#### **City Council Active Transportation Plan** July 8, 2025





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Prince Memorial Greenway Trail



#### Vision and Goals

GOALS

#### VISION

Santa Rosa is a city where the active transportation network is robust, accessible, and connected to the entire community, regardless of age and ability. It is an integral part to our Safe Systems Approach as we strive to reach the City's Environmental and Vision Zero goals. Make Safety the Default Option

**Promote Equity & Social Justice** 



Increase Access & Comfort



Create a Sustainable City





#### Existing Conditions Analyses













# Public Engagement

## PHASE 1

- Project Webpage
- BPAB Meetings (2)
- Stakeholder Meetings (2)
- Online Interactive Map
- Public Workshop (1)
- Pop-up Events (11)

# PHASE 2

- Project Webpage
- BPAB Meetings (1)
- Stakeholder Meetings (2)
- Online Interactive Map
- Public Workshop (1)
- Pop-up Events (2)





# Pedestrian Network Recommendations Citywide



#### **Pedestrian Network Recommendations**



Recommendations are considered planning-level, meaning they should be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.



#### Pedestrian Facility Toolbox



SIDEWALKS AND CURB RAMPS



**MEDIAN REFUGE ISLANDS** 





**CURB EXTENSIONS** 



HIGH INTENSITY ACTIVATED CROSSWALKS



HIGH VISIBILTY CROSSWALKS



RECTANGULAR RAPID FLASHING BEACON



# Bicycle Network Recommendations Citywide



#### **Bicycle Network Recommendations**



Combined with the existing bicycle facilities, Santa Rosa would have a total of **249 miles of bicycle facilities when fully built out**.

Recommendations are considered planning-level, meaning they should be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.





## Prioritization General Data Used

- Collision History
- PLTS/ BLTS
- Health and Equity Analyses
- Presence of Transit
- Access to Parks
- Access to Schools
- Existing City and Regional Bike/Ped Networks
- Parking removal\*

Pavement & Maintenance Projects





\* Only considered for on-street bicycle facilities

#### Prioritization Pedestrian Infrastructure Improvements Citywide

The rankings are not intended to reflect an order in which to complete projects but rather a guide for staff to select projects based on a variety of factors that present opportunities to move projects forward.





#### Prioritization Bicycle Infrastructure Improvements Citywide

The rankings are not intended to reflect an order in which to complete projects but rather a guide for staff to select projects based on a variety of factors that present opportunities to move projects forward.





#### **Implementation Strategy**

Capital Projects: include Active Santa Rosa's projects in City's CIP

**Quick Build Projects** – Where feasible, the City should identify specific network improvements or packaged improvements that can advance on an accelerated timeline through quick-build implementation.

# *Active Santa Rosa* recommends **\$748,288,356** in linear projects

- High-Priority Projects
  \$221,213,780
- Opportunity Projects
  \$527,074,576



# Funding Strategy

City does not currently have dedicated funding source for implementing recommended improvements.

CIP prioritization has created Ped/Bike budgets with commitments from the TPW Director and City Council.

Consider various sources of funding:



#### FEDERAL

- Recreation Trails Program
- Better Utilizing Investments to Leverage Development (BUILD) Grants
- Highway Safety Improvement Program (HSIP)
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Block Grants

#### STATE

- Active Transportation Program
- Affordable Housing and Sustainable Communities Program (AHSC)
- Caltrans Sustainable Transportation Planning Grants
- State Highway Operation and Protection Program (SHOPP)

#### LOCAL/REGIONAL

- Measure DD
- One Bay Area Grant
- Regional Measure 3
- Transit-Oriented Communities & Climate Program Implementation Grants



#### Recommendation

It is recommended by the Transportation and Public Works Department and the City of Santa Rosa Bicycle and Pedestrian Advisory Board that the Council, by resolution, adopt the Active Transportation Plan.



