

***Northern Downtown Pedestrian Linkages Study
Final Report
April 26, 2006***

Prepared for
City of Santa Rosa

Prepared by
RRM Design Group

Northern Downtown Pedestrian Linkages Study

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Executive Summary

On May 24, 2005 the City of Santa Rosa retained a consulting team led by RRM Design Group and assisted by Whitlock & Weinberger Transportation (W-Trans) to work with the City and the greater community of Santa Rosa on a study of the 6th and 7th Street corridors in its northern downtown area. The purpose of this endeavor was to improve vehicular, pedestrian, and bicycle linkages between the present downtown core and the historic Railroad Square district that are split by Highway 101. As the result of an extensive public outreach process involving three public workshops, and a number of focus group and steering committee meetings, a plan has been developed that enjoys strong public consensus among those involved in that process.

Funded by a grant from the Metropolitan Transportation Commission and local matching contributions, this study evaluated a broader planning area of the 6th and 7th Street corridors between E Street to the east and Pierson Street on the west, including a new freeway underpass to reunite 6th Street as a primary connection between downtown Santa Rosa and historic Railroad Square. The study also called for a more detailed examination of improvements that could be made to a Demonstration Project Area along the 6th and 7th Street corridors between B Street to the east to Davis Street to the west.

After going through a process that included the evaluation of multiple alternative scenarios for improving the corridor, the Final Concept Plan was developed for the overall planning area as well as the Demonstration Project Area, both of which received strong public support at the third and final public workshop held on January 11, 2006.

The plans for these areas and their themes, features, and strategies for achievement are the focus of this final report. The "Big Ideas" contained in the plans presented in Section V of this report are as follows:

1. The development of the 6th Street underpass at Highway 101 and the creation of a significant gateway element on both sides of the new underpass at Highway 101 announcing entry to the historic Railroad Square district and to Downtown Santa Rosa.
2. The improvement of a Museum Square on 7th Street between B and A Streets with an ornamental paved plaza in front of the Sonoma County Museum in keeping with the redesign and redevelopment of the Museum.
3. The reconfiguration of the intersections of 6th and 7th Street at A Street as a duo of functional roundabouts with works of public art in their centers.
4. The reconfiguration of 7th Street between A and B Streets to create a broad area to accommodate the Museum Square Plaza in front of the Sonoma County Museum. There is also a provision to bollard off 7th Street between A and B streets to accommodate larger public events in front of the museum.
5. The closure of 7th Street between A Street and the alley to the west and its improvement as an extension of the Museum Square Plaza.
6. The eventual provision of bike paths on both sides of the street along the 6th and 7th Street corridors from Humboldt to Pierson in a way that retains a maximum amount of on-street parking along the northern side of these corridors.
7. The redevelopment of a number of key sites in the area including the Catholic Charities site, the Macy's parking garage on 7th between B and A Street, the parking garage on the south side of 6th between A and Morgan, the properties facing 6th Street between Davis and Wilson, the property on the north side of 6th Street between Davis Street and Highway 101, and the property fronting 6th Street just west of the railroad tracks as future mixed-use, retail and residential development.
8. Redevelopment of the block between Humboldt and Riley on the north side of 7th as with residential uses and the area in front of Parking Structure #7 on the north side of 7th between Mendocino and B Street for commercial uses with possible outdoor dining.

9. The provision of a new park at the corner of Pierson and 6th that would serve as the western anchor to the Prince Memorial Greenway and Pierson Reach projects.
10. Provision of smaller gateway monuments for the Cherry Street neighborhood on the east side of 7th and Humboldt, for downtown at Mendocino Ave on the south side of 7th Street, for the St. Rose neighborhood on the north side of the intersection of 7th and A, in the historic Railroad Square district on the north side of the intersection of Davis and 6th, and at the southeast corner of Pierson and 6th.
11. The use of the historic garden and historic urban sidewalk treatments and historic streetlights and benches throughout most of the corridor with the notable exception of the Museum Square and Plaza area which would have an alternative decorative paving.
12. The provision of diagonal parking along the south side of 6th Street between the railroad tracks and the 6th Street Playhouse and along the frontage of the new park at the corner of Pierson and 6th.
13. The initial designation of 6th Street between Davis and Wilson as a bike route (as opposed to bike lanes) that would be changed to bike lanes at such time as the properties on both sides of 6th on that block can redevelop and provide more right of way to allow for bike lanes and possibly on-street or structured additional parking.

Because the proposed design dramatically improves the pedestrian environment along the 6th and 7th Street corridors while also providing for bike lanes and associated amenities, it is hoped that the Northern Downtown Pedestrian Linkages project would be highly attractive for future grant funding through the Metropolitan Transportation Commission (MTC) to implement the project and spur the resurgence and revitalization of private properties along the corridor.

With the reconstruction of Highway 101, it appears that the 6th Street underpass will not be funded as a part of the current project, although the bridge for this future connection will be constructed. The improvements envisioned in this plan would indeed be transformative to both Santa Rosa's downtown core and Railroad Square, making it a magnet for economic development and pedestrian activity in what has been an otherwise dull and lifeless area.

The remainder of this report is to outline the purpose of this study, the existing conditions along the corridor, and the public outreach process used that resulted in this plan. It goes on to present the plans and their features for the corridor, and outlines recommendations for priority improvement, phasing, and implementation.

Purpose of the Study

The Northern Downtown Pedestrian Linkages Study has been pursued to develop a conceptual plan for the 6th and 7th Street corridors between E and Pierson Street in northern downtown Santa Rosa that would result in a safe, attractive, and inviting corridor for pedestrians, cyclists, and motorists alike. The fundamental purpose of the Northern Downtown Pedestrian Linkages Study is threefold:

1. To reunify Railroad Square and Santa Rosa's downtown core via the connection of the 6th Street underpass beneath Highway 101 and enhancing connectivity for all modes of travel—vehicular, pedestrian, transit, and bicyclists—on the northern flank of downtown Santa Rosa.
2. To develop a plan of streetscape improvements for 6th and 7th Streets that would enhance the attractiveness and safety of the corridor and that would create a backbone of infrastructure that will catalyze the redevelopment and economic revitalization of a number of key sites along the corridor.
3. To ensure that the plan of improvements for the 6th and 7th Street corridors would meet with the type of strong public consensus necessary among the business owners and landowners in the downtown and historic Railroad Square districts and among the residents of the historic neighborhoods that abut the corridor, to implement the recommendations derived from the study.

With the many initiatives that the city of Santa Rosa has been taking in downtown Santa Rosa (i.e., the reunification of Courthouse Square, the Prince Memorial Greenway project, the SMART site development, the Station Area Specific Plan, etc.) the City found the need to develop a northern linkage that would connect the City's present downtown core with its historic Railroad Square district via an underpass beneath Highway 101 on 6th Street. With the 6th and 7th Street corridor abutting three historic neighborhoods—the West End neighborhood north of 6th Street and west of Highway 101, the St. Rose neighborhood north of 7th Street and A Street, and the Cherry Street neighborhood east of Humboldt Street along 7th Street—the concept plan needed to be cognizant of these neighborhoods, their connectivity to the corridor, and of the emerging developments that are expected to occur along it. Supported by this critical piece of infrastructure, those developments, which include the redevelopment of the Sonoma County Museum on 7th Street, the SMART site development near the railroad station on the south side of 6th Street, and the development of other potential opportunity sites that could be tied together along this spine of circulation and public infrastructure, would serve to create a unified whole bringing together downtown Santa Rosa and the historic Railroad Square district.

The Northern Downtown Pedestrian Linkages Study required an analysis of existing conditions including the physical, regulatory, and traffic conditions in the planning area, the facilitation of an extensive public outreach process intended to engage the citizens, residents, and business owners within the planning area in the planning process, the development of design alternatives, and the crafting of a final preferred concept plan that met with strong public consensus among participants in the public outreach process.

With the plans that have been developed for the 6th and 7th Street corridor as part of this process, this purpose has been achieved. In achieving that purpose the City hopes to obtain further grant funding to install this critical piece of backbone infrastructure to create a strong northern downtown corridor in a way that will lead to additional private investment to redevelop key properties that have been identified by this study as ideal catalyst sites for revitalization.

Santa Rosa's northern downtown corridor is defined as 6th and 7th Street from Pierson Street to E Street. This corridor currently suffers from disconnected pedestrian and bicycle transportation even though it boasts such attractions as the Sonoma County Museum, Santa Rosa Junior College Culinary School, Urban Community Garden, the Santa Rosa Plaza Shopping Mall and is near the Prince Memorial Greenway and the downtown Transit Mall. Highway 101, the Santa Rosa Plaza, and irregular traffic patterns contribute to a lack of continuity and isolate the northern downtown corridor from Historic Railroad Square and Courthouse Square.

This chapter provides a brief overview of existing conditions found along the 6th and 7th Street corridors between E Street and Pierson Street in the Downtown and Railroad Square districts of the city of Santa Rosa (see Figure III-1). It concentrates on the type and physical conditions of the pedestrian environment, existing traffic conditions, the land uses along the corridor, and the visual appearance of the planning area. It also presents the opportunities and constraints identified along the corridor that would have significant influence on the project plans.

A. The Pedestrian Realm

Conditions and improvements in the pedestrian environment that varied throughout the planning area, i.e., there is inconsistent treatment of sidewalks, street lights, and landscaping along the corridor, and there are street crossings where the pedestrian is clearly uncomfortable crossing the street. In view of the results of the first Public Workshop that indicated that "Pedestrian Friendliness" was the most important topic that needed to be addressed by this effort, the challenge was to come up with a plan for improvements to the pedestrian realm that is clear, consistent, attractive, and safe.

Field visits along the corridor revealed a wide variety of treatments of sidewalks and the fixtures within those sidewalks, i.e., street lights, ADA access ramps, street trees and planters, power poles, utility vaults, etc. Below is an outline of our findings.

1. Public Sidewalks

The sidewalks along the 6th and 7th Street corridors between E Street to the east and Pierson to the west

have vastly different treatments throughout the planning area. If there is one treatment that is more prevalent than others it is that of an historic garden sidewalk—a 6-ft wide concrete sidewalk with 2-ft x 2-ft scoring patterns and a garden or planter strip between the walk and the curb. This type of sidewalk treatment can be seen in some of the more historic neighborhoods, most particularly the north side of 6th Street that abuts the West End neighborhood, on the south side of 6th between Wilson Street and the freeway, and both sides of 7th between Beaver and Humboldt Streets.



A typical section of historic garden sidewalk on 7th Street near Orchard Street.



The variation on the historic urban sidewalk in front of the Chops Teen Center on 6th Street.

An urban variation of this treatment—a full integral sidewalk with 2-ft scoring patterns and street tree grates—is found in front of the Sonoma County Museum and the Chops Teen Center, and in front of Parking Garage #7 where alternating paving treatments of historic scored concrete and brick inlay pavers have been utilized.

The rest of the sidewalks, primarily between Mendocino and Morgan Streets, are smooth troweled concrete with much larger scoring patterns than the historic treatment. In the case of the corner of 7th and Mendocino a bush-hammered concrete treatment has been used extensively transitioning to the Brickyard Center and down B Street to the Mall.

Sidewalks vary in width from 8 ft to 12 ft in width except for the stretches of 6th and 7th framing the parking garages which are integral sidewalks of 6 ft in width.

2. Sidewalk Conditions

While some of the sidewalks are in excellent shape, particularly those that were recently installed at the Chops Teen Center, there are a number of areas with cracked or heaving sections due to root damage.

On the north side of 7th Street, the sidewalk between E and Beaver Street is severely damaged due to root intrusion and needs to be replaced. There is also significant sidewalk patching on 7th Street between Humboldt and Beaver and on 6th Street between Davis and Wilson and Jefferson and Madison.

Along the south side of the corridor there is significant tree damage to the sidewalk between Highway 101 and Davis and some extensive sidewalk patching between Wilson and Davis. While there is a small section of sidewalk on the south side of 7th just west of Pierson in front of a single family home, the area between that home to the railroad tracks is devoid of any sidewalks and has only curb and gutter treatment.



Tree root damage and a barren garden strip at 6th and Davis.



Asphalt patching on a concrete sidewalk on 7th near Humboldt.

The historic garden sidewalk treatment that is showing the most wear and tear is that section of 7th Street between Humboldt and Beaver, on the north side of 6th west of Jefferson Street, and on the south side of 6th between Wilson and Davis.

3. Crosswalks

There are crosswalks on most of the side streets along the 6th and 7th Street corridor. Pedestrians are presently not allowed to cross E Street due to the curve and sight distance problems with fast moving traffic along the corridor. As such, pedestrians can only cross E Street at 5th Street and at Cherry Street. There are also no crosswalks on 7th and Orchard and 7th and Beaver.

The crosswalks at A Street at both 7th and 6th are awkward due to the configuration at the interchanges that encourage fast moving traffic. There is no crosswalk on 6th at A, nor are there any where the future underpass is anticipated to go at 6th and Morgan.

The lack of a crosswalk—or even a stop sign—on Davis and Wilson streets at 6th is a potentially dangerous situation for pedestrians. The lack of sidewalks on the south side of 6th, combined with the railroad crossing apparatus that is right in the way of where the sidewalk would normally be on both sides of 6th Street, is also an impediment to pedestrians.

4. Streetlights

Streetlights along the corridor are varied as the photographs on the following pages reveal. Seventh Street between Humboldt and E Street which forms the southern boundary of the Cherry Street neighborhood is limited to cobraheads mounted on timber power poles as there are overhead utilities along this part of 7th Street. Proceeding west on 7th Street, the tall, spun aluminum cobrahead light fixtures take over all the way to Highway 101. Some of the cobrahead streetlights are actually on the traffic light standards at Mendocino and 7th. Parking Garage #7 has the only ornamental, pedestrian-scale streetlight of the eastern portion of the planning area. It is situated in the plaza portion that stretches between the street and the parking structure itself.

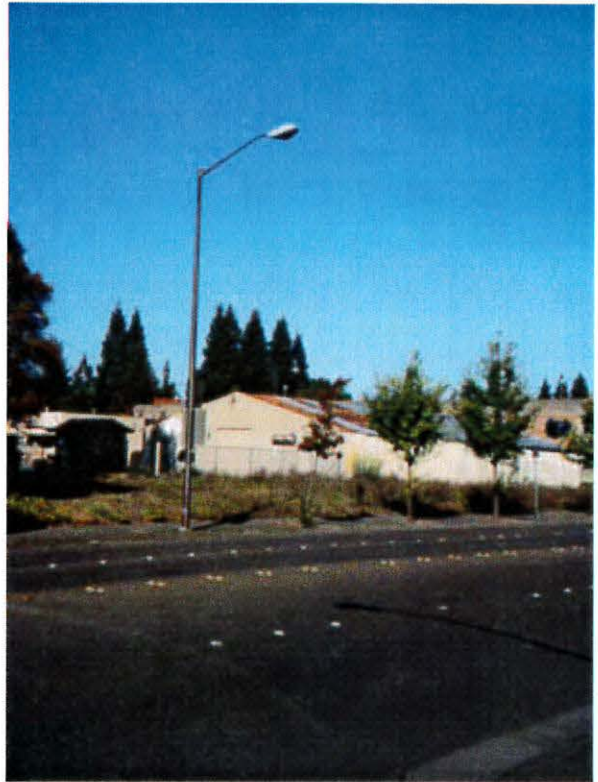
In the Railroad Square District there are contrasting styles of streetlamps. South of 6th Street, the Railroad Square Historic District streetlights are attractive yet not pedestrian scaled. The Chops Teen Center introduced a new type of ornamental streetlight that, while attractive, contrasts with the streetlights for the Railroad Square District.

The West End, St. Rose, and Cherry Street neighborhoods do not have underground utility lines and these neighborhoods must rely on streetlighting appended to power poles to light their streets. Because these are largely residential areas, it may be unlikely that there would ever be an undergrounding program in these neighborhoods that would result in the elimination of unsightly power lines while at the same time offering the opportunity to install pedestrian-friendly streetlighting in character with each of those neighborhoods.

Streetlights



Streetlights as an appendage to a power pole typical of the Cherry Street, St. Rose, and West End neighborhoods.



Tall cobrahead fixtures typical along 7th and 6th Streets from Humboldt to Morgan.



Slightly different fixtures as utilized in the Historic Railroad Square District.



The pedestrian scaled vintage light in front of Parking Garage #7.

5. Utility Vaults

There are a number of flush-mounted utility vaults in the sidewalks along the corridor but the above ground utility vaults located on the southwest corner of 7th and B Street are bulky, unattractive, and serve as an impediment to pedestrian comfort.



Unightly utility vaults in sidewalk at 7th and B.

6. Street Trees

The sidewalks along the frontages of the Cherry Street and West End neighborhoods have garden strips for street tree planting. Moreover, very few of the garden strips are landscaped. Most feature bare patches of dirt framed by a concrete curb and a concrete sidewalk. The notable exceptions are the stretches of 7th Street between Beaver and Humboldt, 7th Street between A and Morgan, and 6th Street between Davis and Wilson where street trees are prevalent. Seventh Street between Mendocino and B Street enjoys some street trees and an expanded plaza treatment in front of parking structure #7. The areas in front of the Plaza parking garages along 6th, 7th, and A streets are extensively landscaped with redwood trees and turf.

While 6th Street between Highway 101 and Wilson, and 7th Street between E and Beaver generally have good street tree plantings, the trees appear to be tearing up the sidewalks and will likely need to be replaced. The recently planted street trees in front of the Chops Teen Center and along A Street and on 6th Street between A and Morgan Streets are young and will need time to create a visual impact.

7. ADA Accessibility

The most prevalent type of curb ramp at intersection crosswalks is conventional ADA access ramps. There is a unique treatment of the access ramps on the east side of Humboldt on 7th that works well with the historic garden sidewalk treatment prevalent in the area.



ADA access ramp treatment in Railroad Square district.



Unique treatment of ADA access ramp with historic garden sidewalk.

On the Railroad Square side of the 101 freeway, the use of steel panels has been employed with a bright yellow color at the corner of Davis and 6th and with a brick red color used at both Wilson and Adams. Key stakeholder interviews revealed a preference for utilizing the "brick red" color rather than the "school bus yellow" color.

Audible signals are used in concert with the traffic lights at the intersections of 7th and Mendocino Streets as well as 7th and B Streets. The intersection of 6th and Morgan does not have an audible signal.

B. Existing Traffic Conditions

The existing traffic conditions identified along the 6th and 7th Street corridors in northern downtown Santa Rosa that are presented in this section were extracted from the Existing Conditions Report dated October 13, 2005 as prepared by Whitlock & Weinberger Transportation. This chapter summarizes the findings of that in-depth report.

1. Road network

US 101 is a 4-lane north south interstate highway that bisects downtown Santa Rosa. 101 is the North Bay's major transportation resource and serves the Sonoma County communities of Santa Rosa, Petaluma, Cotati, Rohnert Park, Windsor, Healdsburg, and Cloverdale. 101 can be overwhelmed by traffic through downtown Santa Rosa at all hours of the day. Heavy traffic on 101 can lead to back ups on the local streets that provide ingress and egress to the highway in Santa Rosa's downtown district. Widening of US 101 between SR 12 and Steele Lane will include construction of an overpass structure at 6th Street.

6th Street is classified as a collector street. It extends east from Morgan Street, a frontage road along US 101, to the Santa Rosa Plaza parking structure where it transitions via a curve into A Street. 6th Street has a 52-foot roadway right-of-way and includes two eastbound lanes and two westbound lanes. The eastbound curb lane provides access into the Santa Rosa Plaza parking structure. 6th Street has a posted speed limit of 25mph. West of Davis Street, 6th Street transitions to a 36-foot local two-lane street with parallel parking. West of Wilson Street, the corridor provides access to the future Santa Rosa SMART station site, and then terminates in the residential neighborhood near the 'Pierson Reach' section of Santa Rosa Creek and the Prince Memorial Greenway.

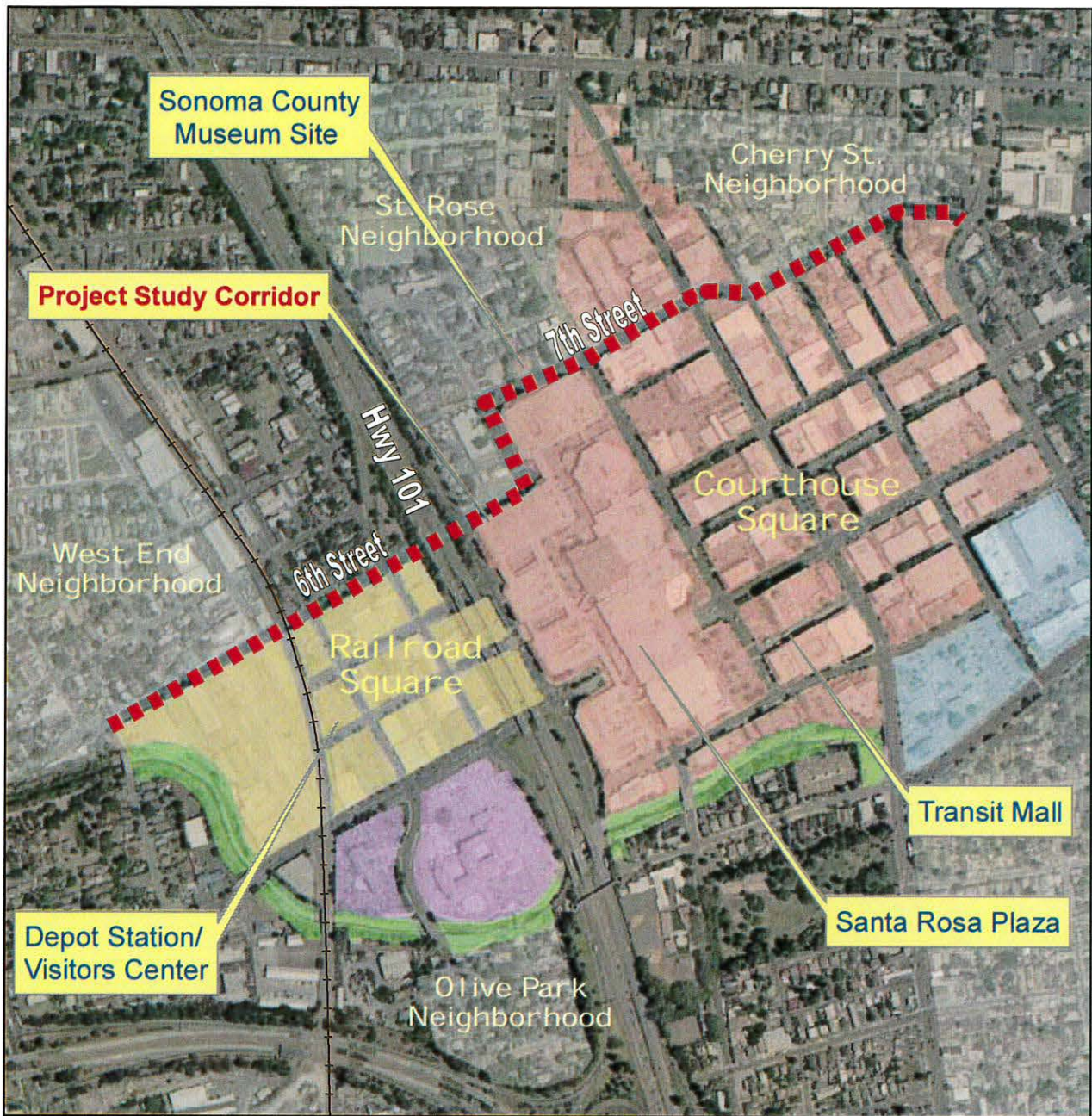
The 6th Street Underpass As part of the US 101 highway-widening project through downtown Santa Rosa, Caltrans will be constructing a bridge over 6th Street. Underpass improvements will be constructed subsequent to the highway widening work. Currently the underpass improvements are scheduled for Fiscal Year 2008/2009 in the State Transportation Improvement Program (STIP).

Seventh Street is also classified as a collector street and extends east from Morgan Street to E Street along the northern flank of downtown Santa Rosa. The 7th Street right-of-way ranges from 48 feet in the easternmost stretch, to 52 ft on these stretches east and west of Mendocino Avenue, to 54 ft between B and A Streets. With the exception of the center left turn lane from 7th Street westbound onto B Street, 7th Street includes one eastbound and one westbound lane.

Davis Street is classified as a collector street. Located on the west side of US 101, Davis Street extends north south between 10th Street and 3rd Street. Davis Street, a US 101 frontage road, provides egress and ingress to southbound traffic on US 101 at 7th Street and 3rd Street respectively.

Mendocino Avenue is classified as a regional arterial. Mendocino Avenue extends north south between Santa Rosa's southern and northern City Limits. At the southern end of the downtown district, it changes names to Santa Rosa Avenue. As a regional arterial that parallels US 101 and contains major destinations, the route carries some of the City's heaviest traffic volumes. Mendocino Avenue has a 50-foot roadway right-of-way and includes two travel lanes in the northbound direction and one travel lane in the southbound direction, along with parallel parking on both sides of the street in the vicinity of 7th Street.

Morgan Street is classified as a regional arterial with two northbound travel lanes. Morgan Street provides access and egress to northbound traffic on US 101. There is a 'contra flow' lane southbound providing access between westbound 6th Street and westbound Fifth Street for access to the Railroad Square Area. With the freeway widening project and provision of an underpass at Sixth Street, this southbound lane would be eliminated. A northbound bicycle lane is provided on Morgan Street.



PROJECT CONTEXT MAP

Northern Downtown Pedestrian Linkages Study

Downtown Districts

- Historic Neighborhood
- Government Center
- Hotel & Conference
- Prince Memorial Greenway
- Retail & Business Services Core
- Historic Railroad Square

Figure III-1

2. Intersection Level of Service

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

For the purposes of this project, methodologies from the Highway Capacity Manual (HCM) 2000, Transportation Research Board, 2000, were used. The (HCM) source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle. The ranges of delay associated with the various levels of service are indicated in Table 1. These methodologies were used so that the general public would be able to assess the benefits of various alternatives more easily based on their understanding of the level of delay.

**Table III-1
Intersection Level of Service Criteria**

LOS	Unsignalized Intersections	Signalized Intersections
A	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase; so do not stop at all.
B	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
C	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.
D	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.
E	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.
F	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

Reference: *Highway Capacity Manual*, Transportation Research Board, 2000.

The Levels of Service for the intersections with side street stop controls, or those that are unsignalized, were analyzed using the unsignalized intersection capacity method from the HCM. This method determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. The movement with the highest level of delay is presented as the Worst Case Level of Service. The through movements on the main street are assumed to operate at free flow and a Level of Service.

The signalized methodology is based on factors including traffic volumes, green time for each movement, phasing, whether or not the signals are coordinated, truck traffic, and pedestrian activity. Average stopped delay in seconds per vehicle is used as the basis for evaluation in this LOS methodology.

Existing Intersection LOS

Currently, the majority of the intersections in the 6th Street-7th Street corridor are operating with acceptable LOS B to C conditions. The signalized intersections of 7th Street/Mendocino Avenue, 7th Street/B Street, 6th Street/Morgan Street and 5th Street/Davis Street are all operating with LOS B conditions during both a.m. and p.m. peak hours. The stop-controlled approaches on southbound A Street at 6th Street and westbound mall exit at 6th Street are both operating with a LOS C during the p.m. peak hour. Intersection level of service calculations are included in Appendix A and are summarized in Table 2.

**Table III-2
Summary of Intersection Levels of Service**

Intersection Approach	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
1. 7 th Street/Mendocino Avenue	12.0	B	16.3	B
2. 7 th Street/B Street	14.7	B	13.0	B
3. 7 th Street/A Street				
Southbound A Street	n/a	n/a	24.2	C
4. 6 th Street/A Street				
Westbound 6 th Street-Mall	n/a	n/a	15.8	C
5. 6 th Street/Morgan Street	8.7	A	16.4	B
6. 5 th Street/Davis Street	12.1	B	18.0	B

Notes: Delay is in average number of seconds per vehicle
LOS = Level of Service

3. Collision History

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on records for 2000 through 2004 obtained through the California Highway Patrol and published in their Statewide Integrated Traffic Records System (SWITRS) reports. As presented in Table 3, the calculated collision rates in the study area were compared to average collision rates for similar facilities statewide, as indicated in 2002 Accident Data on California State Highways, California Department of Transportation.

**Table III-3
Collision Rates for the Study Intersections**

Study Intersection	Number of Collisions (2000 through 2004)	Average Daily Traffic	Calculated Collision Rate (c/mve)	Statewide Average Collision Rate (c/mve)
7 th Street/Mendocino Avenue	31	20,370	0.83	0.43
7 th Street/B Street	21	13,690	0.84	0.43
7 th Street/A Street	7	7,160	0.54	0.14
6 th Street/A Street	10	6,100	0.89	0.14
6 th Street/Morgan Street	2	11,590	0.09	0.28
5 th Street/Davis Street	7	11,110	0.35	0.43

Note: c/mve = collisions per million vehicles entering

Four of the six study intersections have collision rates above the expected statewide average, for similar facilities. While this does not, in and of itself, indicate a specific safety concern, this information does indicate that further review may be warranted for these intersections. The collision experience at the 6th Street/Morgan Street and 5th Street/Davis Street intersections over a 5-year period can be considered within acceptable levels.

At 6th Street/A Street, 5 of the 10 collisions involved a bike, pedestrian, or fixed object indicating a problem with crossing locations and/or road alignment. At the remaining 4 intersections the majority of accidents were broadsides and rear-end type collisions.

4. Bicycle Facilities

The 6th and 7th Street corridor is mostly void of formal bicycle facilities. Seventh Street from Humboldt Street to A Street serves as a Class 3 bike route, which uses signs to designate bicycle facilities. The small section of Morgan Street in the study area has a Class 2 (striped) bike lane.

According to the Bicycle and Pedestrian Master Plan of 2001 (see Figure III-2), the City installed numerous parking facilities in downtown Santa Rosa. U-racks can be found in front of the Brickyard Center. Clam style bike parking and additional racks can be found in City parking garages. In addition, bike racks are provided on intercity buses and the Santa Rosa CityBus fleet.

The Bicycle and Pedestrian Master Plan proposes that 7th Street provide a Class 2 bike lane from E Street through to A Street. 6th Street is also proposed to have a Class 2 bike lane from Morgan Street to the railroad (see Figure III-2 of bike master plan on next page). In order to accommodate these bike lanes, removal of one lane of travel and/or removal of on street parking is recommended in the Bicycle and Pedestrian Master Plan.

5. Transit Facilities

Transit in the downtown district is provided via fixed-route bus service. Commuter train service is planned in the Railroad Square District. The 2nd Street Transit Mall is the central hub of transit activity in downtown Santa Rosa. While fixed routes operate on the major arterials including Mendocino Avenue and 3rd Streets, most boardings take place at the 2nd Street Transit Mall, which encompasses a full city block between Mendocino Avenue and B Street. The transit mall is closed to auto traffic and is serviced by five transit agencies; Santa Rosa City Bus, Sonoma County Transit, Golden Gate Transit, Mendocino Transit, and Vine Transit. Headways generally range between 15-30 minutes, with somewhat longer headways for inter-regional service. The facility is located central to most uses within the downtown core and includes a number of pedestrian amenities including an information kiosk, all-weather seating areas, bicycle parking, restrooms, and water fountains

6. Santa Rosa Junior College Off-Campus Parking Shuttle

Santa Rosa Junior College operates a shuttle bus to and from the Santa Rosa Plaza parking garage where 400 spaces are available for SRJC students and staff on the second story near the intersection of 6th and A Streets. Shuttle buses run from 7:30am to 6pm, Monday thru Thursday. There are no parking fees or permits required for vehicles parking at the Plaza garage. Passenger buses pick up students on the roadway between Macy's and the parking garage and deliver them to the Santa Rosa Junior College campus. The 1.5-mile trip takes 5 to 10 minutes each way depending on traffic.

C. Parking Facilities

There are a number of parking facilities in proximity to and with direct access onto the 6th and 7th Street corridors. The most significant parking facilities are the parking garages including City Parking Garage #7 on 7th Street on the block between Mendocino Avenue and B Street, and the parking structures that serve the Santa Rosa Plaza on the south side of the 7th and 6th Street corridors on the east sides of A and Morgan Streets. Whereas the City Parking Garage #7 has a pleasant, pedestrian-friendly plaza in front of it that is also amenable to conversion of the front of the building to potential commercial use, Santa Rosa Plaza parking structures create a looming, cold, and foreboding environment for pedestrians.

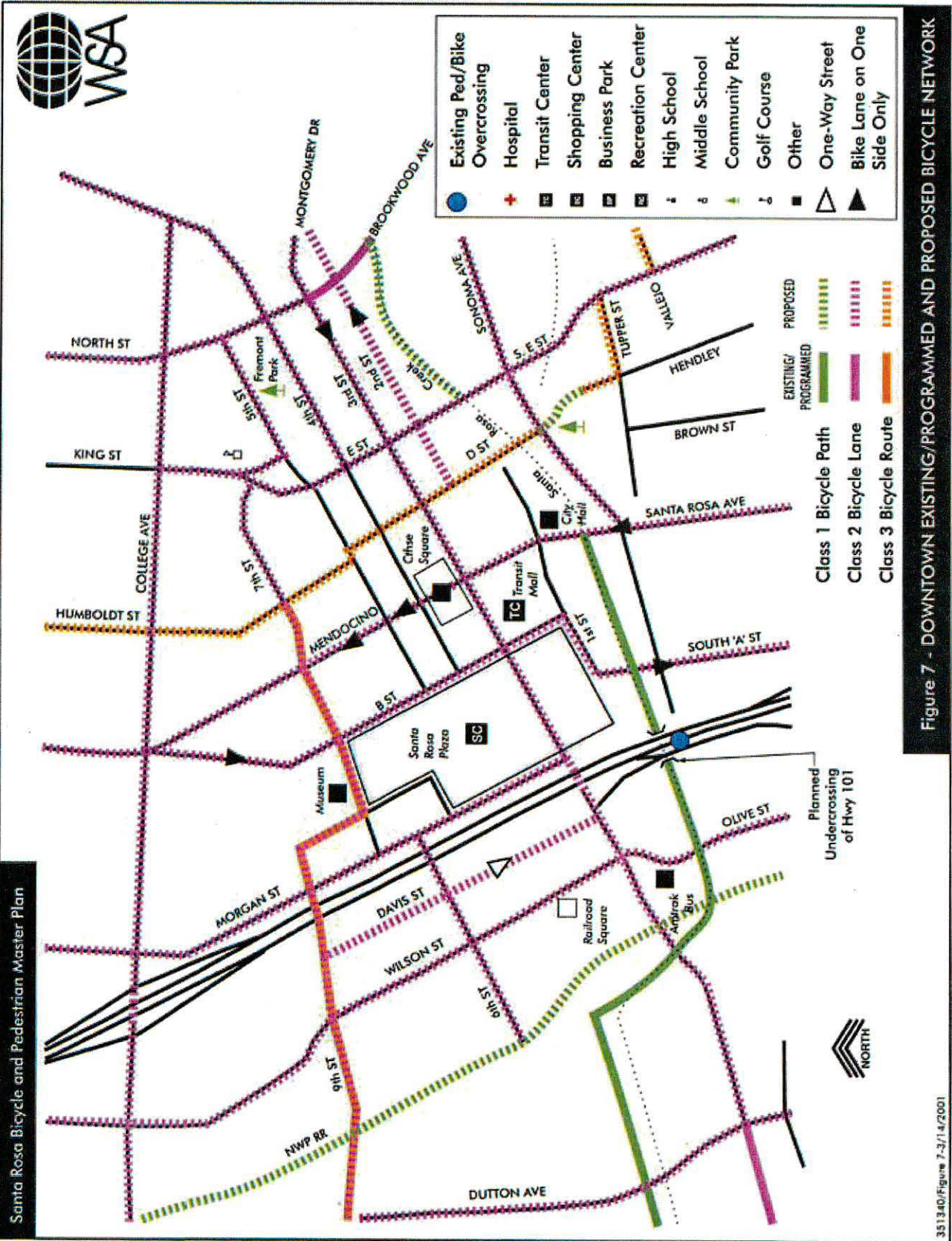


Figure 7 - DOWNTOWN EXISTING/PROGRAMMED AND PROPOSED BICYCLE NETWORK

351340/figure 7-3/14/2001

Figure III-2

There is on-street parking throughout much of the corridor. Along the 7th Street corridor there is metered parking from E Street to Mendocino Avenue. Seventh Street from Mendocino to A Street is posted for no on-street parking, as is 6th Street from A to Morgan. Between 6th and 7th Street on the west side of A is non-metered parallel parking. On the west side of 101, the entire corridor enjoys on-street parking with most of it parallel and some diagonal parking in front of the Chops Teen Center, the only on-street diagonal parking along the study corridor.

There are also some private parking lots that abut the 7th and 6th street corridors. A large surface parking lot at the corner of Beaver and 7th is being demolished and is being converted to residential use. The area along 7th Street between Riley and Mendocino has surface parking lots on all four corners. The Press Democrat parking lot has a chain link fence that is unattractive and the open parking areas north and south of the 7th Street corridor between Mendocino and Riley could be dramatically enhanced with additional landscaping and street tree plantings.

On the Railroad Square side of the planning area, the large parking lot at the southeast corner of 6th Street and Davis Street could also be improved with some landscaping. The parking lot on the corner of 6th and Wilson is well maintained and heavily used. There is also discussion about the uses that will ultimately occupy the SMART/TORPA site. At the initial public workshop on this project there was an overwhelmingly negative reaction to placing any parking structures up against the south side of 6th Street. If a parking structure was to be constructed at this location, meeting participants would prefer that it be concealed with some mixed use or retail frontage on 6th Street.

D. Existing Land Use

The 7th Street corridor between E and Orchard is devoted to primarily office and institutional uses. Moving to the west, land use transitions into older vintage single family homes to Humboldt Street. From Humboldt Street to A Street, 7th Street becomes part of the core downtown retail, office, and service commercial fabric, with surface parking lots and parking structures to serve those uses. The Sonoma County Museum site, which will stretch along the north side of 7th Street between B and A streets, is and is assumed to be developed with institutional uses. The area along A Street between 6th and 7th is devoted to the Catholic Charities operations and as such has been historically used for institutional uses. A small community garden, owned by the city of Santa Rosa, is placed just north across 7th Street from the Catholic Charities uses.

At the corner of A and 6th is a vacant piece of property and an abandoned warehouse building that could offer potential mixed-use infill opportunities. Picking up west of Highway 101, the parcel framed by Highway 101, 6th and Davis is an odd piece. While it is currently devoted to residential use it is anticipated that the Highway 101 widening will dramatically change this parcel and its potential use which will likely be commercial or office.

There is a mix of residential, office, and service commercial uses along 6th Street between Davis and Wilson. A large storage yard on the south side of 6th between Davis and Wilson is unsightly as is the Rescue Mission at the corner of 6th and Wilson. Service commercial uses flank the railroad tracks, and the new Chops Teen Center at the corner of Adams and 6th is a marked improvement to the area. From Chops west, the uses transition to single and multi-family residential uses.

On the opposite of 6th Street from Chops is the TORPA site with the 6th Street Playhouse building and the vacant area between that building and the corner of Pierson is a site that the City has contemplated acquiring for a park to anchor the western end of the Prince Memorial Greenway project. With the City's recent adoption of the mid-rise zoning policy there is a change particularly in Santa Rosa's downtown core. The areas that currently contain Santa Rosa Plaza parking garages is designated for seven-story development while just one block away to the south the sites are designated for 10 story development. It is anticipated that these dynamics will likely generate potential changes in land use in the corridor.

E. Opportunities and Constraints

The Opportunities and Constraints Exhibit shown as Figure III-3 was prepared following a preliminary assessment of the issues encountered during our field visits, with key stakeholder interviews, and the public workshop process on the Northern Downtown Pedestrian Linkages Study. This exhibit identifies "destinations," i.e., existing or future uses that will be primary attractors to the corridors, and "opportunity sites" for catalyst developments and redevelopments that would potentially take place. It also notes areas of "pedestrian impediments" particularly at E and on the railroad tracks, "existing parking lots," "large building masses," and "historic sidewalk treatments." It also indicates configuration of the underpass of 6th Street under the 101 freeway, areas of "pedestrian crosswalks," "historic districts," and "fast moving traffic."

The question marks are indicated as "curiosities" beg the question "How can these areas be treated in ways that can catalyze areas around the Sonoma County Museum and make it a destination equal to Railroad Square and Courthouse Square?"

As for the opportunities and constraints identified they are as follows:

1. Constraints

- Existing circulation patterns encourage high vehicle speeds on Mendocino Avenue and B Street to the detriment pedestrians and bicycles.
- The Santa Rosa Plaza parking structure dominates the streetscape and is a physical and visual barrier to pedestrians along the corridor.
- The sidewalk environment lacks details and interest for pedestrians.
- Lighting along the corridor is not oriented at scale towards pedestrians.
- Long street crossings at unprotected intersections can be difficult for pedestrians to negotiate.
- There is no direct connection between the Downtown and Railroad Square districts.
- Signal coordination system on Mendocino. Limits response for pedestrian crossings east and west directions.
- Lack of land use on street frontages that generates pedestrian activity. Little encouragement to walk due to lack of activity.
- Curved intersections at 7th and A Streets and 6th and A Streets encourage high speed through movements.
- The section of 6th Street, west of US 101 is narrow (approximately 30-feet) and constrained by this width as well as parking for fronting or back end of businesses.

2. Opportunities

- The intersections on 6th Street and 7th Street between B Street and Morgan Street are currently operating with very little delay and excess capacity. This excess capacity could allow for the elimination of one travel lane in each direction or the conversion from a four-lane road to three-lanes. The excess right-of-way could then be used for land use and pedestrian environment enhancements.
- A 6th Street undercrossing of US 101 will create a northern link between the Downtown and Railroad Square districts.
- On Morgan Street, the future underpass of US 101 at Sixth Street will include the removal of the southbound 'contra flow' lane between Sixth Street and Fifth Street. This circulation modification will allow for the creation of a more pedestrian environment along the Morgan Street corridor.

FIGURE III-3
11 x 17

- Major destinations including the Sonoma County Museum, Santa Rosa Junior College Culinary School, and Santa Rosa Plaza, and the Sixth Street Playhouse draw visitors to the area.
- JC shuttle program brings pedestrians into the district.
- The section of 7th Street between Mendocino Avenue and E Street can provide for safe pedestrian travel with adequate sidewalks and parking providing as a buffer.
- There are a number of opportunities—and some challenges to be encountered—to increase connectivity to the neighborhoods and districts that abut the 6th and 7th Street corridors. These include:
 - o The alley access just east of Parking Garage #7 that will connect the new housing developments occurring north on Mendocino Avenue with the downtown area.
 - o The treatment of the intersection of 7th and A as both a gateway to the St. Rose neighborhood and converting 7th between A and the alley between A and Morgan into a pedestrian walk street.
 - o A strong pedestrian connection between the Mall through the interior of the northern parking structure to the Sonoma County Museum.
 - o Linkage to Santa Rosa Creek and Prince Greenway at Pierson Street.
 - o The future bus connection along the 6th and 7th Street corridor between the SMART site and B Street.
 - o A strong pedestrian connection to and from the future commuter rail station site and regional recreational pathways, i.e., the Santa Rosa Creek Trail and the 70-mile long north-south bikeway to be constructed with the SMART project.

The Public Outreach Process

Central to a community-based design process is a public outreach and consensus building strategy designed to engage affected stakeholders in the actual design process itself. The public outreach process for the Northern Downtown Pedestrian Linkages Study was extensive and multi-layered and resulted in the creation of a plan that has met with the kind of strong community consensus necessary to implement such projects in today's world.

There were four components of the public outreach process that were pursued in developing the plans for the 6th and 7th Street corridors as outlined below.

1. Key Stakeholder Interviews and Camera Survey

These important one-on-one candid sessions were a necessary part of the process in identifying the issues, ideas, and concerns that key stakeholders might have with the planning and design process for the Northern Downtown Pedestrian Linkages Study. On June 29, 2005, a series of key stakeholder interviews were scheduled covering an entire day of half-hour sessions with City staff, landowners, business owners, representatives of the historic neighborhood districts, the owners of Santa Rosa Plaza, representatives of the Sonoma County Museum, Santa Rosa Junior College, the Chops Teen Center, Santa Rosa Main Street, Catholic Charities, and representatives of the Railroad Square Association.

At the end of the day of the key stakeholder interviews, a walking tour and camera survey was conducted along the 6th and 7th Street corridor wherein participants took pictures of likes and dislikes in downtown and the Railroad Square district. The "likes" included some historic buildings, street trees, and street lights and the "dislikes" were dominated by the foreboding concrete parking structures, some buildings, and cracked sidewalks.

Finally, we also scheduled separate interviews with the city of Santa Rosa Redevelopment Agency and with architect Michael Maltzan, architect for the Sonoma County Museum expansion project. These sessions and the walking tour were crucial in identifying issues early on in the process and informed the consulting team on precisely those issues that needed to be addressed as a part of the study.

2. Public Workshops

RRM scheduled and facilitated a total of three (3) public workshops, each with its own purpose and desired outcome. All workshops were held in the Teen Chops Center on 6th Street and while they were modestly attended by anywhere from 17 to 24 participants most stakeholders were in attendance at these meetings and the plan responded to their issues, ideas, and concerns.

The workshops, their purposes, and their outcomes are outlined below.

- a. **Public Workshop #1: Issue Identification, Priority Setting, and Design Brainstorming.** This session held at the Chops Teen Center on the evening of October 13, 2005 was attended by 24 participants who were asked to cite an issue, an idea, or concern in response to a number of topic banners, i.e., Redevelopment and Reuse, Neighborhood Connectivity, The Pedestrian Realm, etc. Participant statements were written down faithfully and attendees were then asked to affix green or red tape dots indicating their support or opposition to the statements made. The "*Pedestrian Realm*" was deemed to be the most important topic followed closely by "*Redevelopment and Reuse*" and "*Neighborhood Connectivity*." As a result of this session it became clear that the issue of providing bike lanes at the expense of existing on-street parking would become one of the biggest issues in the planning process.

After the conclusion of the tape dot exercise participants were then given maps with a key to develop some design brainstorming solutions of their own. As a result of the design charrette exercise, it was clear that many wanted public gathering place near the Sonoma County Museum, gateway elements for special districts and neighborhoods, a park at the corner of Pierson and 6th Streets, mixed-used redevelopment of key sites, and improvements to streetscape elements such as bulbouts, garden sidewalks, and street furniture.

- b. **Public Workshop #2: Considering the Alternatives.** A total of 21 participants attended this second public workshop that was conducted on the evening of November 22, 2005 to concentrate on presenting two distinctly different alternatives with contrasting treatments of up to 16 planning features along the corridor.

The two options—a “*Vintage Option*” that reflected a more historic treatment of the corridor and a “*Transformative Option*” that examined a bolder vision including roundabouts at 7th and A and B Streets and a plaza in front of the Sonoma County Museum—were presented. Participants were then given report cards on which to grade each alternative and their features and to comment on what should be included in a preferred concept plan. As a result of the feedback received the Transformative Option was overwhelmingly preferred albeit in combination with some of the elements of the Vintage option that participants seemed to like.

As a result of this workshop, the planning team prepared a “Preferred Improvement Program” that envisioned creating a Museum Square Plaza, the redevelopment of multiple sites with mixed-use urban infill, the provision of roundabouts on 7th and 6th at their intersections with A Street, and gateway elements in each of the historic neighborhoods.

Consistent with the first public workshop, the only true controversy that emerged was the issue of whether or not to install bike lanes at the expense of eliminating existing on-street parking or whether to preserve on-street parking at the expense of bike lanes with the participants fairly evenly divided on both options.

- c. **Public Workshop #3: Considering the Preferred Concept Plan.** A total of 26 participants attended this session on January 11, 2006 to hear a presentation of a Preferred Concept Plan combining the elements most participants like in the alternatives presented at workshop #2. Again, participants were given report cards on which to grade the preferred concept plan. As a result there was overwhelming support for the roundabouts, the Museum Square Plaza, and most of the features of the plan. Indeed, the plan presented at this workshop is very close to the one presented in this report.

At the conclusion of the workshop, the controversy over bike lanes versus on-street parking persisted. A straw vote was taken on “bike paths versus on-street parking” resulting in a 50-50 split among attendees on this issue. It became clear that the consulting team and the City would need to work harder to find a solution to this issue. Aside from the bike path/preserve on-street parking controversy, the preferred concept plan was strongly supported by workshop participants.

3. Shuttle Diplomacy

Because the bike paths versus preservation of on-street parking issue became the primary controversy, it became necessary for the consulting team to meet with City staff, business representatives, and the Railroad Square Association to resolve how to treat that stretch of 6th Street between Davis and Wilson. A series of small meetings and telephone conversations were conducted to better understand the issue and to explore alternative solutions.

4. Project Steering Committee Meetings

There were a total of four (4) meetings of the Project Steering Committee impaneled specifically to oversee the progress of the Northern Downtown Pedestrian Linkages Study. These meetings were very formative in resolving how to schedule and strategize the public workshop process and to bounce off ideas as to how to address issues that arose during the process. Of the four meetings held, the last one was most formative in that it allowed us to finally resolve the one issue that had so far defied resolution—that of the bike paths versus preservation of on-street parking issue. In response to the issue we explored multiple design solutions including even a contra bike trail route and met to discuss those potential solutions with the Project Steering Committee to find a compromise solution to the long-term goal of providing bike lanes associated with redevelopment of the properties facing

6th between Davis and Wilson. In anticipation that the properties on either side of 6th Street between Davis and Wilson would ultimately be redeveloped and in the process provide additional right-of-way for bike paths, an interim solution for this stretch to designate it as a bicycle route—allowing for the preservation of existing on-street parking until that redevelopment occurs. This resulted in a break through that in turn resulted in the plan presented in this document.

As a whole this public outreach process and its multiple elements were essential to crafting a strong public consensus for the Northern Downtown Pedestrian Linkages Study. The plans and work products coming out of this effort have been community-based and the community has seen the planning process react to its input throughout the public outreach process.

To recap the driving force behind the Concept Plan for the Northern Downtown Pedestrian Linkages Study, it was the City's desire to increase the connectivity of the 6th and 7th Street corridor for pedestrians, cyclists, and vehicles alike along the northern flank of its downtown area. Providing increased connectivity between its present downtown core and the historic Railroad Square district as well as with the three historic neighborhoods that abut the corridor, it is intended to spur the awakening and economic revitalization of this part of downtown Santa Rosa.

There are three primary work products that were developed as a part of the planning process:

- A. A **Concept Plan** for the entire 6th and 7th Street corridor between 7th and E Streets to the east to 6th and Pierson to the west that would integrate this northern downtown corridor with other destinations, facilities, and amenities in the downtown area. (See Figure V-1.) The concept plan envisions:
 1. Creating corridor connections that were clear, vibrant, attractive, and safe.
 2. Creating a unified design character and street appearance.
 3. Drawing upon the history of the area and the historic neighborhoods that abut the corridor.
 4. Establishing themes and repeating design elements.
- B. A **Design Improvement Plan** for the demonstration project area along 6th and 7th Street between 7th and B Streets and 6th and Davis Streets. (See Figure V-2.) The Design Improvement Plan would:
 1. Improve and enhance both vehicular and non-motorized circulation.
 2. Create a safe and attractive streetscape environment for pedestrians.
 3. Eliminate physical and perceived barriers to vehicular, bicycle, and pedestrian travelers.
 4. Strengthen connections between land uses in the immediate vicinity of the project study corridor and the adjacent residential neighborhoods and commercial uses that abut it.
 5. Incorporate design features that would link the study corridor with other downtown destinations, facilities, and amenities.
 6. Incorporate Caltrans' conceptual design solutions for the 6th Street underpass that was to have been constructed as part of the U.S. Highway 101 widening project.
 7. Integrate the streetscape with the improvements envisioned for the Sonoma County Museum expansion.
- C. A Project Report to present these plans and their features, including recommendations on phasing, implementation, and funding.

This section provides an explanation of the features of both of the plans that were derived as a result of the public outreach process presented in Section IV of this report. Both the Concept Plan for the overall corridor and the Design Improvement Plan for the Demonstration Project Area should be reviewed in the context of the plan features presented in this section. The plans derived through the public outreach process include the following features:

FIGURE V-1

11 x 17

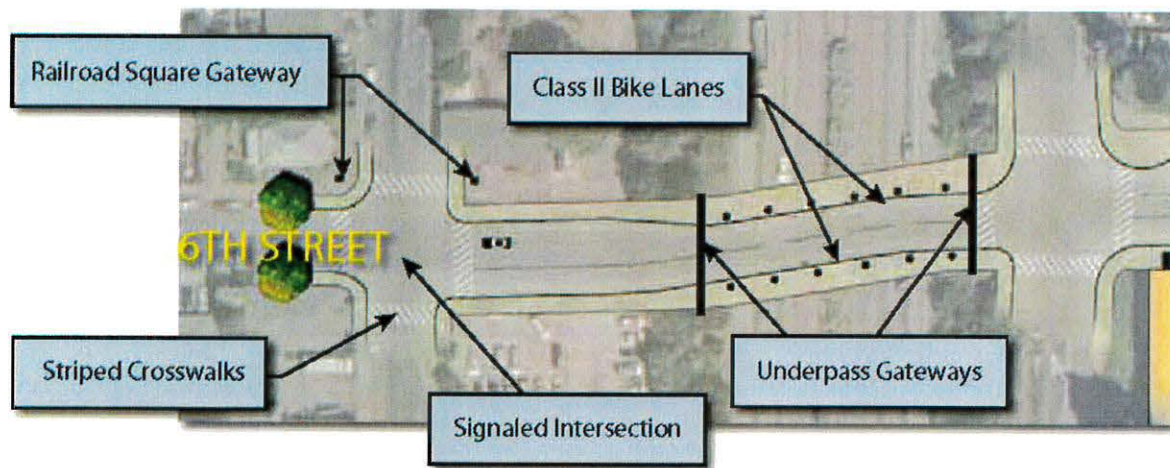
FIGURE V-2

11 x 17

1. **The 6th Street Underpass.** Of fundamental importance to connecting Santa Rosa's core commercial area to its historic Railroad Square district is the need to construct an underpass beneath Highway 101 to provide the much needed physical link between these two areas. Due to budget constraints associated with its Highway 101 widening project.

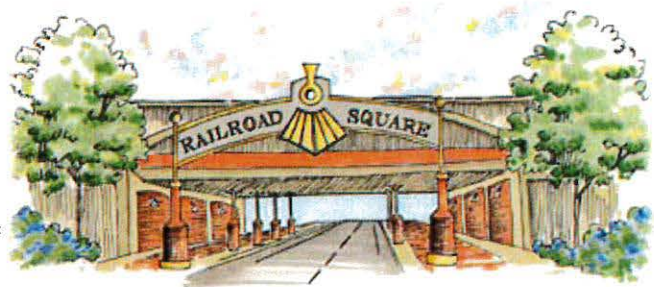
The original Caltrans plan called for 10-ft wide sidewalks on both sides of 6th Street underneath the underpass, two 5-ft wide bicycle lanes, and four 12-ft wide travel lanes. By contrast, the Concept Plan and the Design Improvement Plan for the Demonstration Project Area recommends only two travel lanes and two bike lanes—one each westbound and eastbound—transitioning to a three travel lane configuration where 6th meets Davis with a westbound left turn lane at Davis.

By reducing the number of travel lanes on 6th Street beneath Highway 101 in contrast to Caltrans' original plans, it would provide for a much wider pedestrian promenades of approximately 16 ft on the north and south sides of 6th Street beneath Highway 101, allowing for an inviting and artistic treatment of the underpass itself.



Site Plan of 6th Street Underpass at Highway 101.

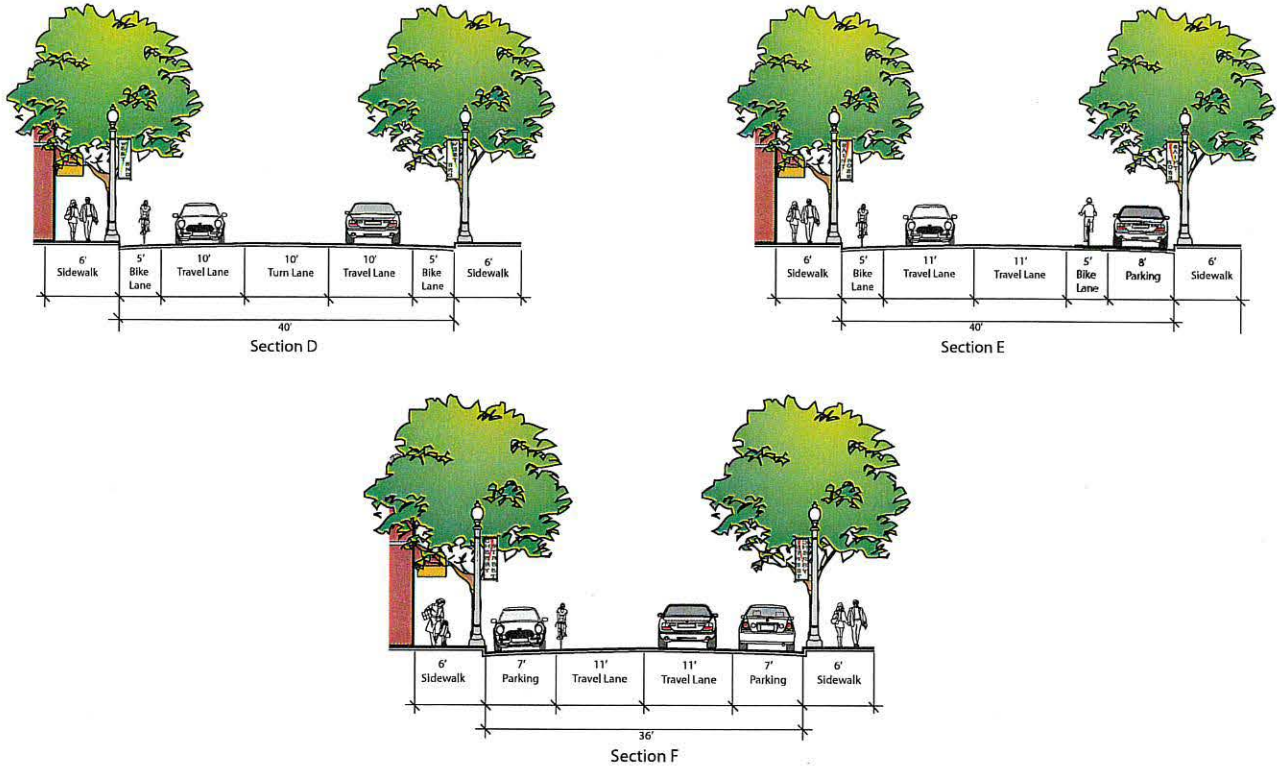
2. **Major Gateway Elements at 6th Street Underpass.** The plan proposes that the underpass itself have a distinctive urban design treatment. On either side of the Highway 101 bridge spanning 6th Street, a significant gateway element would be placed in front of the entrance to the underpass drawing attention to travelers using the underpass that they are entering downtown Santa Rosa from the west side of the underpass and entering the historic Railroad Square district from the east side of the underpass. A colonnade with light collars would be constructed near the curb line beneath the Highway 101 bridge on the north and south sides of 6th Street and the bridge abutments themselves



Gateway feature at the 6th Street Underpass.

would be treated with brick veneer reflecting the many brick masonry structures found in Railroad Square. Finally, there would be motion-activated pedestrian lighting beneath the bridge to ensure that this would be an attractive, safe, and well lit pedestrian environment connecting between downtown Santa Rosa and Railroad Square, and the motion-activated lights would also serve to discourage graffiti.

3. **Vehicular Circulation and Travel Lanes.** Sixth and 7th Streets between E and Pierson Street would largely be carriers of two travel lanes along most of the corridor. With some notable exceptions, the widths of both east and westbound travel lanes would be 11-ft wide. An exception to this would be that stretch of 7th Street near the B Street intersection and where 6th Street abuts the east side of Davis Street where there will

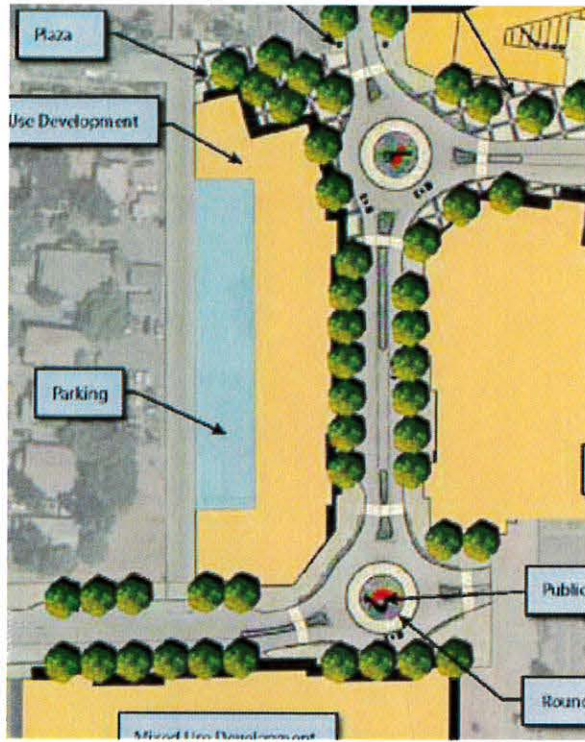


Sections of 7th Street Between B and E Streets.

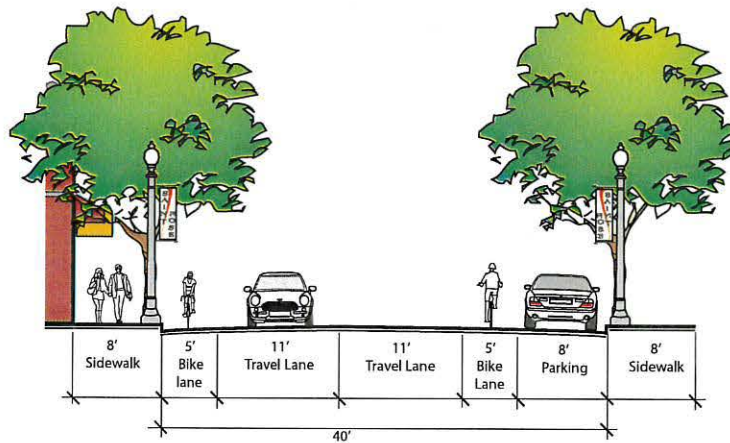
be three travel lanes of 10-ft in width—one eastbound, one westbound, and one westbound left turn lane.

4. **Twin Roundabouts on A Street.** One of the most strongly supported features of the plan derived from the public outreach process is the reconfiguration of the intersections at 7th and A and 6th and A and converting them into one-lane roundabouts. These roundabouts, which have been designed by W-Trans would be approximately 110 ft in diameter with a center area that could be used for landscaping or public art installations.

The present configuration of these intersections encourages high speed turning movements and the existing curb-to-curb sections are far larger than they need to be to accommodate existing or projected future traffic volumes. By converting these intersections to roundabouts with two lane roads connecting them, they will perform better under traffic circulation conditions than any other solution including traffic signals. They will also allow for the continuous movement of slow speed traffic, calm traffic in an otherwise speedy corridor, and comfortably accommodate the trucks and busses that are anticipated to use the roundabouts in this part of Santa Rosa.



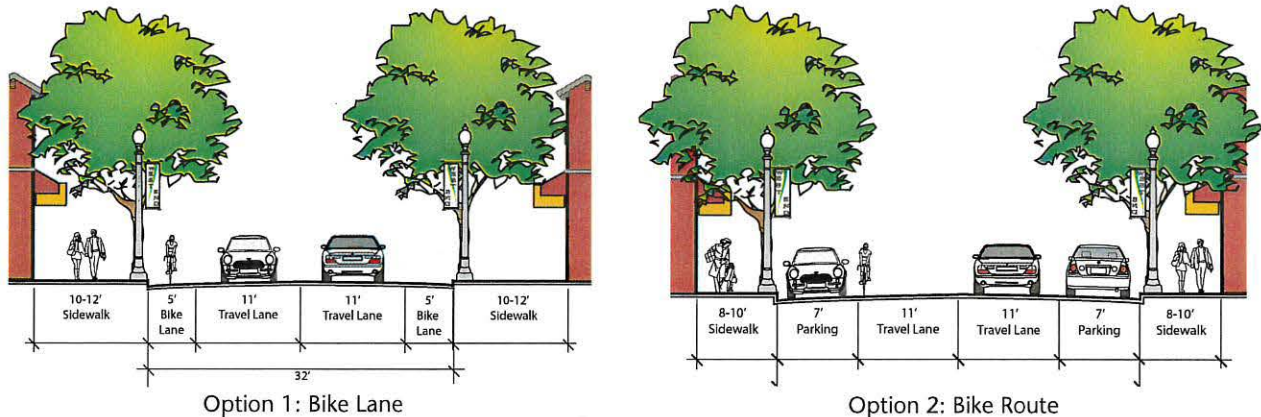
5. **Class-II Bicycle Lanes.** One of the central features of the plan is to establish Class-II bicycle lanes along the 6th and 7th Street corridor between Humboldt Street to the east to Pierson Street to the west. This will be done utilizing the existing curb-to-curb right of ways, retaining on-street parallel parking along the north side of the corridor, and eliminating on-street parallel parking along the south side of the corridor. The provision of eastbound and westbound Class-II bike ways along the corridor will dramatically improve bicycle circulation between the east and west sides of downtown Santa Rosa connecting the present downtown core with the future SMART rail site. With the notable exception of that stretch of 6th Street between Davis and Wilson these Class-II bikeways will have an eastern terminus at 7th and Humboldt Street because Humboldt is a already designated bike route. Therefore, the section between 7th Street and E Street would retain the existing roadway and on-street parking arrangements.



Section A

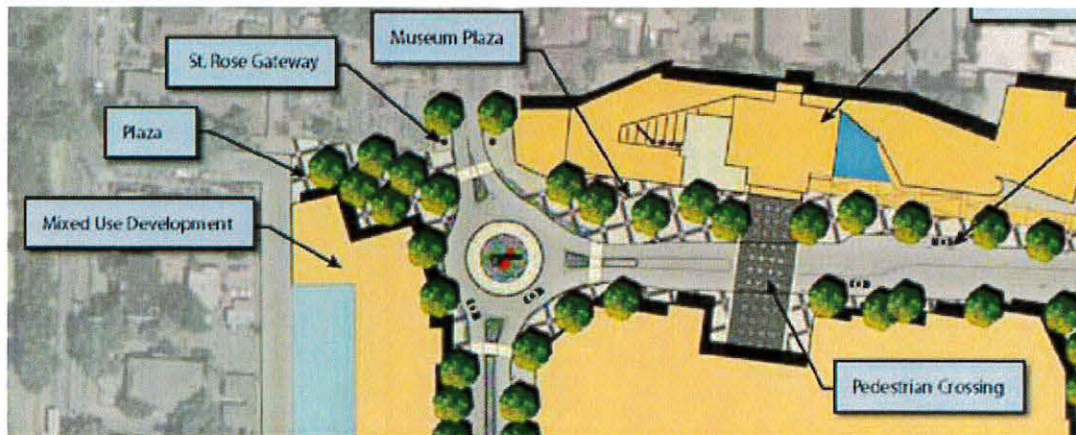
Section of 6th Street Between A Street and Morgan Street.

6. **Interim Designation of 6th Street Between Davis and Wilson as a Bicycle Route.** Because the curb-to-curb width of that stretch of 6th Street between Davis and Wilson is only 36 ft, it is the narrowest most constrained link in the corridor. The provision of Class-II bike lanes on this corridor would necessitate the removal of approximately 27 existing on-street parking spaces. Because nearby businesses and residents depend upon these spaces to meet their parking needs, designating this link as a bicycle route will allow the existing on-street parking spaces to remain until such time as the properties facing the north and south sides of 6th Street between Davis can redevelop and provide additional right of way to accommodate travel lanes, bike lanes, and on-street parking. Therefore, until then, this section of 6th will be designated as a bicycle route with no formal markings in the street for bike lanes.



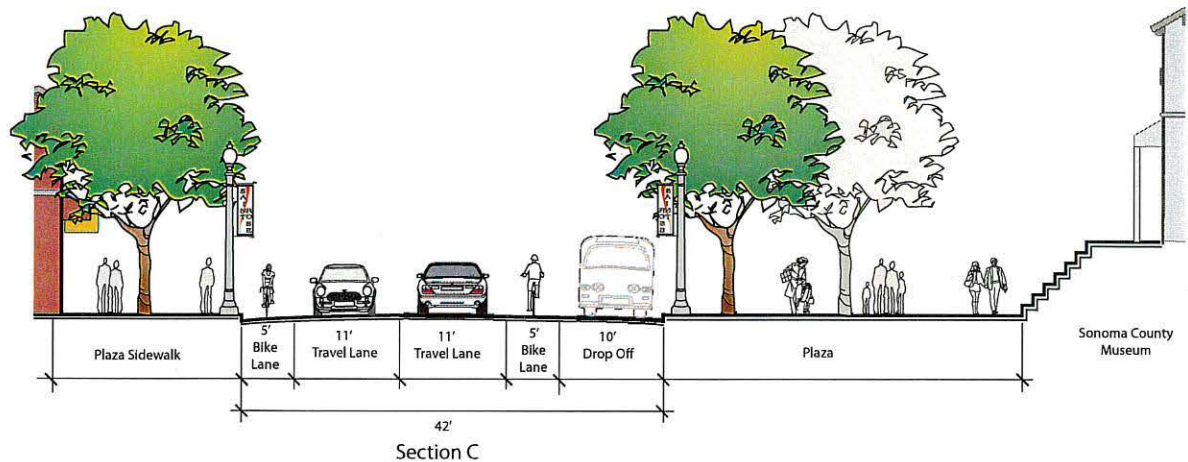
Sections of 6th Street Between Davis and Wilson Street.

7. **Reconfiguration of Morgan Street.** The section of Morgan Street immediately south of 6th Street would be reconfigured at the time of the bypass construction to eliminate the southbound lane at 5th Street. Instead it would be converted into a two-lane one-way northbound connection with parallel parking along the east side of Morgan Street between 5th and 6th Streets.
8. **Museum Square Plaza and the Realignment of 7th Street.** One of the biggest ideas in the final plan is the notion of creating the Museum Square Plaza focused upon the Sonoma County Museum that will provide a third focal point for downtown Santa Rosa in addition to Railroad Square and the Courthouse Square. To accommodate this expanded plaza, 7th Street would be realigned to shift further to the south terminating at a roundabout at its intersection with A Street. Seventh Street between A Street and the alley to the immediate west would also be closed to create a maximum area for the Museum Square Plaza.



Museum Square Plaza and 7th Street Realignment.

The Plaza itself would be treated with an ornamental pavement that would pick up on the geometry of the footprint of the Sonoma County Museum remodeling. Seventh Street between B and A would be limited to two lanes of travel with a bus pull-out lane in front of the Sonoma County Museum, and textured paving would be brought across the travel ways from the entry portico of the Sonoma County Museum south to the parking structure serving Macy's. The section of 7th Street between B and the northernmost roundabout could be bollarded off for special community events creating an even larger public gathering place in front of the Sonoma County Museum. The treatment of the plaza area itself would have a more contemporary feel in its sidewalks and street furniture than the rest of the corridor creating its own distinctive character that will contrast but not conflict with the treatment of street furniture along the remainder of the corridor.



Section of 7th Street and Museum Square Plaza.

9. **Pierson Reach Park.** The plan recommends that the eventually acquired property on the southeast corner of Pierson and 6th be improved as a gateway park with amphitheatre that will anchor the western access to the Prince Memorial Greenway just as Prince Gateway Park will anchor the eastern stretch of Prince Memorial Greenway. The 6th Street frontage of this park would be devoted to on-street diagonal parking.
10. **Sidewalk Treatments.** The plan for the Northern Downtown Pedestrian Linkages Study recommends utilizing three types of sidewalk treatments throughout the corridor including the following:
 - a. Use of the historic garden concrete sidewalk treatment that would be 8-ft wide from curb to the back of sidewalk with a 2-ft wide planter strip and with a 2-ft square scoring pattern.
 - b. An historic urban concrete sidewalk treatment that would be 8-ft wide from curb to back of sidewalk with 2-ft square scoring patterns and with street trees in tree grates at 30 ft on center.
 - c. A contemporary sidewalk treatment with specialized ornamental paving patterns for the Museum Square Plaza portion of the corridor.

Refer to Figure V-3 for photographs of the sidewalk and crosswalk treatments.

Figure V-3

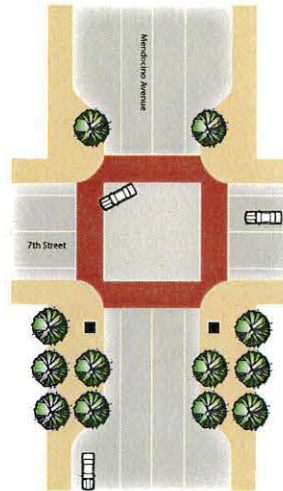
11 X 17

11. Gateway Monuments. In addition to the significant gateway statements on either side of the Highway 101 bridge over 6th Street there would be a number of gateway elements constructed along the corridor to draw attention to significant features accessed by the 6th and 7th Street corridors. The features would include the following:

- a. A major gateway element on the south side of the 7th Street intersection with Mendocino with bulbout intersection and ornamental crosswalk treatments that would serve as the gateway to downtown Santa Rosa.



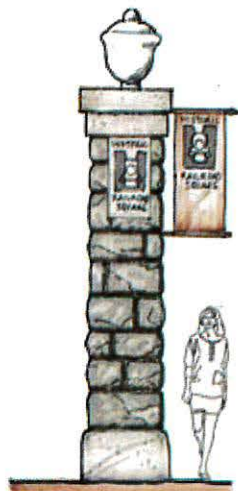
Downtown Gateway



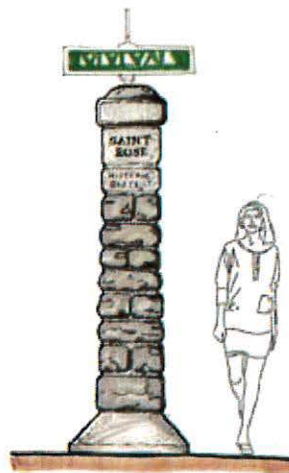
Gateway Intersection

Mendocino/7th Street Intersection with Gateway Element.

- b. Granite pilaster gateway elements:
 - on the east side of the intersection of 7th and Humboldt for the Cherry Street historic neighborhood,
 - on the north side of the intersection of 7th and A for the St. Rose historic neighborhood,
 - on the north side of the intersection of Davis and 6th for the historic Railroad Square district, and
 - on the north side of Jefferson and 6th Street intersection for the historic West End neighborhood.



Railroad Square Gateway

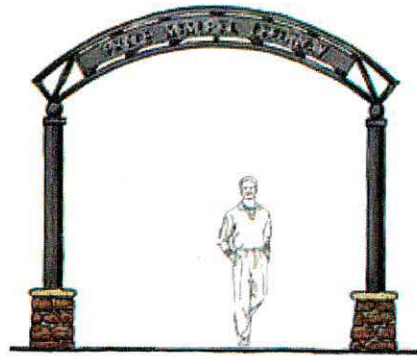


St. Rose and Cherry Street Neighborhood Gateway

Railroad Square and Historic Neighborhood Gateway Element.

- c. An arched gateway element to Santa Rosa Creek at the new park to be installed at the corner of Pierson and 6th Street.

12. Street Lights and Street Furniture. With the notable exception of Museum Square Plaza, the recommended street light would be the historic Railroad Square streetlights that would be placed along the entire corridor with slight variations of streetlights placed in front of the West End, St. Rose, and Cherry Street historic neighborhoods. A more contemporary street light fixture would be recommended for the Museum Square Plaza area and the section of 7th and 6th Street between B and Morgan.



Pierson Park Gateway Element.

Street furniture such as vintage steel benches with center arms with flat black matte finish would be placed at appropriate locations along historic urban sidewalk areas. Trash receptacles would also be matte black finished steel, again placed at appropriate locations along the corridor. The inverted dome handicapped access treatment is recommended to utilize the brick colored inverted domes as opposed to the school-bus yellow ones.

Refer to Figure V-3 for photographs of the street furniture recommended for the corridor.

13. Parking. The Concept Plan recommends the eventual elimination of existing parallel on-street parking along the southern sides of the corridor while retaining the on-street parking on the northern side of the corridor. This would eliminate approximately 71 parking spaces with most of those spaces being along the south side of 6th Street between Davis and Pierson. To make up for this loss of parking spaces the plan envisions the following parking improvements.

- a. Provision of diagonal parking along the south side of 6th Street between Pierson and the 6th Street Playhouse along the frontage of the SMART site to the railroad tracks. This will provide approximately 22 parking spaces.
- b. The retention of existing on-street parallel parking on 6th Street between Wilson and Davis until such time as the properties facing 6th Street can redevelop to provide more right of way to accommodate more bicycle lanes and possible on-site structure parking. This will preserve 22 on-street parking places until such time as the area redevelops.
- c. The provision of parallel parking spaces along Morgan Street between 5th and 6th Street. This will provide 12 parking spaces.
- d. The provision of parallel parking along the northern side of 6th Street between Morgan and A, and along the west side of A Street between 6th and 7th Street. This will provide for 7 parking spaces.

Table V-1 on the following page shows how the existing parking would be impacted and the statistics associated with the new parking to be provided as envisioned in the concept plan to provide a net gain of twelve (12) parking spaces in the planning area.

**Table V-1
Parking Statistics**

On-Street Parking Eliminated

Location	Spaces affected
7 th St. Humboldt to Riley	-5
7 th St. Riley to Mendocino	-2
6 th St. Hwy 101 to Davis	-4
6 th St. Davis to Wilson	-22
6 th St. SMART site	-20
6 th St. Playhouse to SMART	-6
6 th St. Playhouse to Pierson	-12
Total Loss	-71

On-Street Parking Recaptured

Location	Spaces affected
A St. 6 th to 7 th	+7
6 th St. A to Morgan	+7
Morgan 6 th to 5 th	+12
6 th St. SMART diagonal	+22
6 th St. Wilson to Davis (interim)	+22
6 th St. Pierson Park diagonal	+13
Total Recaptured	+83
NET GAIN	+12

14. Redevelopment of Catalyst Sites. The Concept Plan recommended a number of catalyst sites as candidates for redevelopment consistent with the City's recently adopted mid-rise policies. These sites and their recommended uses are as follows.

- a. The redevelopment of the site on the north side of 7th Street between Riley and Humboldt Streets with infill residential development.
- b. The redevelopment of the area in front of Parking Garage #7 with commercial uses and potential outdoor dining on the north side of 7th Street between Mendocino and B Streets.
- c. The redevelopment of the parking structure on the south side of 7th Street between A and B Streets with a mix of parking, commercial, and upper floor residential uses.
- d. The redevelopment of the Catholic Charities site as a mix of institutional, retail, and upper floor residential development that could also incorporate the existing uses as a part of future redevelopment.
- e. The redevelopment of the parking structure on the south east corner of 6th Street and Morgan Street with a mix of parking and retail uses with residential on upper floors.
- f. The development of the site sandwiched between Highway 101, Davis Street and north of 6th Street as possible office development with potential residential uses on the upper floors.
- g. The redevelopment of the properties on the north and south sides of 6th Street between Davis and Wilson with a mix of parking, retail, and upper floor residential development. This redevelopment would also provide additional right of way to accommodate the eventual installation of Class-II bike lanes.

- h. The redevelopment of the SMART site with uses ultimately to be planned for the site, provided that redevelopment of this site would provide diagonal on-street parking along its 6th Street frontage.

15. Street Trees. The Conceptual Plan recommends the use of the following trees in the following installations.

- a. For the historic garden sidewalks of the Cherry Street historic neighborhood utilize Flowering Pear trees spaced at 30 ft on center.
- b. For the historic garden sidewalk and urban sidewalk treatment in the Railroad Square and West End neighborhoods utilize Ginko Biloba trees spaced at 30 ft on center.
- c. For the historic urban sidewalk between Humboldt and E Streets utilize Flowering Pear trees at 30 ft on center.
- d. For that portion of the demonstration project on 6th and 7th Streets between B and Morgan, utilize Chinese Pistache trees at 30 ft on center.
- e. For major gateway elements in front of the entrances to the 6th Street underpass utilize Chinese Pistache trees clustered to flank the openings.

Refer to Figure V-3 for photographs of recommended street trees.

16. Utility Undergrounding. It is recommended by the Concept Plan that the utilities along the 6th and 7th Street corridors be undergrounded and that all utility vaults be flush mounted with the sidewalk treatments.

Estimate of Probable Cost

Based on the improvements envisioned in the Demonstration Project Area, RRM Design Group worked closely with City staff to identify an estimate of probable costs associated with the improvements for the stretch of 6th and 7th between B and Davis Street. These costs include the reconfiguration of roadways, the construction of the underpass beneath Highway 101, the construction of all gateway elements, the development of the public plaza in front of the Museum square, and the purchase of additional property associated with the realignment between B and A Streets.

The cost estimate which is presented on the following page should be considered in light of the fact that the realignment of 7th Street between A and B Streets to bring the right-of-way closer to the mall parking garage was discussed with mall representatives who expressed a willingness to entertain the use of their property for this purpose. While the cost estimate has included an estimate for the acquisition of this property by the City, the City may be able to negotiate with the mall owners to possibly consider a charitable donation of approximately 5,800 ft of property to shift the alignment of 7th Street further to the south and provide the space necessary for the Museum Square Plaza, thereby possibly reducing the need to come up with the anticipated \$800,000 of revenue to acquire this property.

The general cost estimate is shown on the following page as Table VI-1.

Table VI-1

DATE: March 1, 2008	rrm design group
JOB No.: 1405513	190 Foss Creek Circle, Suite G
JOB NM: Santa Rosa Northern Downtown Pedestrian Linkages Study	Healdsburg, CA 93448
CALC BY: Casey Starks	Ph: (707) 473-0820 Fax: (707) 473-0826 Web site: www.rrmdesign.com
CHK BY: Scott Graefen	
Santa Rosa Northern Downtown Pedestrian Linkages Study	

OPINION OF PROBABLE CONSTRUCTION COSTS

Note: The following statement of probable construction cost is for preliminary budgetary purposes only. Estimated unit prices are based on elements shown on the conceptual plan only and are not based on detailed design plans or construction documents. This statement of probable construction cost does not account for unforeseen site conditions such as drainage structures, utilities, miscellaneous subsurface, annual escalation, freeway underpass improvements, etc.

ITEM	QUANT	UNIT	COST/UNIT	COST	DESCRIPTION
MOBILIZATION					
MOBILIZATION (6% OF CONSTRUCTION COSTS)		LS		\$162,824	
TRAFFIC CONTROL	1	LS	\$35,000.00	\$35,000	
			MOBILIZATION	\$197,824	
PROPERTY ACQUISITION					
MACYS		LS		\$1,000	
203 6TH STREET		LS		\$800,000	
PARKING LOSSES SOUTH SIDE OF 6TH		LS		\$150,000	
510 DAVIS STREET		LS		\$90,000	
			PROPERTY ACQUISITION	\$1,041,000	
SIGNALIZATION AND SIGNAL MODIFICATION					
6TH AND DAVIS		LS		\$300,000	
MODIFY SIGNAL @ 6TH AND MORGAN		LS		\$200,000	
			SIGNAL MODS.	\$500,000	
DEMOLITION					
REMOVE CURB AND GUTTER		LF	\$3.00	\$0,535	
REMOVE ASPHALT	92,230	SF	\$0.75	\$69,173	
TREE REMOVAL	42	EA	\$500.00	\$21,000	
GRADING AND DIRT REMOVAL AT UNDERPASS		LS		\$125,000	
SAWCUT ASPHALT	400	LF	\$1.50	\$600	
SAWCUT CONCRETE	175	LF	\$2.00	\$350	
			DEMOLITION:	\$224,668	
STREET FURNITURE					
CAST IRON TREE GRATES	67	EA	\$1,400.00	\$93,800	
DECORATIVE BENCHES (ASSUMED QUANTITY)	10	EA	\$1,500.00	\$15,000	
TRASH RECEPTICLES (ASSUMED QUANTITY)	5	EA	\$800.00	\$4,000	
BICYCLE RACKS (ASSUMED QUANTITY)	5	EA	\$1,000.00	\$5,000	
			STREET FURNITURE:	\$117,800	
CONSTRUCTION					
CONCRETE SIDEWALKS	43,130	SF	\$9.00	\$256,780	
ASPHALT PAVING	95,640	SF	\$3.00	\$287,520	
DECORATIVE CONCRETE PAVING	3,550	SF	\$12.00	\$42,600	
DECORATIVE CROSSING PAVING AT MUSEUM	2,040	SF	\$20.00	\$40,800	
SAINT ROSE NEIGHBORHOOD GATEWAY	1	ALLOW	\$25,000.00	\$25,000	
DOWNTOWN ENTRANCE OFFRAMP GATEWAY	1	ALLOW	\$25,000.00	\$25,000	
GATEWAYS AT UNDERPASS	2	ALLOW	\$75,000.00	\$150,000	
STAMPED COLORED ASPHALT PEDESTRIAN CROSSINGS	4,250	SF	\$5.00	\$21,250	
6" RAISED MEDIAN CURB AT ISLANDS	925	LF	\$15.00	\$13,875	
ROLLED CURB AT ROUND-A-BOUT	380	LF	\$20.00	\$7,600	
DECORATIVE COBBLE ROUND-A-BOUT APRON	1,570	SF	\$30.00	\$47,100	
SIGNING AND STRIPING	1	ALLOW	\$45,000.00	\$45,000	
CONCRETE CURB AND GUTTER	3,585	LF	\$25.00	\$89,625	
HANDICAP RAMPS	22	EA	\$1,500.00	\$33,000	
			CONSTRUCTION:	\$1,087,350	
LIGHTING AND ELECTRICAL					
DECORATIVE STREET LIGHTS	50	EA	\$3,500.00	\$175,000	
ELECTRICAL CONDUIT	3,455	LF	\$25.00	\$86,375	
ELECTRICAL CONNECTION	1	EA	\$10,000.00	\$10,000	
			LIGHTING AND ELECTRICAL:	\$271,375	
LANDSCAPING AND IRRIGATION					
STREET TREES, 24" BOX	67	EA	\$350.00	\$23,450	
STREET TREE IRRIGATION	67	EA	\$350.00	\$23,450	
IRRIGATION FOR PLANTING AREAS	5,580	SF	\$5.00	\$27,900	
WATER CONNECTION	1	EA	\$10,000.00	\$10,000	
IRRIGATION CONTROLLER	1	EA	\$15,000.00	\$15,000	
PLANTING AREAS	5,580	SF	\$5.00	\$27,900	
			LANDSCAPING:	\$127,700	

SUBTOTAL	\$3,657,707
Design and Engineering	\$227,570
20% CONTINGENCY	\$711,541
TOTAL	\$4,496,818

Priorities, Implementation and Phasing

A. Priorities

In addressing the implementation of the Northern Downtown Pedestrian Linkages Study, one must consider the priorities for improvements and concentrate on those improvements that would unlock the potential of the corridor in the shortest possible time. The highest priority improvements that should be pursued in descending order of significance are the following.

1. **Construction of the 6th Street Underpass.** There is no project component that is more important than this one. Creating the northern downtown connection that would link Santa Rosa's downtown core with the historic Railroad Square district would do more to enliven the corridor than any other action.
2. **Installation of bike lanes along the 7th and 6th Street corridors from Humboldt to Davis and from Wilson to Pierson.** Because increasing bicycle connectivity along the corridor was a key criteria for obtaining the MTC grant for this study and for future grants to support project implementation, this part of the project is of primary importance. This plan suggests that the City hold off bike lane improvements on 6th Street between Wilson and Pierson until such time as the diagonal parking improvements along the south side of 6th Street can be installed to avoid impacting parking facilities in the Railroad Square district.
3. **Installation of the roundabouts on 7th and 6th Street at their intersections with A Street.** The roundabouts connected by two lane travel ways and bike lanes were the most supported item in the Preferred Concept Plan. The realignment of 7th Street and the development of roundabouts at these intersections will be crucial to maintain strong public support for the project and in galvanizing what is otherwise an underperforming, underutilized area along the corridor.
4. **The creation of Sonoma County Museum Plaza and the 7th Street mini-plaza.** With the Sonoma County Museum expansion, this will involve the creation of a distinctive Museum Square Plaza as a third "square" to complement the reunified Courthouse Square and the Railroad Square district to the west of Highway 101. It is believed that with the realignment of 7th Street and the creation of an expanded area for the Museum Square Plaza that will both abut the museum and extend down 7th from A to the alley just west of A, it is anticipated that this installation will magnetize the 6th and 7th Street corridor and increase its functionality as a key link between the present downtown core and Railroad Square. With the ability to bollard off this section of 7th Street between B and A Streets to provide for an even larger expanded plaza area for major community events, this area could become the heart of the 6th and 7th Street corridors and the catalyst for the redevelopment of the Catholic Charities site and the Macy's parking garage on 7th Street.

B. Implementation and Phasing

It is recommended that the improvements to the 6th and 7th Street corridors in downtown Santa Rosa and in the historic Railroad Square district be constructed in three phases as outlined below:

Phase I: 0-3 Years

- a. Design, permit and install 6th Street underpass and related improvements.
- b. Install Class-II bicycle paths along the 6th and 7th Street corridor from Humboldt to Morgan Street.
- c. Acquire property south of 7th Street between A and B Streets for realignment of 7th Street.
- d. Design, permit and install roundabouts and close 7th Street between A and alley.
- e. Establish a plan line for diagonal parking on the south side of 6th Street west of the rail road right-of-way.

Phase II: Years 4-7

- a. Acquire Pierson Reach Park.
- b. Construct Museum Square Plaza.
- c. Improve Pierson Reach Park and install diagonal parking.
- d. Install diagonal parking along 6th Street frontage at SMART site as part of the SMART project.
- e. Install all gateway elements.
- f. Install Class-II bicycle lanes on 6th from Wilson to Pierson.
- g. Replace deteriorating sections of sidewalk.

Phase III: Years 7-10

- a. Spur the construction of redevelopment projects.
- b. Underground utilities on 7th and 6th Street corridors.
- c. Spur redevelopment catalyst sites on north and south side of 6th Street between Davis and Wilson and obtain additional right of way to install Class-II bike lanes.

With respect to phasing, the reason for not constructing the Museum Square Plaza until Phase II is centered upon what will happen with the Sonoma County Museum. Recent events have led some to think about relocating the Sonoma County Museum to a new complex that would be built on the site of the present City Hall and not where the current Sonoma County Museum resides. If this is indeed the case, the design of the Museum Square Plaza would change dramatically, and putting off these improvements until phase II will allow that process of remodeling or relocation to take its place may be a wise thing to do.

C. Funding

Because the entirety of this Northern Downtown Pedestrian Linkages Study depends upon creating the critical link between downtown and Railroad Square with the 6th Street underpass, the City will need to determine the importance of this project relative to the others it is pursuing and to act accordingly in its priorities for grant funding of the improvements envisioned along 6th and 7th Street.

No single funding source will fund the major projects in and of itself, thus the City and community will need to work together to cull a matrix of sources together. The City of Santa Rosa has been very successful in receiving funding for a variety of projects, most notably the Prince Memorial Greenway. It will take active solicitation at state, regional and local levels, for public and private funding sources.

Funding through the MTC Livable Communities Grant program and HIP Housing incentives program are major funding sources which Courthouse Square could garner. Smaller programs such as Traffic Engineering technical assistance and Regional Signal Timing programs could assist in portions of the overall project and engineering. Sonoma County also has local programs similar to the MTC TLC and enhancements programs with lesser funding available.

Not all projects, standing alone, will be equally attractive. As noted, Courthouse Square is attractive for its benefit to a variety of interests. Transit Center enhancements are attractive to transit-supportive funding sources for its specificity of purpose. The streetscape enhancements on Mendocino Avenue and Fourth Street (Phase 2) are more similar to projects throughout the region and, although they should benefit from building off of the Courthouse Square project, will have a greater level of competition among similar projects. Although it is an important project, in the context of traffic and transit circulation, the College Avenue Gateway project may not be considered as attractive as

an enhancement project as the other projects above. This program more directly deals with the traffic and transit circulation, and peripherally to pedestrian enhancements. Thus this project's funding may need to be more directly associated with a PBID, BID, Fees and specific funding for engineering and City general funds than the other projects. To the extent that some of this project's improvements can be linked to other projects (either Courthouse Square or Mendocino Avenue) funding may be more attractive and accessible.

As a match for MTC funding the City should consider the use of its redevelopment funds it might have available as one of the central purposes of making these improvements to the 6th and 7th Street corridors is to spur the revitalization and redevelopment of key sites strung along it.

Following is a list of potential funding sources that may be applicable to portions or all of this project. Administrators for these programs are listed below each.

State Sources

OFFICE OF TRAFFIC SAFETY

Planning grants available for signalization studies related to PEDESTRIAN safety.

<http://www.ots.ca.gov/grants/applying.asp>

Environmental Enhancement Program (EEM)

Caltrans District 4

The Transportation Blueprint Legislation of 1989 established the Environmental Enhancement and Mitigation (EEM) Program. Applicants may apply for these funds to undertake environmental enhancement and mitigation projects which are directly or indirectly related to the environmental impact of modifying existing transportation facilities, or for the design, construction or expansion of new transportation facilities. Grants are generally limited to \$250,000.

<http://www.dot.ca.gov/hq/LocalPrograms/EEM/homepage.htm>

EEM: Kevin T. Tran, 510-622-5911

CAL TRANS COMMUNITY BASED TRANSPORTATION PLANNING GRANTS (CBTP)

<http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtpg.htm>

The CBTP grant program is primarily used to seed planning activities that encourage livable communities. CBTP grants assist local agencies to better integrate land use and transportation planning, to develop alternatives for addressing growth and to assess efficient infrastructure investments that meet community needs. These planning activities are expected to help leverage projects that foster sustainable economies, increase available affordable housing, improve housing/jobs balance, encourage transit oriented and mixed use development, expand transportation choices, reflect community values, and include non-traditional participation in transportation decision making.

BICYCLE TRANSPORTATION ACCOUNT (BTA)

Caltrans Local Assistance—District 4

The BTA funds city and county projects that improve safety and convenience for bicycle commuters. To be eligible for BTA funds, cities and counties must have a Bicycle Transportation Plan (BTP) that adopted July 1, 2000 or later, and the local agency must submit the BTP to the appropriate Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA) for review and certification that it complies with Section 891.2 of the Streets and Highways Code and the regional transportation plan (RTP). Following regional approval, the local agency must submit the BTP to Caltrans Bicycle Facilities Unit (BFU) for review and approval.

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

Ken McGuire at (916) 653-2750 or David Priebe (916) 653-0036

SAFE ROUTES TO SCHOOL PROGRAM (SR2S)

http://www.dot.ca.gov/hq/LocalPrograms/lam/prog_g/g24sr2s.pdf

TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) CAPITAL GRANTS

Metropolitan Transportation Commission

http://www.mtc.ca.gov/projects/livable_communities/lcindex.htm

HOUSING INCENTIVE PROGRAM (HIP) GRANTS
Metropolitan Transportation Commission
http://www.mtc.ca.gov/projects/livable_communities/lcindex.htm

TRAFFIC ENGINEERING TECHNICAL ASSISTANCE PROGRAM (TEATAP)
Metropolitan Transportation Commission
http://www.mtc.ca.gov/about_mtc/doing_biz/tetap.htm

REGIONAL SIGNAL TIMING PROGRAM (RSTP)
Metropolitan Transportation Commission
http://www.mtc.ca.gov/about_mtc/doing_biz/tetap.htm

TDA ARTICLE 3 - PEDESTRIAN/BICYCLE PROJECTS
Metropolitan Transportation Commission
http://www.mtc.ca.gov/funding/claim_forms.htm

Regional Sources

TRANSPORTATION FUND FOR CLEAN AIR (TFCA)
Bay Area Air Quality Management District
The fund covers a wide range of project types, including purchase or lease of clean fuel buses, purchase of clean air vehicles; shuttle and feeder bus service to train stations; ridesharing projects to encourage carpool and transit use; bicycle facility improvements such as bike lanes, bicycle racks, and lockers; arterial management improvements to speed traffic flow on major arterials; smart growth; and transit information project to enhance the availability of transit information.
<http://www.baaqmd.gov/pln/ProgramsandGrants/TFCA/tfca.asp?Grp=4>

TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)
Sonoma County Transportation Authority
Anticipated county-level TLC program.
Sonoma County Transit Authority
Suzanne Wilford, 707-565-5373 or swilford@sonoma-county.org
<http://www.sonoma-county.org/scta/aboutscta.html>
RTIP is TIP funds available through and allocated by the Regional Transit Authority.

Local Sources

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)
<http://www.sonoma-county.org/cdc/comdevcdgb.htm>

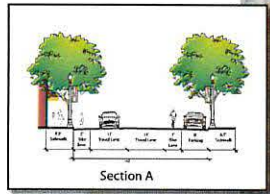
BUSINESS IMPROVEMENT DISTRICT (BID)
Made of business owners and can pay for programs (marketing or security) and physical improvements.

PROPERTY & BUSINESS IMPROVEMENT DISTRICT (PBID)
Made of mostly property owners and some business owners and can pay for programs (marketing or security) and physical improvements.

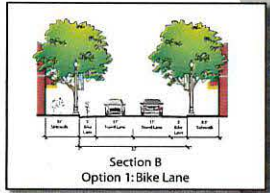
PARK DEDICATION FEES (PDF)

DEVELOPER IN-LIEU FEES (DIF)

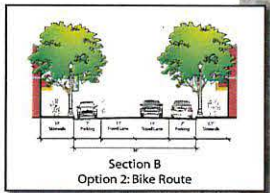
LAND DEDICATION FOR NEW DEVELOPMENT (LD)



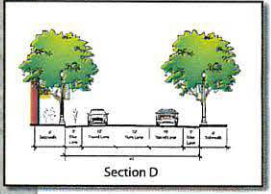
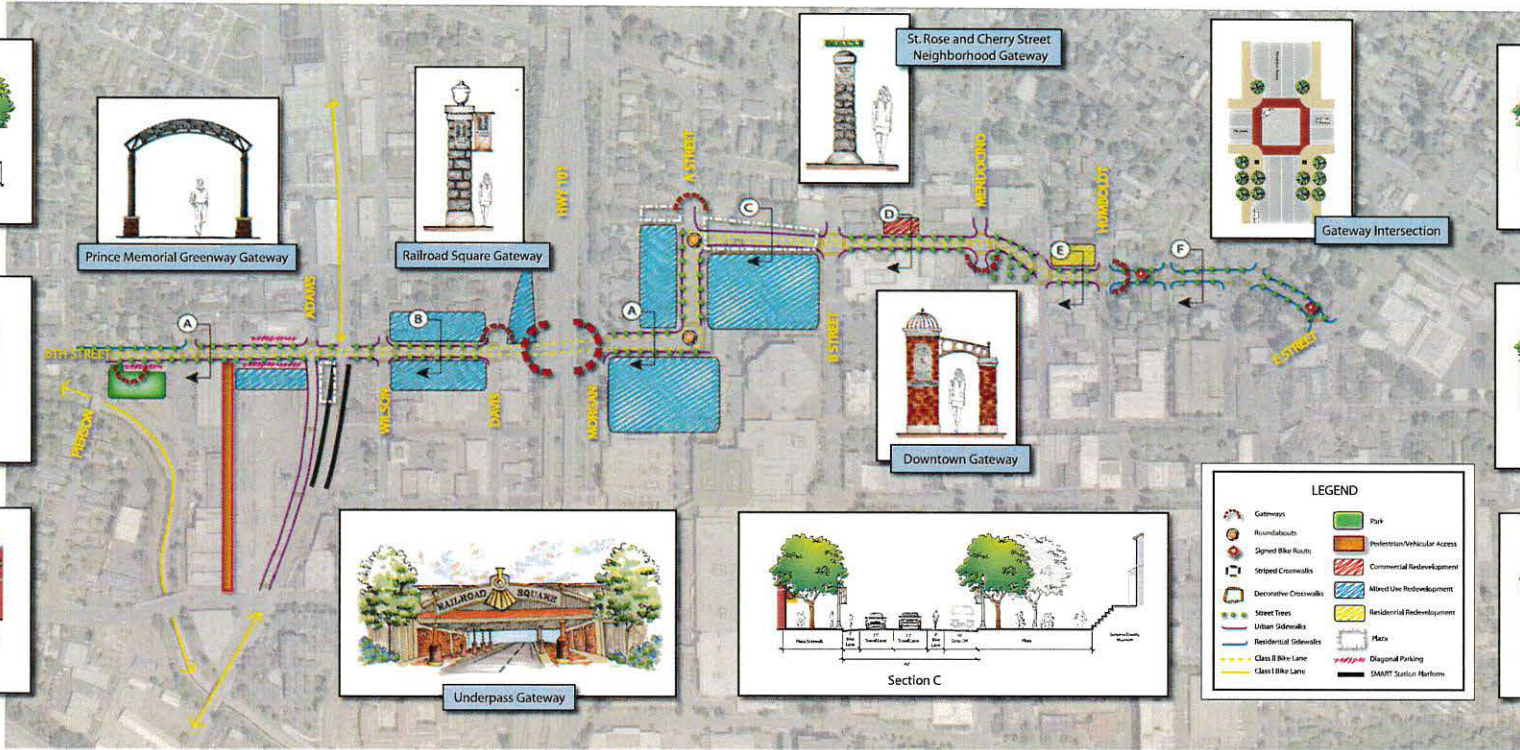
Section A



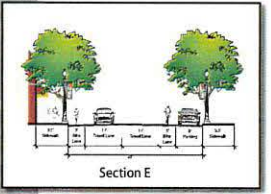
Section B
Option 1: Bike Lane



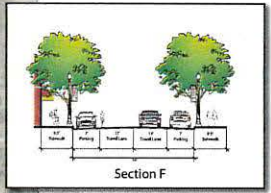
Section B
Option 2: Bike Route



Section D



Section E

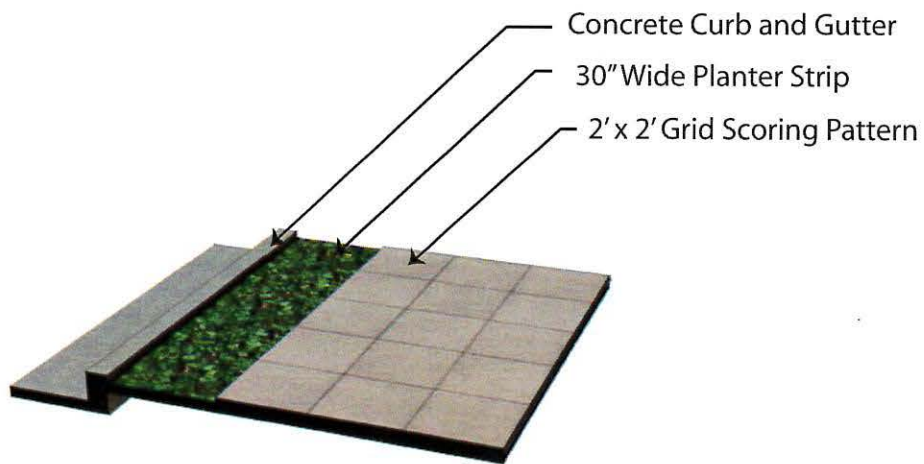


Section F

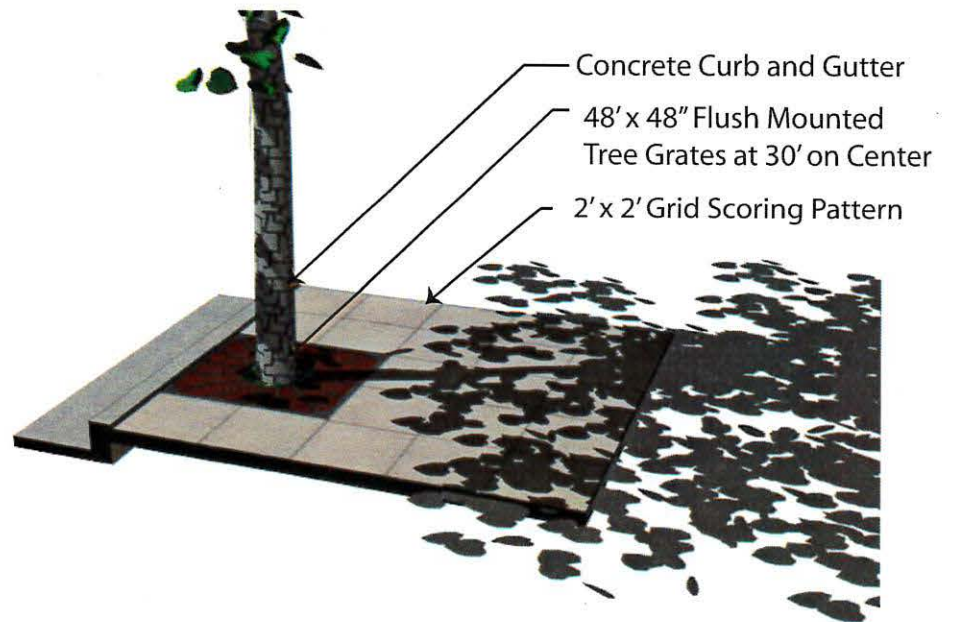
Santa Rosa Northern Downtown Pedestrian Linkages Study
Schematic Diagram

↑
N
1" = 100' - 0"

Final Concept



Historic Garden Sidewalk



Historic Urban Sidewalk