehabilitation, landscaping, traffic management systems, rest areas, auxiliary lanes, and safety. Caltrans Projects are "applied" for by each Caltrans District. Each project must have a completed Project Study Report (PSR) to be considered for funding. Projects are developed in fall every odd numbered year.

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Web Link: <http://www.dot.ca.gov/hq/transprog/shopp.htm>

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is funded through the State Highway Account and other sources for projects to increase the capacity of the transportation system. STIP projects may include projects on state highways, local roads, intercity rail, or public transit systems. Similar to the federal government, the amount of funds available for the STIP is dependent on the state budget. Therefore, funding levels may fluctuate from year to year.

Regional Transportation Planning Agencies (RTPAs), such as MTC, are allocated 75 percent of STIP funding for regional transportation projects in their Regional Improvement Program (RIP). Caltrans is allocated 25 percent of STIP funding for interregional transportation projects in the Interregional Improvement Program (IIP).

Web Link: <http://www.mtc.ca.gov/funding/STIP/>

Bicycle Transportation Account



The state Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. The BTA provides state funds for city and county projects that improve safety and convenience for bicycle commuters. To be eligible for Bicycle Transportation Account (BTA) funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that addresses items a – k in *Streets and Highways Code* Section 891.2. BTP adoption establishes eligibility for five consecutive BTA funding cycles. Funding is available on a statewide basis. \$7.2 million was available for FY 2008/09.

Web Link: <http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

Safe Routes to School



There are currently two Safe Routes to School funding programs in California. In 1999 the State legislature enacted a State Safe Routes to School (SR2S) program through a set-aside of federal transportation funds. The program has since been re-authorized three times and will run through 2013. In the meantime, the federal government created a Safe Routes to School (SRTS) with the passage of SAFETEA-LU. Both programs are meant to improve school commute routes through construction of bicycle and pedestrian safety and traffic calming projects. The State program provides funding for projects that address school commutes for students in grades K-12, the federal program provides funding for projects that address school commutes for students in grades K-8. Both programs require a local match. While both programs fund construction improvements, the federal program also includes a programmatic element that will fund activities related to education, enforcement, or encouragement.

Web Link: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

Office of Traffic Safety



The California Office of Traffic Safety (OTS) has the mission to obtain and effectively administer traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions in California. OTS distributes federal funding apportioned to California under the National Highway Safety Act and SAFETEA-LU.


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Grants are used to mitigate traffic safety program deficiencies, expand ongoing activity, or develop a new program. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction.

OTS grants address several traffic safety priority areas including Pedestrian and Bicycle Safety. Eligible activities include programs to increase safety awareness and skills among pedestrians and bicyclists. Concepts may encompass activities such as safety programs, education, enforcement, traffic safety and bicycle rodeos, safety helmet distribution, and court diversion programs for safety helmet violators.


Web Link: http://www.ots.ca.gov/Grants/Apply/Proposals_2009.asp

Environmental Enhancement and Mitigation Program

 Environmental Enhancement and Mitigation Program (EEMP) funds are allocated to projects that offset environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting to equalize the effects of vehicular emissions, and the acquisition or development of roadside recreational facilities, such as trails. State gasoline tax monies fund the EEMP. The EEMP program represents an outstanding opportunity to fund improvements as mitigation to ongoing work in the US 101 corridor, as well as other highway facilities in Sonoma County.

Web Link: <http://resources.ca.gov/eem/>

California State Coastal Conservancy

 The California State Coastal Conservancy manages several programs that provide grant funds for coastal trails, access, and habitat restoration projects. The funding cycle for these programs is open and on-going throughout the year. Funds are available to local government as well as non-profits. The Conservancy has provided significant funds for study and implementation of public coastal access and resource conservation in Sonoma County such as the *Bodega Bay Bicycle and Pedestrian Trail Plan*. The Conservancy may be a funding source for bicycle facilities that improve access to our beaches, rivers, and creeks.

Web Link: <http://www.scc.ca.gov/Programs/guide.htm>

Habitat Conservation Fund

The Habitat Conservation Fund (HCF) provides \$2 million dollars annually in grants for the conservation of habitat including wildlife corridors and urban trails statewide. Eligible activities include property acquisition, design, and construction. The HCF is 50% dollar for dollar matching program. California Environmental Quality Act (CEQA) compliance is required. Urban projects should demonstrate how the project would increase the public's awareness and use of park, recreation, or wildlife areas.

Web Link: http://www.parks.ca.gov/?page_id=21361

Caltrans Transportation Planning Grants

Caltrans Transportation Planning Grants are intended to promote strong and healthy communities, economic growth, and protection of our environment. These planning grants (Environmental Justice: Context-Sensitive Planning, Community-Based Transportation Planning, Partnership Planning, and Transit Planning) support closer placement of jobs and housing, efficient movement of goods, community

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involvement in planning, safe and convenient pedestrian and bicycle mobility and access, smart or strategic land use, and commute alternatives.

Web Link: <http://www.dot.ca.gov/hq/tpp/grants.html>

Regional Funding Programs

Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) funds are a portion of the State Transportation Improvement Program. The Metropolitan Transportation Commission, acting as the Regional Transportation Planning Agency in the nine-county Bay Area, is responsible for allocating Sonoma County's share of the funding.

Web Link: <http://www.mtc.ca.gov/funding/STIP/>

Transportation for Livable Communities

MTC's Transportation for Livable Communities (TLC) Program was created to support community-based transportation projects that revitalize downtown areas, commercial cores, neighborhoods and transit corridors by enhancing their amenities and ambiance and making them places where people want to live, work and visit. TLC provides funding for planning and capital improvement projects that provide for a range of transportation choices, support connectivity between transportation investments and land uses, and are developed through an inclusive community planning effort.

Web Link: http://www.mtc.ca.gov/planning/smart_growth/tlc_grants.htm

Regional Bicycle and Pedestrian Program

The Regional Bicycle and Pedestrian Program (RBPP) was created by the MTC in 2003 through a set-aside of federal funds to fund construction of the Regional Bicycle Network, regionally-significant pedestrian projects, and bicycle and pedestrian projects that serve schools and transit. MTC has committed \$200 million in the Transportation 2030 Plan to support the regional program over a 25-year period (\$8 million each year). The program is administered through County Congestion Management Agencies (CMAs; SCTA in Sonoma County).

Web Link: <http://www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm#bikepedprog>

TDA Article 3

Transportation Development Act (TDA) Article 3 funds are generated from State gasoline sales taxes and are returned to the source counties from which they originate to fund transportation projects. Article 3 funds provide a 2 percent set aside of the County TDA funds for bicycle and pedestrian projects. Eligible projects include right-of-way acquisition; planning, design and engineering; support programs; and construction of bicycle and pedestrian infrastructure, including retrofitting to meet ADA requirements, and related facilities. Each year SCTA approves a Program of Projects for Sonoma County, which is submitted to MTC for approval.

Web Link: <http://www.mtc.ca.gov/funding/STA-TDA/>

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Lifeline Transportation Program

The Lifeline Transportation Program (LTP) was established to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties. Lifeline funds may be used for either capital or operating purposes. Eligible capital projects include (but are not necessarily limited to) purchase of vehicles, provision of bus shelters, benches, lighting, sidewalk improvements or other enhancements to improve transportation access for residents of low-income communities. A local match of a minimum of 20% of the total program cost is required.

Web Link: <http://www.mtc.ca.gov/planning/lifeline/>

Safe Routes to Transit

Funded through Regional Measure 2, this competitive program is designed to promote bicycling and walking to transit stations by funding projects and plans that make important feeder trips easier, faster, and safer. The program is administered by the Transportation and Land Use Coalition (TALC). TALC is a Bay Area partnership of over 90 groups that develops and forwards a range of projects, programs, and campaigns supporting sustainability and equity in the land use, housing, and transportation arenas.

Web Link: http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html#application

Bay Trail

The Association of Bay Area Governments (ABAG) sponsors the San Francisco Bay Trail project. As funds become available, the Bay Trail Project administers grant programs to fund planning and construction of the Bay Trail. Grant monies are available for planning studies, trail design work, feasibility studies, and construction of new Bay Trail segments and associated amenities including bike lane striping, sidewalk construction and improvements to roadway bicycle routes. The deadline for the program is on-going until program funds are programmed. While a local match is not required, it is encouraged. Grant awards generally range from \$150,000-\$500,000.

Web Link: <http://baytrail.abag.ca.gov/grants.html>

Transportation Fund for Clean Air

The Transportation Fund for Clean Air (TFCA) is a grant program funded by a \$4 surcharge on motor vehicles registered in the Bay Area. The program generates approximately \$22 million per year in revenue and consists of two parts: Program Manager Funds (60 percent of revenues), which guarantees a calculated percentage to each county, and Regional Funds (40 percent of revenues), which are allocated on the basis of regional competition. The program's goal is to implement cost-effective projects that will decrease motor vehicle emissions. The fund covers a wide range of project types, including purchase or lease of clean fuel buses, purchase of clean air vehicles, ridesharing programs to encourage carpool and transit use, bicycle facility improvements such as bike lanes, bicycle racks, and projects to enhance the availability of transit information. In Sonoma County entities within the Bay Area Air Quality Management District (BAAQMD) jurisdiction include Windsor and all the cities and unincorporated areas south of Windsor. Cloverdale, Healdsburg and the northern unincorporated areas are in a different air district. Applications for the Regional Funds are made directly to BAAQMD. The Program Manager Funds are administered by SCTA.

Web Link: http://www.baaqmd.gov/pln/grants_and_incentives/tfca/index.htm

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Local Funding Programs

Measure M

In 2004, the citizens of Sonoma County passed the Traffic Relief Act for Sonoma County (Ballot Measure M,) a 1/4th cent sales tax for transportation improvements. In doing so, the County became the 18th self-help county in California, “a county that can more effectively leverage state and federal transportation dollars by providing a local funding match.” The passage of Measure M creates a stable funding source for local transportation projects that is independent of the State’s transportation budget. While Measure M will not fund all of the County’s transportation needs, it is expected to provide a significant contribution of over \$470 million dollars through the life of the measure, which expires in 2025.

Measure M has seven categories into which the revenue is distributed:

- 20% of the funds will be used to fix pot holes and maintain local streets
- 20% of the funds will be used for key local road projects throughout the County
- 40% of the funds will help fund Highway 101 widening throughout the County
- 10% of the funds will go to improving local bus transit service
- 5% of the funds will go to SMART for the development of passenger rail service
- 4% of the funds will be used for bicycle and pedestrian routes
- 1% of the funds will be used for administration

Local jurisdictions and transit operators receive regular payments from Measure M for maintenance and operation of the existing transportation system.

SCTA has direct authority over administration of the Measure M program. SCTA is responsible for developing and updating a strategic plan to guide allocation decisions and project delivery. In 2005 SCTA developed the initial strategic plan. The strategic plan is updated every two years. The 2007 Measure M Strategic Plan can be found on the SCTA website. In it fifteen projects are identified for funding in the bicycle/pedestrian category.

http://www.sctainfo.org/measure_m_strategicplan.htm

Vehicle Pollution Mitigation Program

The Northern Sonoma County Air Pollution District, including the northern part of the County north of Windsor, manages the Vehicle Pollution Mitigation Program. The program seeks to improve air quality within the District’s boundaries by working with local agencies to fund projects that directly reduce or mitigate motor vehicle pollution. The program is funded by a surcharge on the registration of motor vehicles in the district. Approximately \$150,000 is available through the program annually. Funds are available through an open application process. Applicants are encouraged to contact district staff directly to project concepts and to receive an application form.

Contact: Northern Sonoma County Air Pollution District,
150 Matheson Street, Healdsburg, CA 95448

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Direct Local Jurisdiction Funding

Local jurisdictions can fund bicycle and pedestrian projects using a variety of sources. A city's general funds are often earmarked for non-motorized transportation projects, especially sidewalk and ADA improvements.

Future road widening and construction projects are one means of providing bike lanes and sidewalks. To ensure that roadway construction projects provide these facilities where needed, appropriate, and feasible, it is important that an effective review process is in place so that new roads meet the standards and guidelines presented in this Plan.

Impact fees

Another potential local source of funding is developer impact fees, typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- and off-site pedestrian and bikeway improvements, which will encourage residents to walk and bicycle rather than drive. In-lieu parking fees may be used to help construct new or improved bicycle parking. A clear connection between the impact fee and the mitigation project must be established.

Special Taxing Districts

Special taxing districts, such as redevelopment districts, can be good instruments to finance new infrastructure – including shared use trails and sidewalks – within specified areas. New facilities are funded by assessments placed on those that are directly benefited by the improvements rather than the general public. In a “tax increment financing (TIF) district, taxes are collected on property value increases above the base year assessed property value. This money can then be utilized for capital improvements within the district. TIFs are especially beneficial in downtown redevelopment districts. These districts are established by a petition from landowners to a local government. The districts can operate independently from the local government and some are established for single purposes, such as roadway construction.

Other

Local sales taxes, fees, and permits may be implemented, requiring a local election. Parking meter revenues may be used according to local ordinance. Volunteer programs may substantially reduce the cost of implementing some of the proposed pathways. Use of groups such as the California Conservation Corp (which offer low-cost assistance) will be effective at reducing project costs. Local schools or community groups may use the bikeway or pedestrian project as a project for the year, possibly working with a local designer or engineer. Work parties may be formed to help clear the right of way where needed. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where corporations “adopt” a bikeway and help construct and maintain the facility.