

Santa Rosa Bicycle & Pedestrian Master Plan Update 2018

Planning Commission

February 14, 2019

Nancy Adams
Transportation Planner

- Bicycle & Pedestrian Master Plan Update 2018
- Amendment to General Plan

- February 2011: City Council adopted the BPMP and the mitigated negative declaration
- July 2016: City received grant to update the Bicycle and Pedestrian Master Plan (BPMP)
- November 2018: Bicycle and Pedestrian Advisory Board (BPAB) and the Waterways Advisory Committee (WAC) provided input on the Draft Plan Update 2018
- January 2019: BPAB by motion recommended City Council adopt the Plan Update and approve amending General Plan

Community Engagement

- Community Engagement was a major component
 - ✓ Community open houses (3)
 - ✓ Pop up events (6)
 - ✓ Stakeholder interviews (11)
 - ✓ Project flyers
 - ✓ Project website/Social media
 - ✓ Community survey (1,300 responses)
 - ✓ Interactive mapping tool (2,100 comments and votes)
 - ✓ E-mail distribution (11,000 newsletter subscribers)
 - ✓ Local newspaper/radio/media alerts

Outreach: Community Meetings

Open Houses



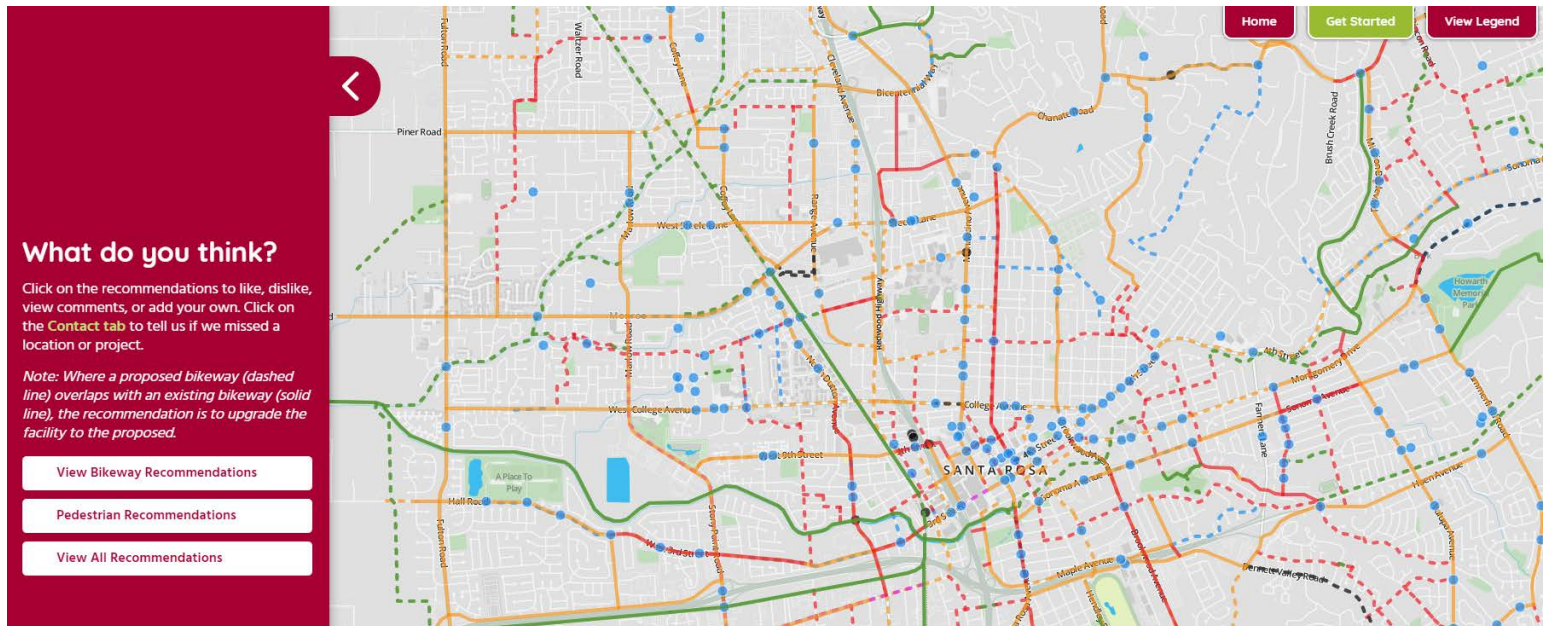
Stakeholder Interviews: Junior College Neighborhood Association



Pop Up Events: Hwy 101 Bike/Ped Overcrossing



- 1,300 Community Survey responses
- 2,100 Interactive Mapping Tool comments and votes
- 11,000 City Newsletter subscribers
- City Website and Social Media



What do you think?

Click on the recommendations to like, dislike, view comments, or add your own. Click on the Contact tab to tell us if we missed a location or project.

Note: Where a proposed bikeway (dashed line) overlaps with an existing bikeway (solid line), the recommendation is to upgrade the facility to the proposed.

[View Bikeway Recommendations](#)

[Pedestrian Recommendations](#)

[View All Recommendations](#)

Home Get Started View Legend

SANTA ROSA

Outreach: Board, Commission, & Council Meetings

- 8 Bicycle and Pedestrian Advisory Board meetings
- 3 Waterways Advisory Committee meetings
- 1 Community Advisory Board meeting
- Planning Commission (February 14, 2019)
- City Council (tentative March 12, 2019)



Bicycle and Pedestrian Advisory Board

Components of the Plan Update

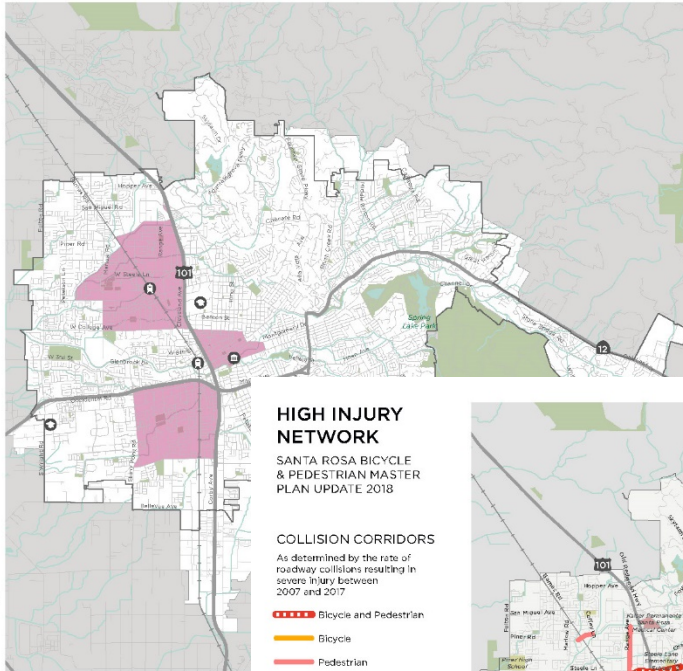
- Existing Conditions and Needs
- Vision and Goals
- Programs and Policies
- Recommendations Bikeways
- Recommendations Pedestrian
- Proposed Crossing Enhancement Locations and Trail Bridges
- Implementation – First Phase and Funding
- Bike & Pedestrian Facility Guidelines

Existing Conditions & Needs

COMMUNITIES OF CONCERN

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Community of Concern



DESTINATIONS + BOUNDARIES

-  City Hall
-  SMART Station
-  SR Junior College
-  City Limits
-  Park
-  Urban Growth Boundary

0 1 2 MILES



HIGH INJURY NETWORK

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COLLISION CORRIDORS

As determined by the rate of roadway collisions resulting in severe injury between 2007 and 2017

-  Bicycle and Pedestrian
-  Bicycle
-  Pedestrian

DESTINATIONS + BOUNDARIES

-  City Hall
-  SMART Station
-  SR Junior College
-  City Limits
-  Shopping
-  School
-  Hospital
-  Park
-  Urban Growth Boundary

0 1 2 MILES

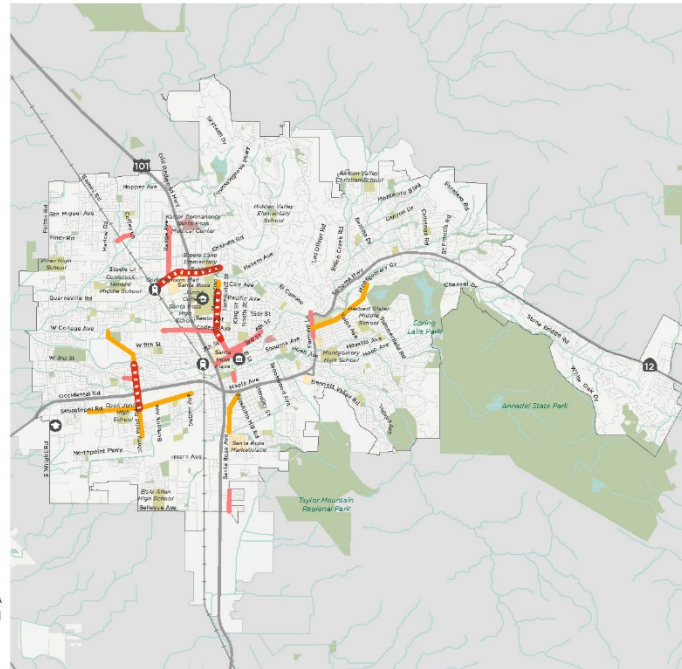
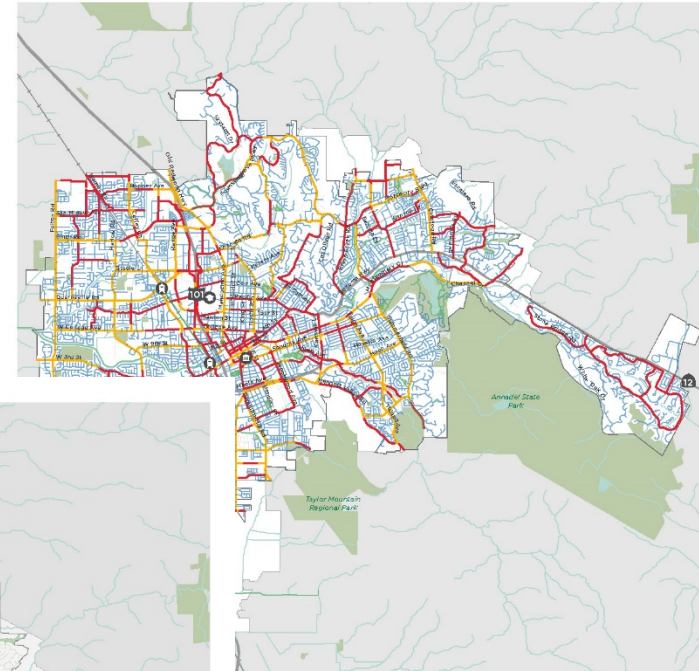


LEVEL OF TRAFFIC STRESS

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ROADWAYS AND PAVED TRAILS

-  Level 1 All Ages and Abilities
-  Level 2 Average Adult
-  Level 3 Confident Adult
-  Level 4 Fearless Adult



***Santa Rosa is a community
where walking and bicycling are
comfortable, convenient, and common
for people of all ages and abilities.***

**Goal 1: Increase
Comfort**

Design bicycle and pedestrian facilities that are accessible and comfortable for people of all ages and abilities to use

**Goal 2: Maintain and
Expand the Network**

Identify, develop, and maintain a complete and convenient bicycle and pedestrian network

**Goal 3: Support a
Culture of Walking and
Biking**

Increase awareness and support of bicycling and walking through programs and citywide initiatives

Bicycle Friendly Community advancement

SANTA ROSA BICYCLE-FRIENDLY COMMUNITY STATUS

	Bronze	Silver	Gold	Platinum	Diamond
🏆 KEY OUTCOMES					
❌	10.2 Fatalities per 10k daily commuters	1.4	0.6	0.5	0.2
❌	774 Crashes per 10k daily commuters	180	100	90	50
❌	1.0% Ridership percent of commuters who bicycle	3.5%	5.5%	12%	20%
🛡️ ENFORCEMENT					
✅	Bicycle-Friendly Laws			VERY GOOD	EXCELLENT
✅	Law Enforcement Liaison				YES
🔍 EVALUATION					
❌	Bicycle Program Staff	Position Vacant			1 PER 10K CITIZENS
✅	Bicycle Plan	current and being implemented			YES
🔧 ENGINEERING					
✅	Arterial Streets	with bike lanes			90%
⚖️	33% of Road Miles have Bikeways				70%
✅	Bike Access	to Public Transportation		VERY GOOD	EXCELLENT
🎓 EDUCATION					
⚖️	26-50% of Schools Offer Bike Education				80%
✅	Adult Bike Education	annual offerings			MONTHLY
✅	Bike Education Outreach			VERY GOOD	EXCELLENT
👤 ENCOURAGEMENT					
✅	Active Bike Clubs and Events				YES
✅	Bike Month and Bike to Work Events				EXCELLENT
✅	Active Bicycle Advisory Committee			YES	YES
✅	Active Advocacy Group			YES	YES
✅	Recreational Facilities			YES	YES

Vision Zero (VZ) Policy

TRADITIONAL APPROACH

Traffic deaths are *inevitable*

Perfect human behavior

Prevent *collisions*

Individual responsibility

Saving lives is *expensive*

vs

VISION ZERO

Traffic deaths are *preventable*

Integrate *human failing* in approach

Prevent *fatal and severe crashes*

Systems approach

Saving lives is *not expensive*

Vehicle Miles Traveled (VMT)

SB 743 changes CEQA guidelines on measuring transportation impacts from Level of Service (LOS) to Vehicle Miles Traveled (VMT)

SMART Corridor Bike Share

Aug 2017-Aug 2018:

- 723,000 passengers
- 65,500 bicycles
- 1 in 9 riders brings a bike on board



Bike Share

- Startup 2019

Recommendations: Bikeways

RECOMMENDED BIKEWAYS

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PROPOSED

-  Class I Shared-Use Path
-  Class II Bicycle Lane
-  Class IIIB Buffered Bicycle Lane
-  Class III Bicycle Route
-  Class IIIB Bicycle Boulevard
-  Class IV Separated Bikeway
-  Study

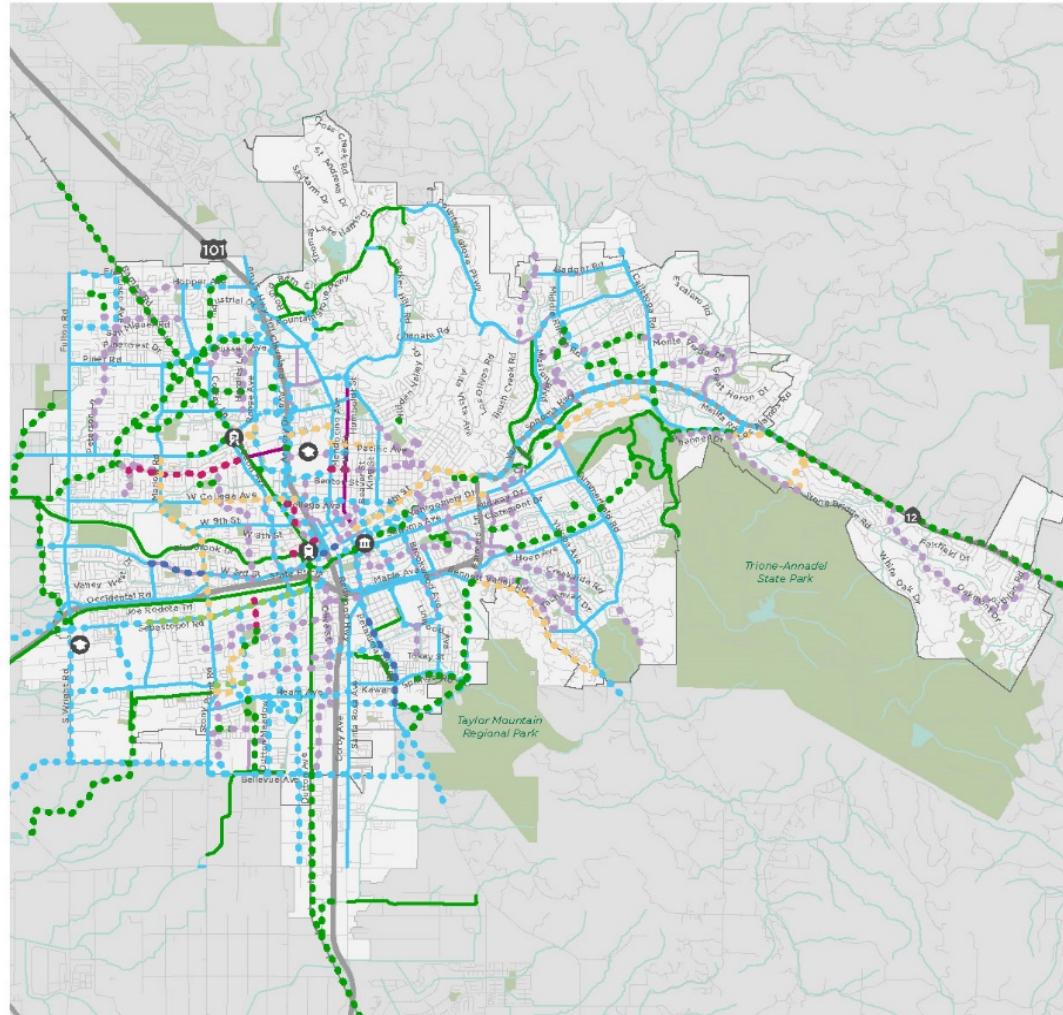
EXISTING

-  Class I Shared-Use Path
-  Class II Bike Lane
-  Class III Bike Route
-  Class IIIB Bicycle Boulevard

DESTINATIONS + BOUNDARIES

-  City Hall
-  SMART Station
-  Santa Rosa Junior College
-  City Limits
-  Park
-  Urban Growth Boundary

0 1 2 MILES



Recommendations: Bikeways

Bikeway Type	Existing	Recommended
Class I Shared Use Paths	30.9 mi	38.9 mi
Class II Bicycle Lanes	67.1 mi	48.5 mi
Class II Buffered Bicycle Lanes	0.2 mi	1.9 mi
Class III Bicycle Routes	12.8 mi	35.3 mi
Class III Bicycle Boulevard	1.6 mi	2.5 mi
Class IV Separated Bikeways	-	2.2 mi

Recommendations: Pedestrian

PEDESTRIAN RECOMMENDATIONS

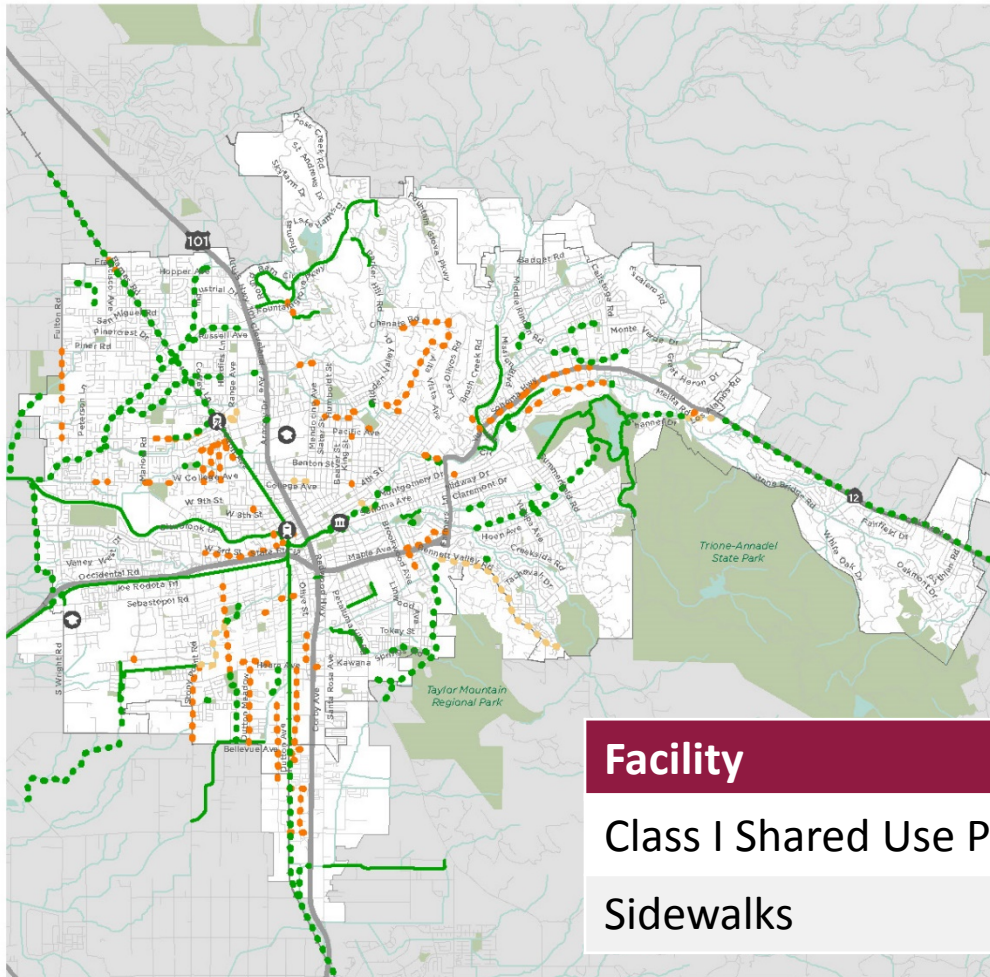
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- PROPOSED**
- Class I Shared-Use Path
 - Sidewalk
 - Study

- EXISTING**
- Class I Shared-Use Path

- DESTINATIONS + BOUNDARIES**
- Santa Rosa Junior College
 - City Hall
 - SMART Station
 - City Limits
 - Park
 - Urban Growth Boundary

0 0.95 1.9 MILES



Facility	Recommended
Class I Shared Use Paths	38.9 mi
Sidewalks	21.2 mi

Proposed Crossing Enhancement Locations

PROPOSED CROSSING ENHANCEMENT LOCATIONS

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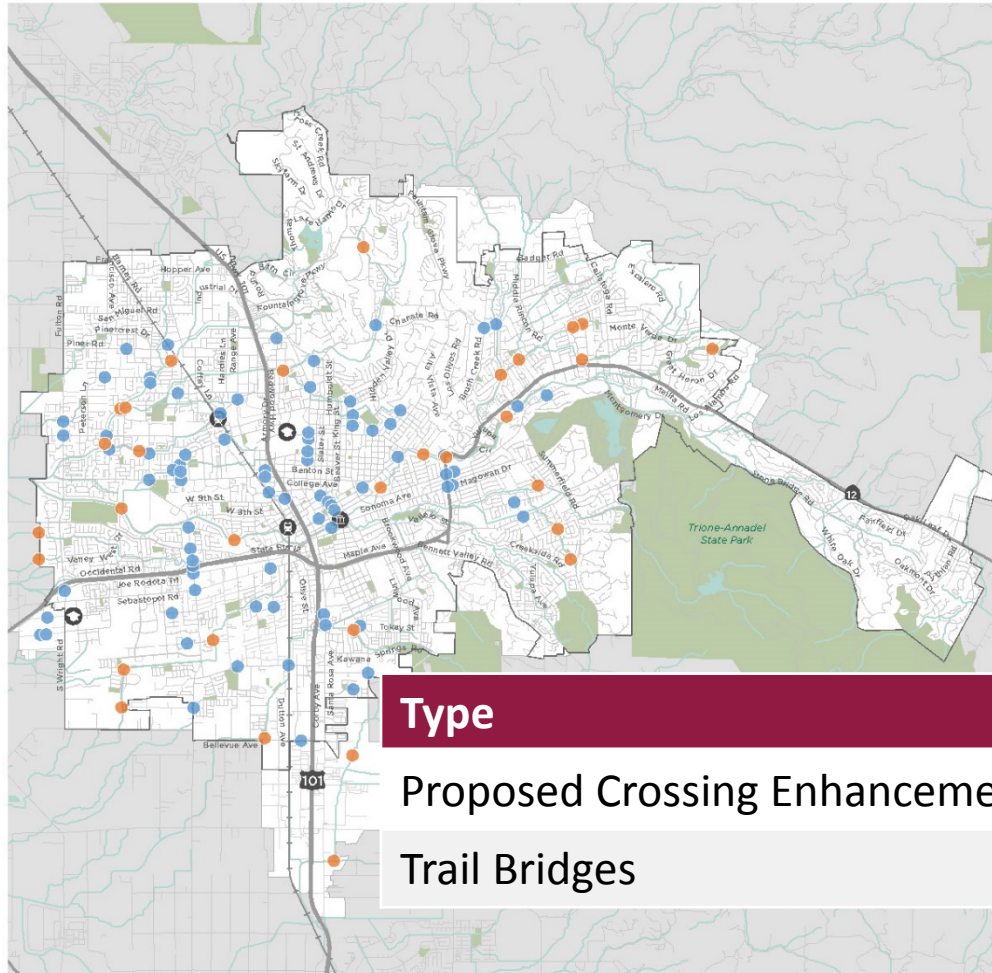
- Proposed Crossing Enhancement Location
- Trail Bridge

DESTINATIONS + BOUNDARIES

-  City Hall
-  SMART Station
-  Santa Rosa Junior College

-  City Limits
-  Park
-  Urban Growth Boundary

0 0.65 1.3 MILES



Type	Proposed
Proposed Crossing Enhancement Locations	39
Trail Bridges	31

Implementation: First Phase

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FIRST PHASE PROJECTS

-  Shared-Use Path (Class I)
-  Bicycle Lane (Class II)
-  Buffered Bicycle Lane (Class IIB)
-  Bicycle Route (Class III)
-  Sidewalk
-  Study

DESTINATIONS + BOUNDARIES

-  City Hall
-  SMART Station
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SHARED-USE PATH

-  **A** Highway 101 Overcrossing
(CODDINGTON MALL TO SANTA ROSA JUNIOR COLLEGE)
-  **B** Jennings Avenue
(AT SMART TRACKS)
-  **C** Roseland Creek Trail
(BURBANK AVE TO MCMINN AVE)
-  **D** SMART Trail:
SEGMENT A (PRINCE MEMORIAL GREENWAY TO 3RD ST)
SEGMENT B (4TH ST TO 6TH ST)
SEGMENT C (GUERNEVILLE RD TO CITY LIMITS)
-  **E** Southeast Greenway
(FARMERS LN TO SPRING LAKE PARK)
-  **F** Taylor Mountain Regional Park Trail
(BENNETT VALLEY RD/FARMERS LN TO PETELUMA HILL RD/YOLANDA AVE)








BICYCLE ROUTE

-  **B** Street
(3RD ST TO 4TH ST)
-  **P** 3rd Street
(70FT EAST OF ROBERTS AVE TO 250FT WEST OF WILSON ST)
-  **Q** Chanate Road
(MENDOCINO AVE TO LOMITAS AVE)
-  **R** Fulton Road
(APPLETREE DRIVE TO GUERNEVILLE ROAD)
-  **S** Guerneville Road
(MARLOW ROAD TO RIDLEY AVENUE)
-  **T** Sonoma Avenue
(FARMERS LN TO VILLAGE COURT TRANSIT HUB)

STUDY

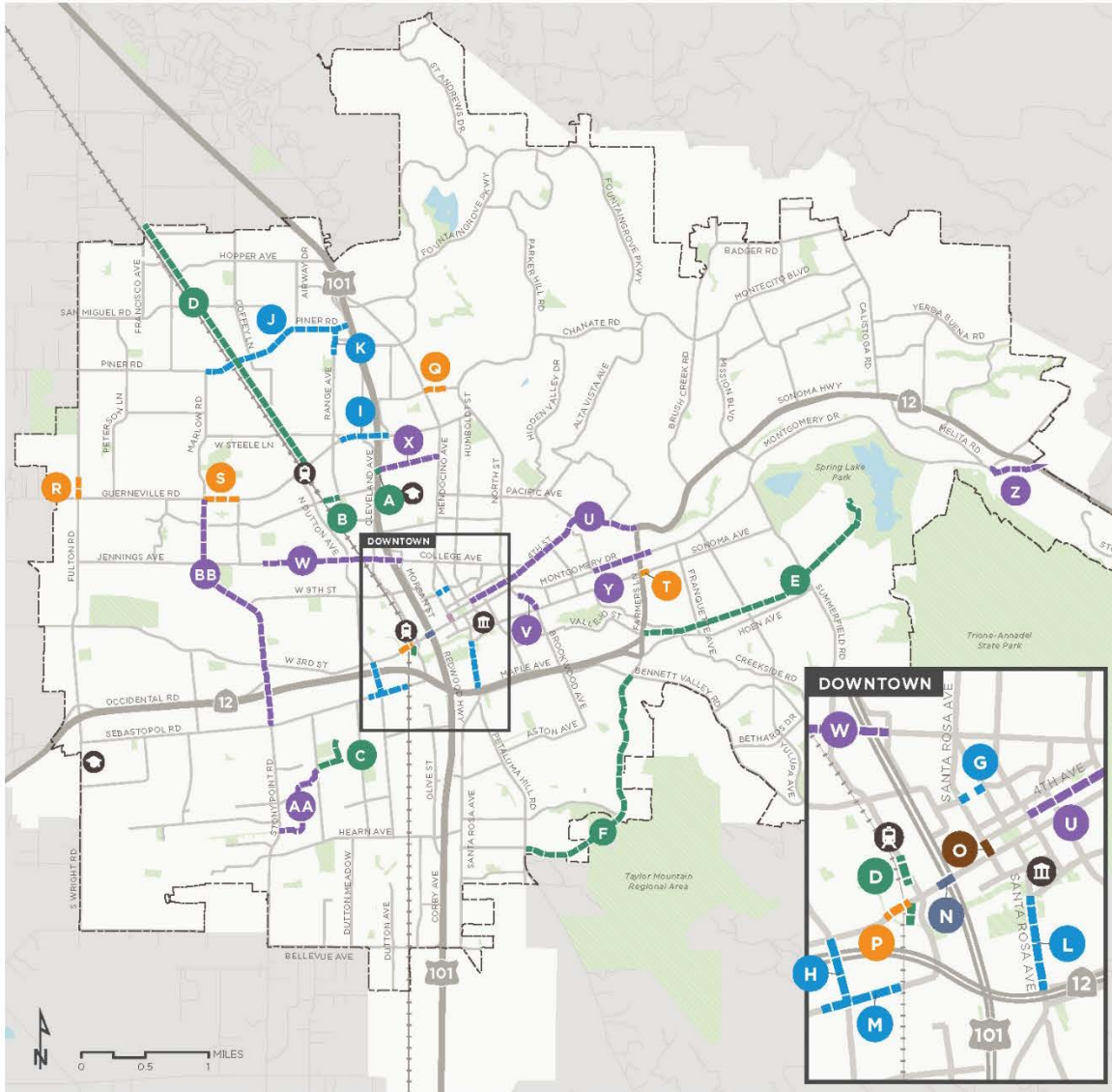
-  **U** 4th Street
(D ST TO FARMERS LN)
-  **V** Brookwood Avenue
(2ND ST TO SONOMA AVE)
-  **W** College Avenue
(KOWELL LN TO MORGAN ST)
-  **X** Elliott Avenue
(ARMORY DR TO MENDOCINO AVE)
-  **Y** Montgomery Drive
(ALDERBROOK DR TO HAHMAN DR)
-  **Z** Northeast Connections:
SANTA ROSA CREEK TRAIL
(MELITA RD TO SR 12)
CHANNEL TRAIL (SR 12 TO CHANNEL DR)
MELITA ROAD (SR 12 TO STONE BRIDGE RD)
CHANNEL TRAIL (STONE BRIDGE RD TO CHANNEL DR)
-  **AA** Roseland Creek Trail
(STONY POINT RD TO BURBANK AVE)
-  **BB** Stony Point Road
(GUERNEVILLE RD TO SEBASTOPOL RD)

BICYCLE LANE

-  **G** 7th Street
(B ST TO MENDOCINO DR)
-  **H** Dutton Avenue
(3RD ST TO SEBASTOPOL RD)
-  **I** Guerneville Road
(RANGE AVE TO ILLINOIS AVE)
-  **J** Piner Road
(MARLOW RD TO CLEVELAND AVE)
-  **K** Range Avenue
(PINER RD TO RUSSELL AVE)
-  **L** Santa Rosa Avenue
(SONOMA AVE TO MAPLE AVE)
-  **M** Sebastopol Road
(AVALON AVE TO SEBASTOPOL AVE)

BUFFERED BICYCLE LANE

-  **N** 3rd Street
(DAVIS ST TO MORGAN ST)



Implementation: Funding

FUNDING SOURCE	ON-STREET BIKEWAYS	TRAILS	SAFE ROUTES TO SCHOOL	SAFE ROUTES TO TRANSIT	CROSSING/ INTERSECTIONS	PROGRAMS	STUDIES
<i>Local and Regional Programs</i>							
Transportation Funds for Clean Air (SCTA)	●	●	●	●	●		
Bicycle Facilities Program (BAAQMD)	●	●	●	●			
One Bay Area (MTC)	●	●	●	●			
Transportation Development Act, Article 3 (SCTA)	●	●	●	●	●		
Measure M (SCTA)	●	●	●	●	●		
Regional Measure 3 (MTC)				●			

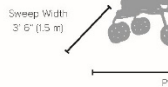
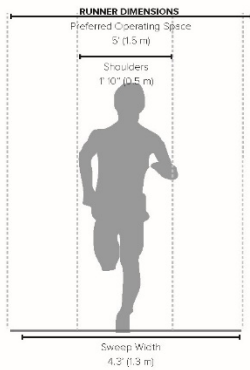
FUNDING SOURCE	ON-STREET BIKEWAYS	TRAILS	SAFE ROUTES TO SCHOOL	SAFE ROUTES TO TRANSIT	CROSSING/ INTERSECTIONS	PROGRAMS	STUDIES
<i>Competitive Grant Programs</i>							
Active Transportation Program (CTC)	●	●	●	●	●	●	
Sustainable Transportation Planning Grants (Caltrans)							●
Highway Safety Improvement Program (Caltrans)	●		●	●	●		
Solutions for Congested Corridors (CTC)	●	●			●		
Office of Traffic Safety (CA OTS)						●	
Recreational Trails Program (CA DPR)		●					
Affordable Housing & Sustainable Communities (CA HCD)	●			●		●	
Cultural, Community, and Natural Resources (CA NRA)		●					
Urban Greening Grants (CA NRA)	●	●	●	●			

Bicycle and Pedestrian Facility Guidelines

Context

Design Needs of Runners

Running is an important recreation and fitness activity commonly performed on shared use paths. Many runners prefer softer surfaces, such as rubber, bare earth or crushed rock to reduce impact. Runners can change their speed and direction frequently. If high volumes are expected, controlled interaction or separation of different types of users should be considered.



Design Needs of Strollers

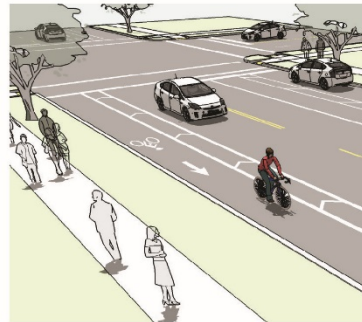
Strollers are wheeled to transport babies or young children and vary greatly in their design. Strollers are designed for others to carry them or depend on the wheel the adult who is pushing.

Strollers commonly have a low profile for easy maneuverability on unpaved surfaces. Curb ramps are valuable for strollers.

Bicycle Toolbox

Buffered Bicycle Lanes

Buffered bike lanes are conventional bicycle lanes paired with a dedicated buffer zone separating the bicycle lane from the adjacent motor vehicle travel lane.



Typical Use

- Anywhere a conventional bike lane is being considered.
- While conventional bike lanes are most appropriate on streets with lower to moderate speeds (< 25 mph), buffered bike lanes are appropriate on streets with higher speeds (> 25 mph) and high volumes or high truck volumes (up to 6,000 ADT).
- On streets with extra lanes or lane width.
- Appropriate for skilled adult riders on most streets.

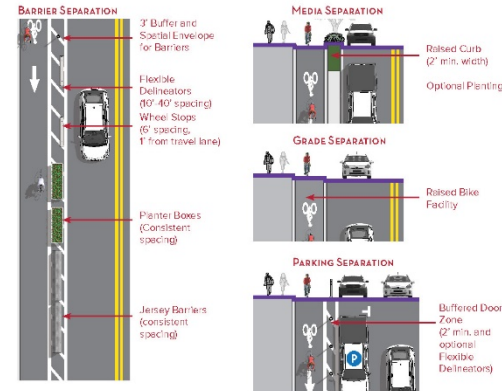
Design Feature

- The minimum bike buffer is 5 feet wide.
- Buffers should be at least 4 feet wide or wider markings should be used.
- For clarity at drive crossings, consider consistent configurations.
- There is no standard configuration on the street or a combination of configurations.

Bicycle Toolbox

Separated Bikeway Barriers

Separated bikeways may use a variety of vertical elements to physically separate the bikeway from adjacent travel lanes. Barriers may be robust constructed elements such as curbs, or may be more interim in nature, such as flexible delineator posts.



Typical Use

Appropriate barriers for retrofit projects:

- Parked Cars
- Flexible delineators
- Ballards
- Planters
- Parking stops

Appropriate barriers for reconstruction projects:

- Curb separation
- Medians
- Landscaped Medians
- Raised protected bike lane with vertical or mountable curb
- Pedestrian Refuge Islands

Amendment to General Plan

- Replace figure 5-2 Bicycle Corridors with the “Recommended Bikeways”
- Amend the text
 - Bicycle Facilities - pages 5 – 10 , 5 – 11
 - Pedestrian Facilities - page 5 – 14

- Bicycle Facilities - page 5 – 10

Increase miles of designated bikeways

- 180 to 242 miles

Add – 3 new Bikeway Categories

- Class IIB (Buffered bike lane)
- Class IIIB (Bicycle boulevard)
- Class IV Separated bikeway

- Bicycle Facilities - page 5 – 11

Change miles of designated bikeways

- Class IV - 2 miles
- Class III – 48 miles
- Class IIIB – 4 miles
- Class II – 116 miles
- Class IIB – 2 miles
- Class I – 70 miles

- Bicycle Facilities - page 5 – 11

Change to 5 criteria used to prioritize bike and pedestrian projects

- Collision reduction
- Connectivity
- Comfort network
- Gap Closure
- Equity

- Pedestrian Facilities - page 5 – 14

Remove existing text and replace with text from Plan Update related to sidewalks, pathways, proposed crossings and trail crossings

It is recommended by the Transportation and Public Works, that the Planning Commission, by resolution, recommend to the City Council adoption of the Bicycle and Pedestrian Master Plan Update 2018 and recommend approval of a General Plan Amendment, consistent with the Bicycle and Pedestrian Master Plan.

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Transportation and Public Works

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