

Bicycle and Pedestrian Advisory Board

Active Transportation Plan

October 17, 2024



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Agenda

- Project Updates
- Project Overview
- Phase 1 Tasks Recap
- Infrastructure Recommendations
- Q&A and Discussion
- Next Steps



Project Overview

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Project Timeline

2024

WE ARE HERE!

2025



Recommendations Map



Website www.SRCity.org/ATP



DRAFT Recommendations Webmap

Phase 1 Tasks

(quick recap...)

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Preliminary Project Goals



Make Safety the Default Option



Promote Equity & Social Justice



Increase Access & Comfort

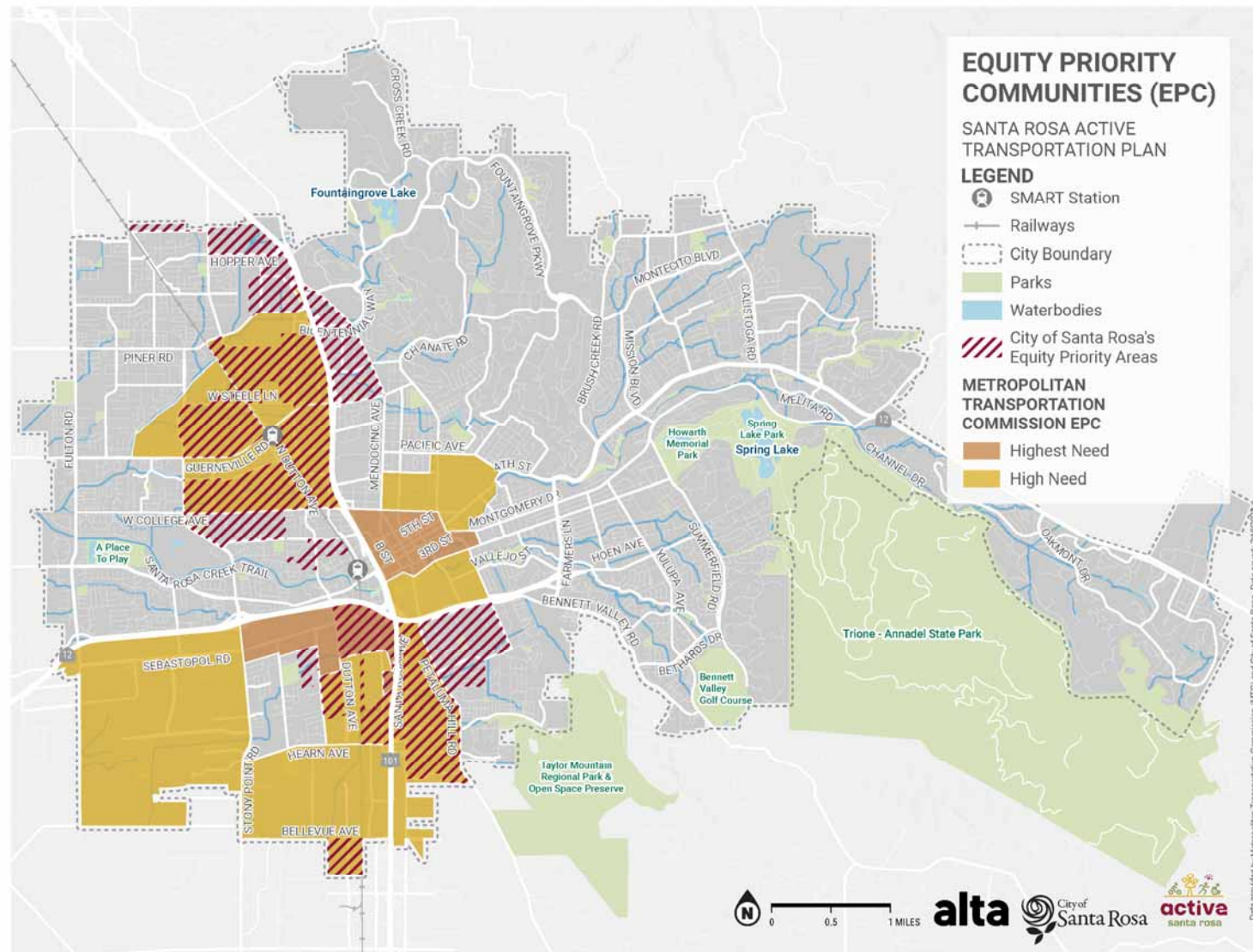


Create a Sustainable City

Existing Conditions

equity profile

- Demographic variables:
 - People of Color
 - Low-Income
 - Limited English Proficiency
 - Seniors 75 years and over
 - Zero-Vehicle Households
 - Single Parent families
 - People with a disability
 - Rent-burdened Households
- Highest need areas:
 - Roseland and South Park neighborhoods
 - Downtown
 - Near Santa Rosa North SMART Station

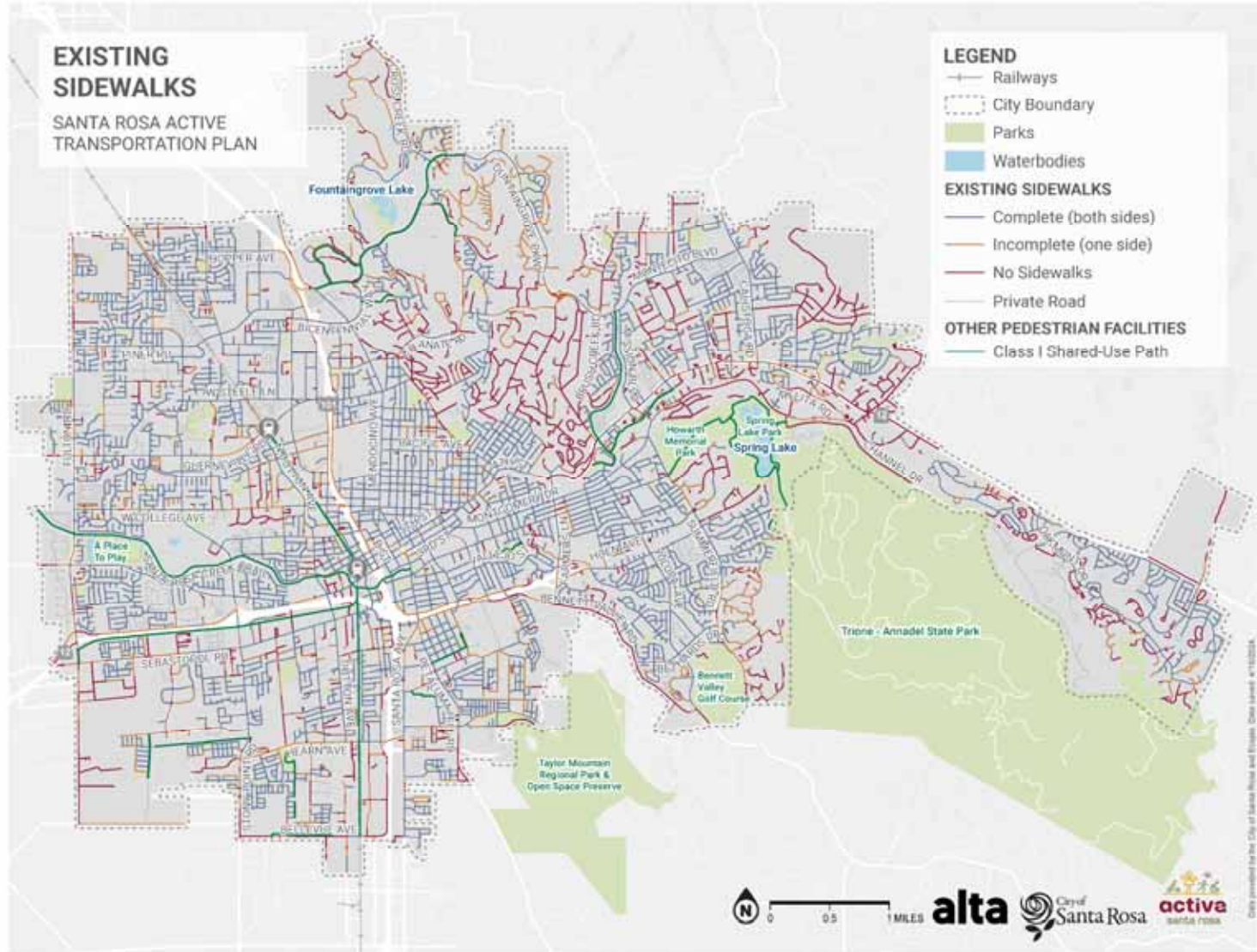


Data provided by Metropolitan Transportation Commission (MTC) and City of Santa Rosa. Date saved: 2/16/2024

Transportation Profile

Walking Facilities

- Complete sidewalks (2 sides):
Downtown & gridded central area
- Incomplete sidewalks: hillside neighborhoods, curvilinear streets / dead end streets, industrial areas (i.e., Roseland neighborhood)

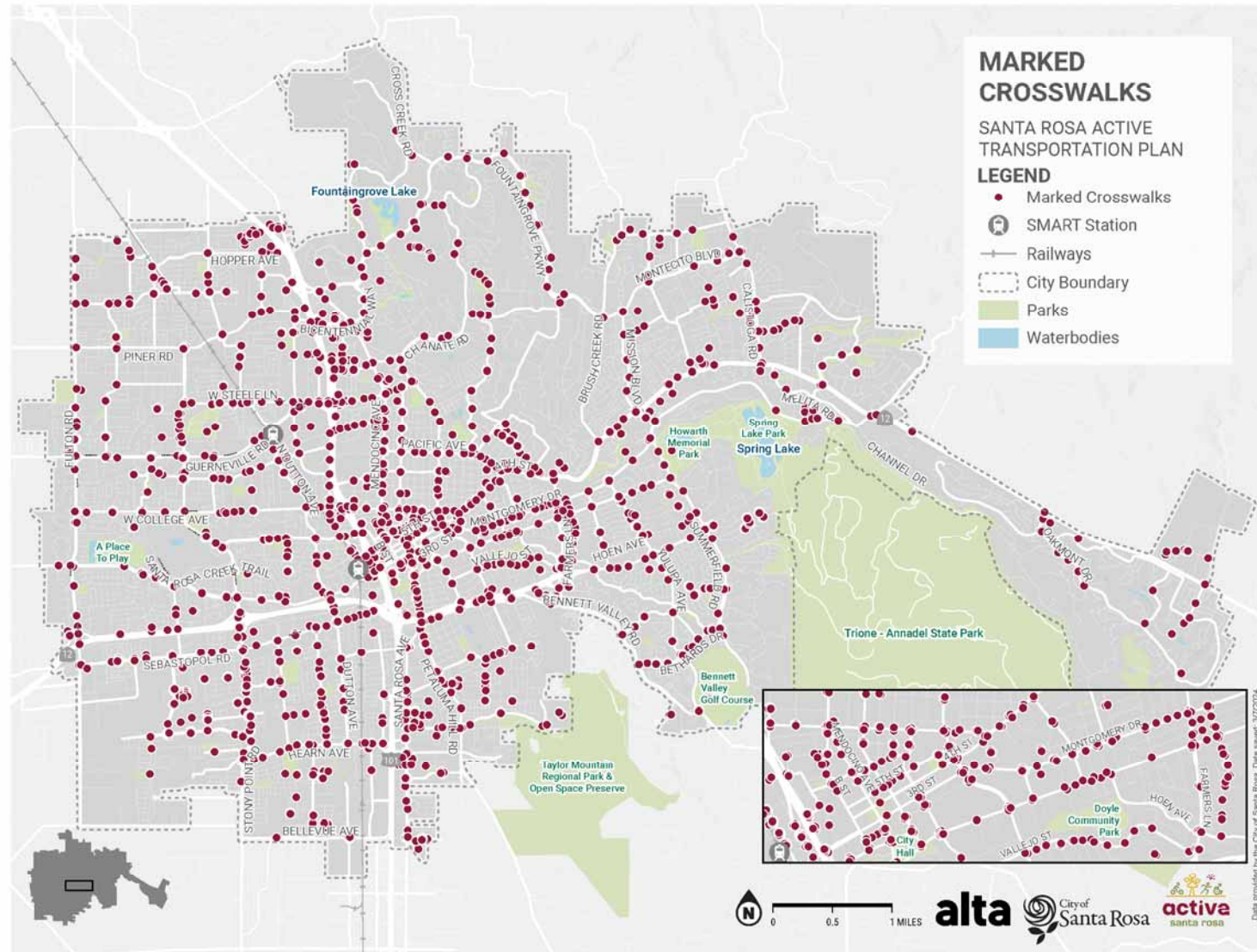
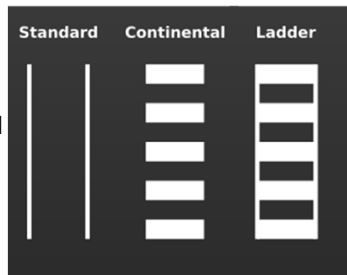


Transportation Profile

Walking Facilities

- 24% of all intersections have a marked crosswalk
- 48% of all collector/arterial intersections have a marked crosswalk
- Marked crosswalks are less common at intersections between local roads, except near schools and parks

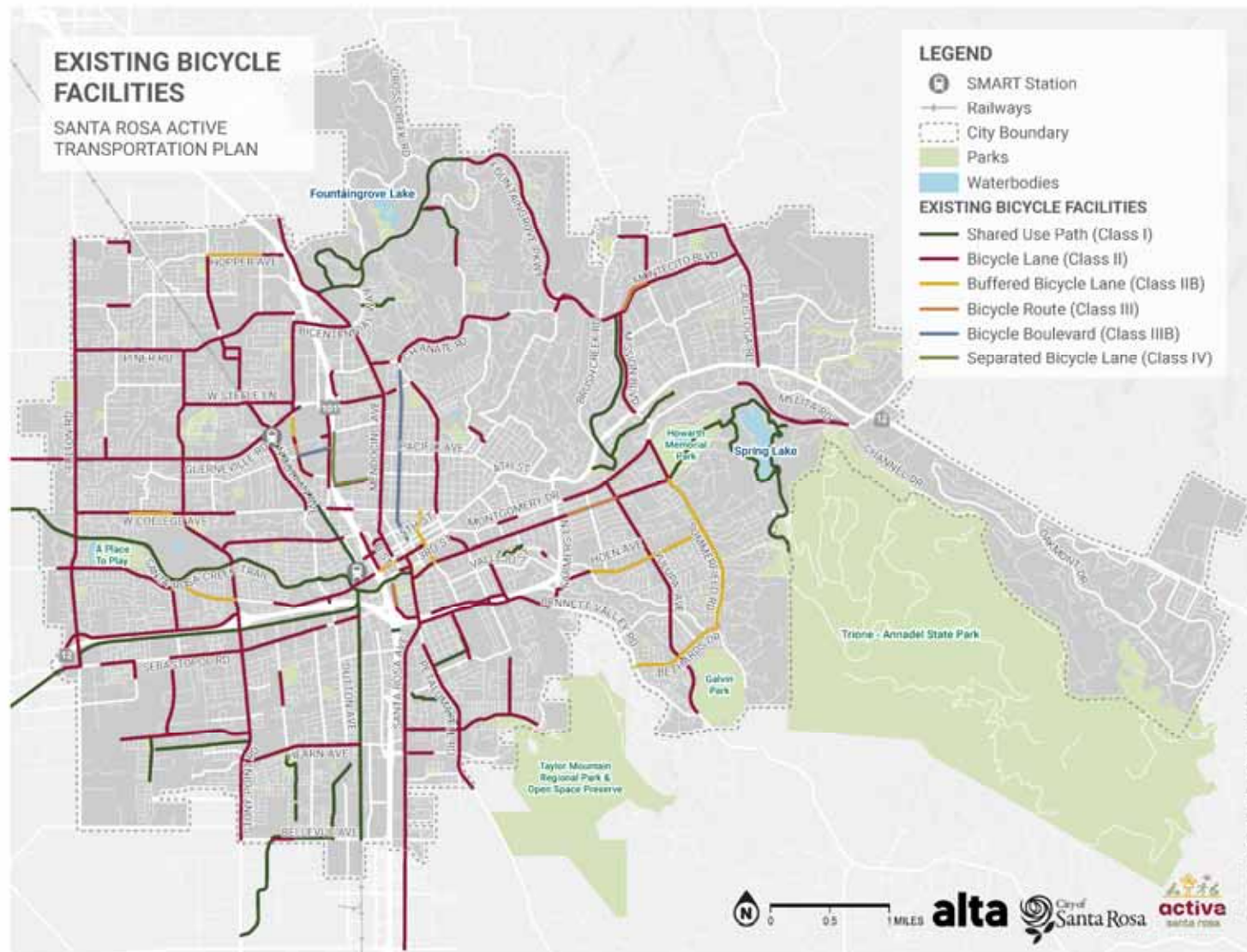
Examples of marked Crosswalks



Transportation Profile

Bicycling Facilities

- 108 miles of existing bicycle facilities
- Most of existing network consists of Bike Lanes (68 mi) and Shared-use Paths (31 mi.)
- Many bike lanes exist along multilane arterials and may not be comfortable for most users
- Highways and intersections between arterials often serve as barriers/gaps in the network



Active Trip Potential

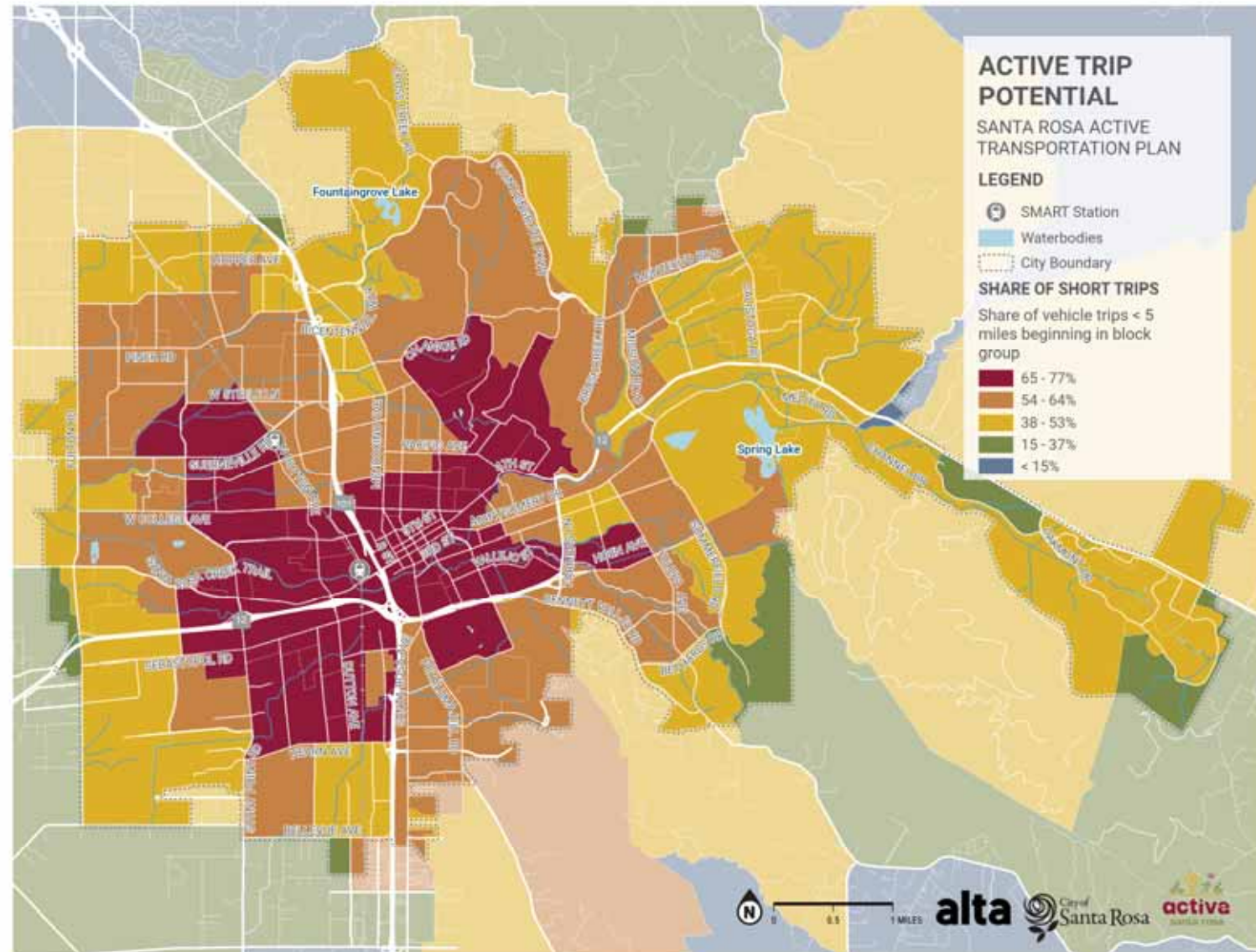
DEFINITION:

Proportion of all trips that may reasonably be made by active modes based on reasonable distances:

- < 1 mile – Walking
- 1-3 miles – Biking
- 3-5 miles – E-bikes/Scooters

FINDINGS:

- High active-trip potential concentrated in City Core
- 42% of vehicle trips in the city are less than 5 miles



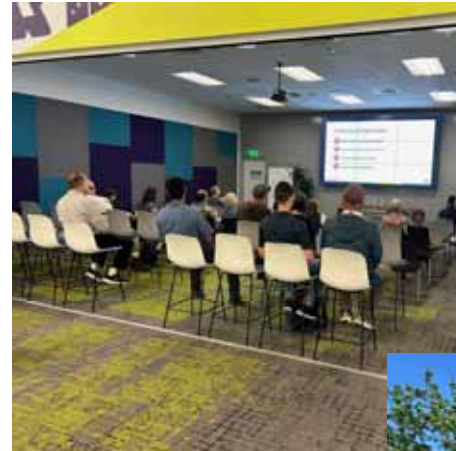
Public Engagement

Phase 1 Engagement Opportunities:

- Project Webpage
- Interactive Webmap
- Pop-Up Events (11)
- Stakeholder Meetings (2)
- Public Workshop (1)
- BPAB Meetings (2)

Common Themes:

- Desire for safer connections to trails, schools, parks, transit, and commercial areas
- Desire for better connected, low-stress bike network
- Biking along and crossing major roadways often feels unsafe
- Incomplete sidewalks in many areas
- People experiencing houselessness located along some shared-use paths



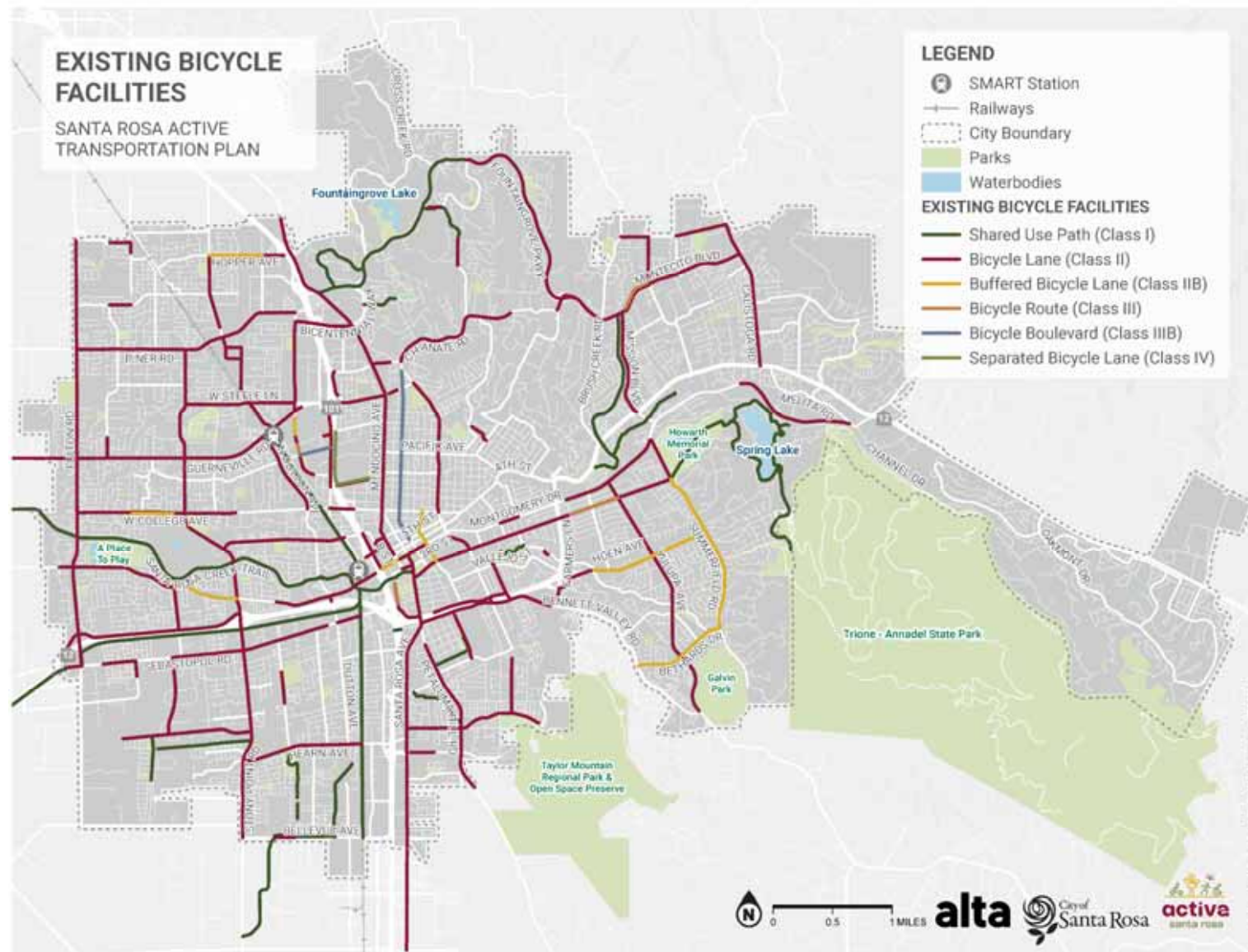
Infrastructure Recommendations

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Development of Recommendations

- Goals and Objectives
- Community Feedback
- Phase 1 engagement
 - Webmap+ survey
 - Feedback from County Master Plan engagement
 - Pop-ups
 - Public Workshop
- Roadways with high speed and volumes are difficult to travel along and cross
- Improved safety/ separation or people walking and biking
- Previously Planned Facilities

Source: Existing Conditions



Guidance Used

Local, State and Federal/National Guidance used for recommendation development:

City of Santa Rosa

- City of Santa Rosa Traffic Standards (2008)
- City of Santa Rosa Street Design and Construction Standards (2004)

Caltrans Guidance

- Caltrans 7th Edition Highway Design Manual (HDM) – Chapter 1000 Bicycle Transportation Design (2015)
- Caltrans Design Information Bulletin Number 94 – Complete Streets Contextual Design Guidance (2024)
- Caltrans Design Information Bulletin Number 89-02 – Class IV Bikeway Guidance (2022)
- Caltrans Traffic Calming Guide (2023)

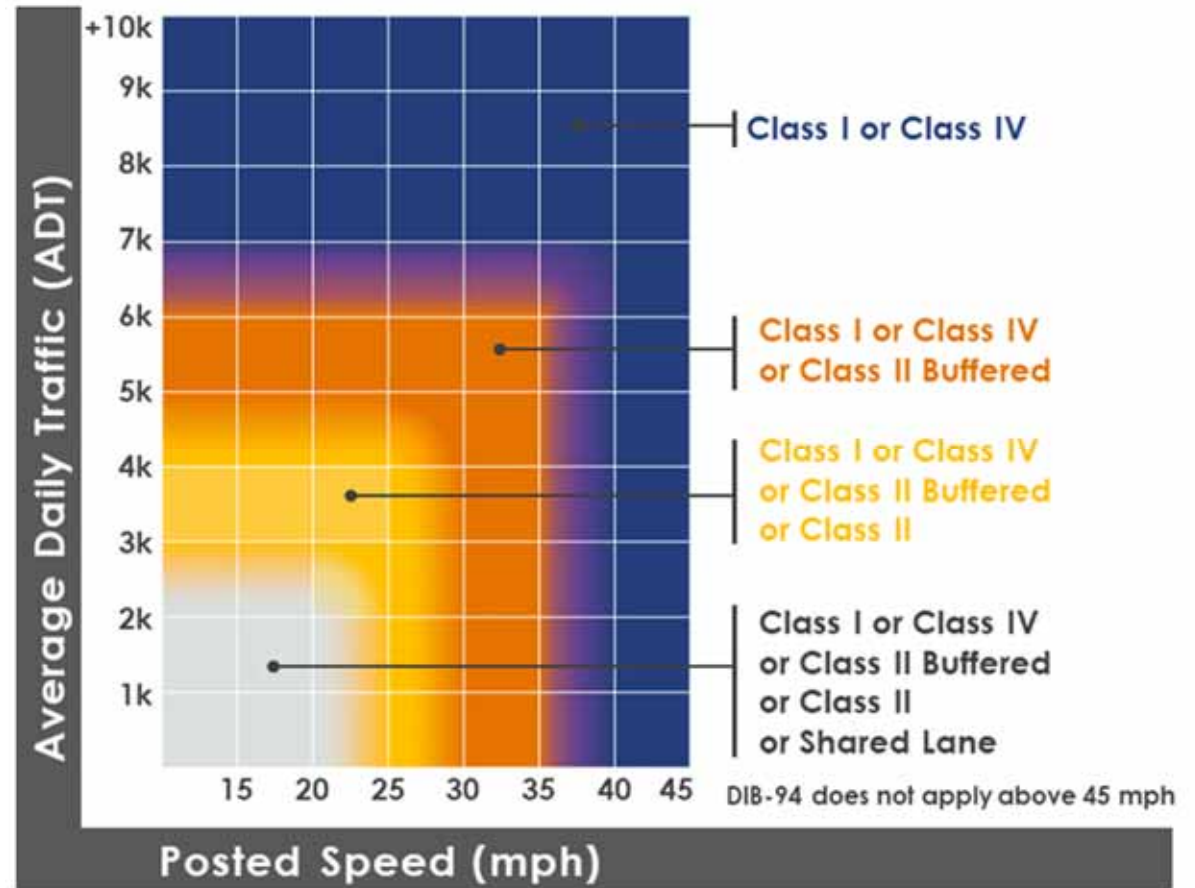
Federal/National Guidance

- FHWA Bikeway Selection Guide
- FHWA Small Town & Rural Multimodal Networks
- FHWA Safe Transportation for Every Pedestrian (STEP)
- FHWA Safe Transportation for Every Pedestrian (STEP) Improving Visibility at Trail Crossings
- FHWA Proven Safety Countermeasures
- FHWA Road Diet Informational Guide
- NACTO Bike Guide

Methodology

Design Guidance

- Caltrans DIB-94 Complete Streets Contextual Design Guidance
- FHWA Bikeway Selection Guide
- FHWA Small Town & Rural Multimodal Networks
- FHWA Safe Transportation for Every Pedestrian
- FHWA Proven Safety Countermeasures



Source: Caltrans DIB-94 Bikeway Selection Chart

Types of Users



You are comfortable biking, walking or rolling anytime, anywhere!



You are comfortable using most roads, but prefer bike lanes, sidewalk, trails, and other designated places.



You would like to bike, walk or roll, but are concerned about safety and sharing the road with cars. You prefer biking in separated spaces.



All ages and abilities and would feel comfortable walking and rolling only with the most separation

FOCUS OF THIS PLAN
(60-80% of general population)

Bicycle Network Recommendations

Facility	Existing (mi.)	Proposed Upgrade (mi.)	Proposed New (mi.)	Total (mi.)
Shared-use Path (Class I)	31.0	-	47.8	78.8
Bike Lane (Class II)	68.6	56.5	12.1	24.2
Buffered Bike Lane (Class IIB)	5.5	4.9	20.8	21.4
Bike Route (Class III)	0.5	0.4	1.1	1.2
Bicycle Boulevard (Class IIIB)	1.9	-	80.5	82.4
Separated Bike Lane (Class IV)	1.7	43.9	16.9	62.5
Study Corridor	-	-	4.7	4.7
TOTAL	109.2	61.8	227.8	275.2

Note: Total mileage denotes existing + proposed facilities minus total mileage for proposed upgrades

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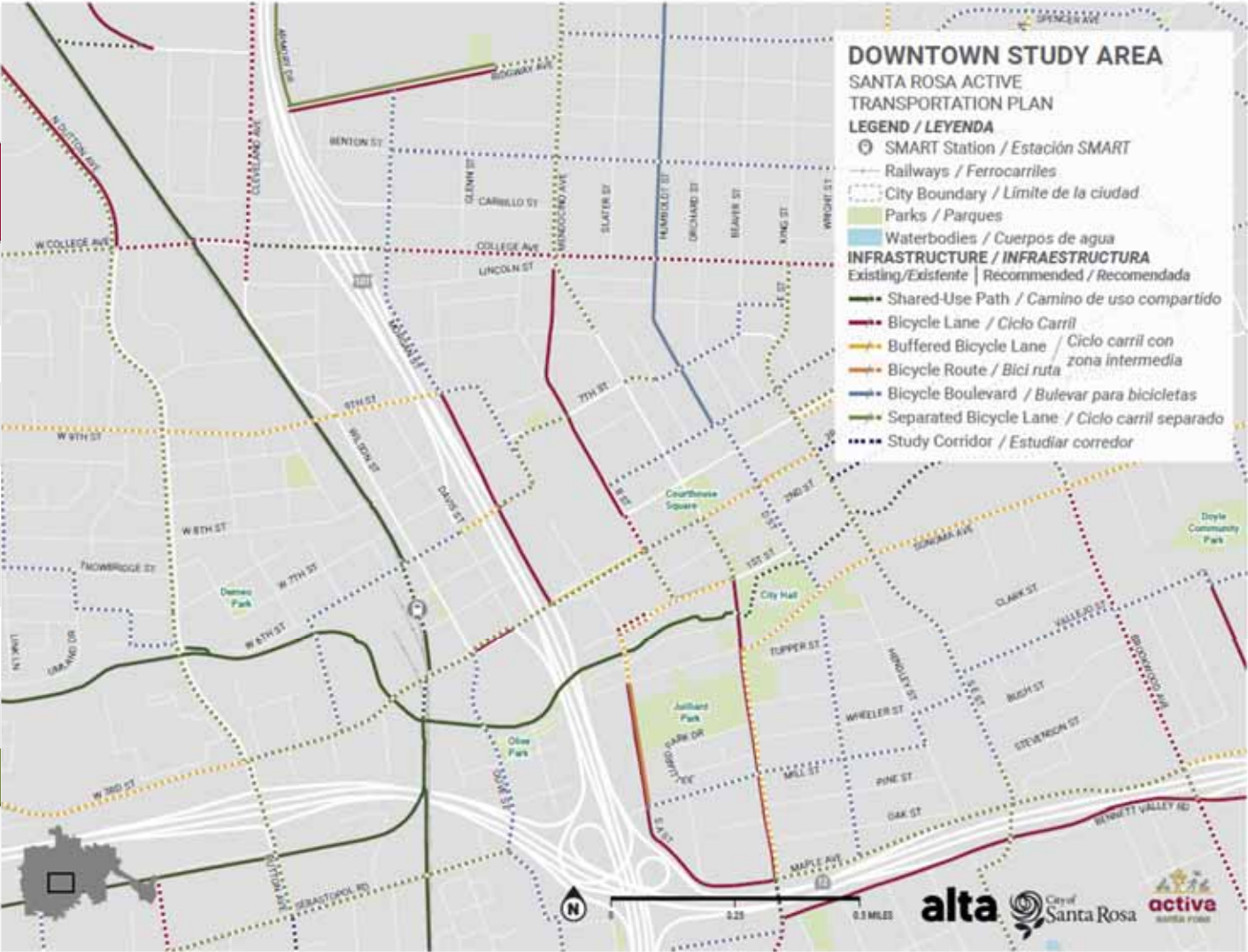


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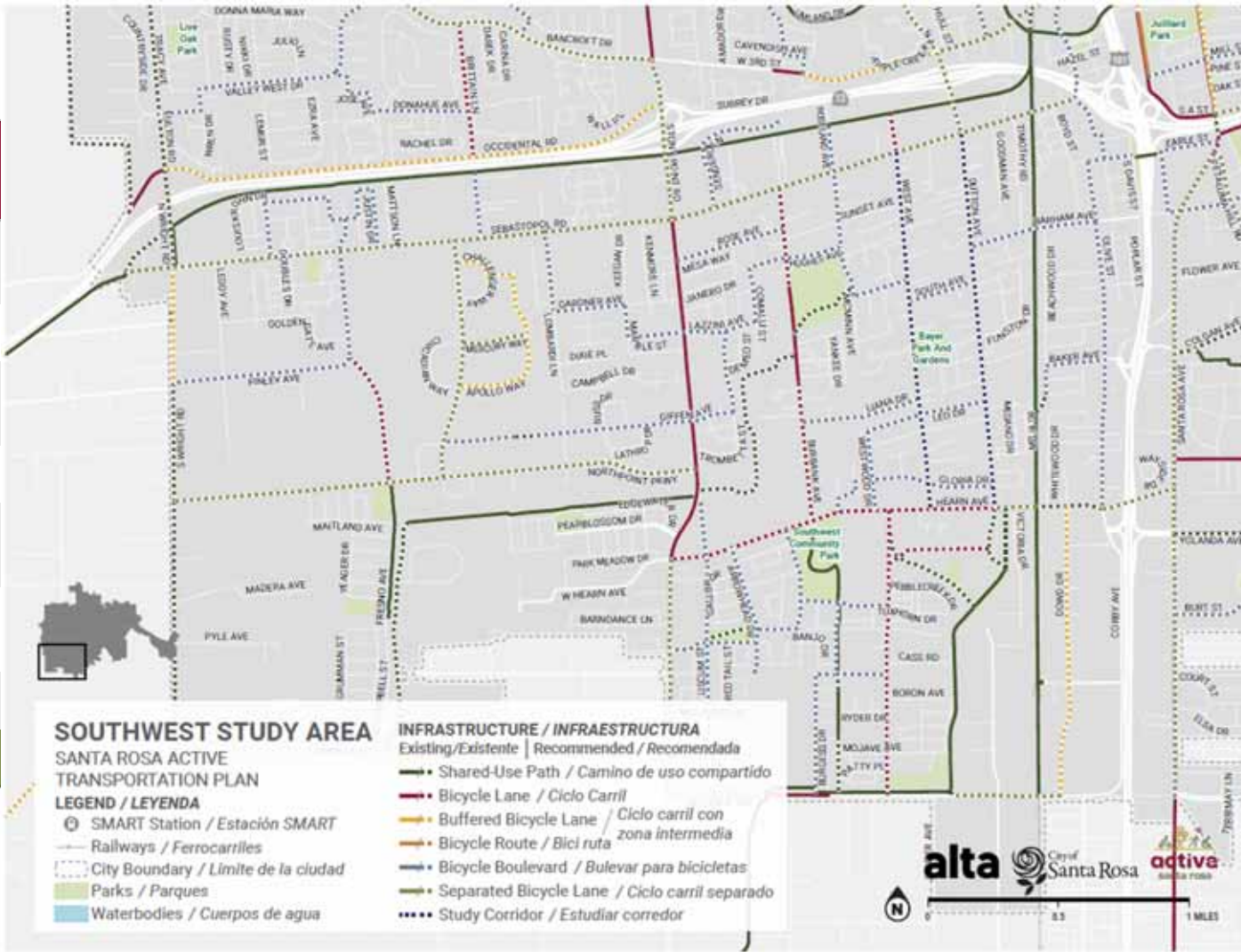


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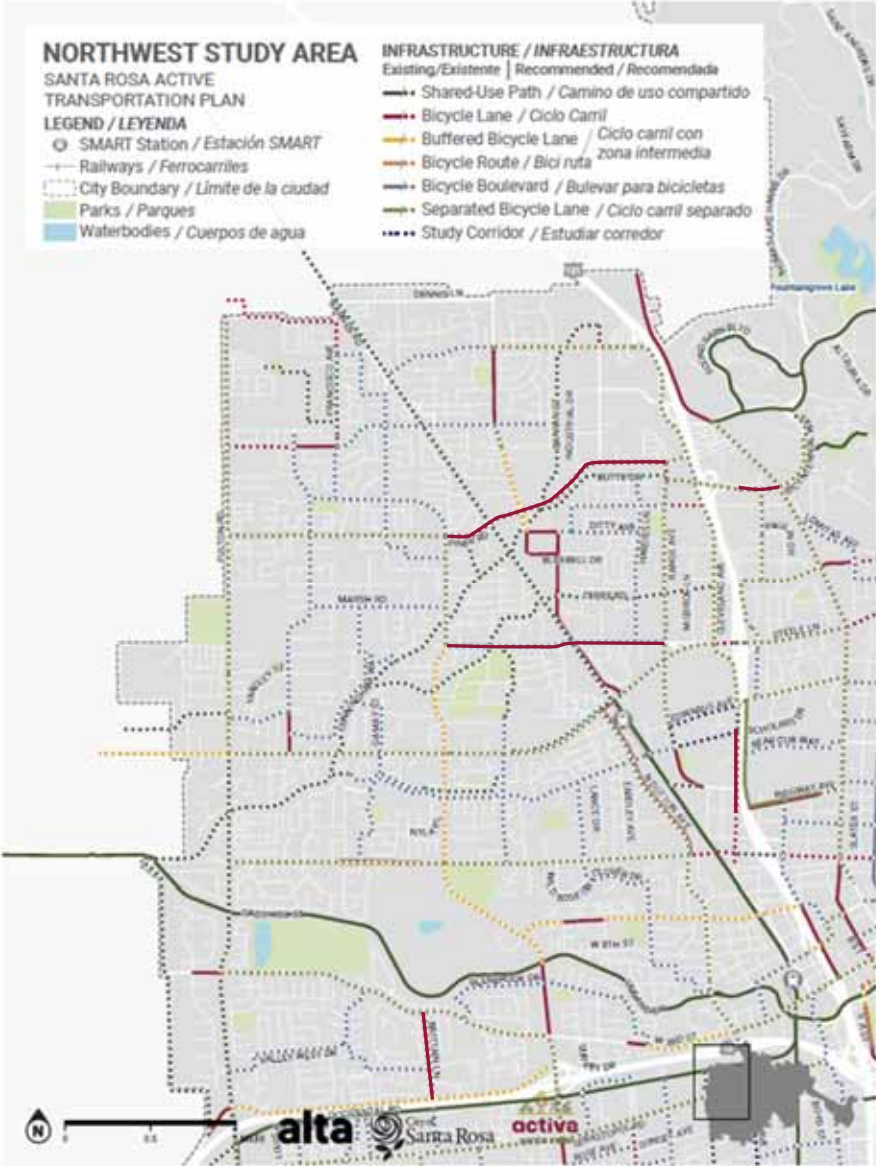


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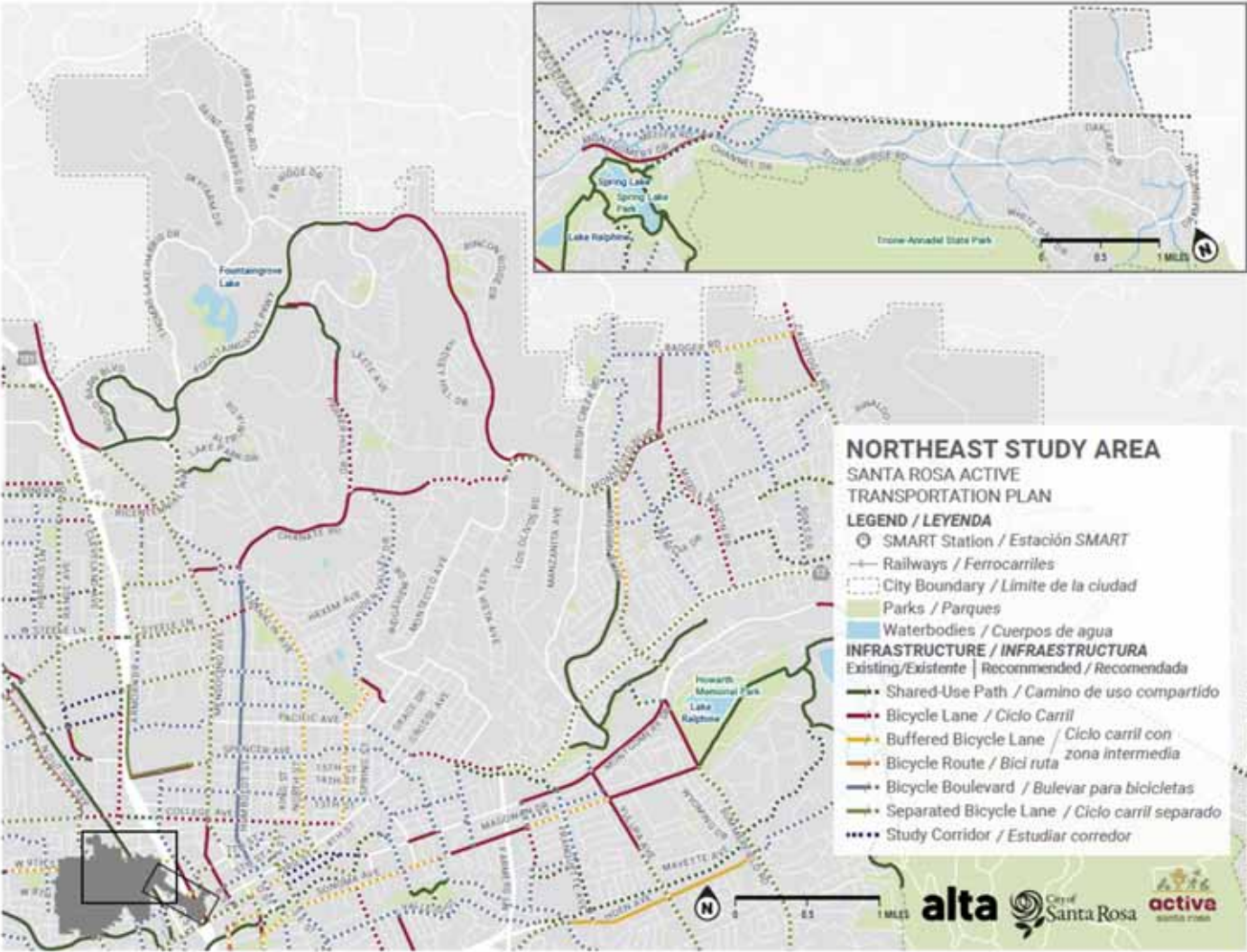


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Bicycle Facility Toolbox



SHARED-USE PATH



SEPARATED BIKE LANE



BUFFERED BIKE LANE



BIKE LANE



BICYCLE BOULEVARD



BIKE ROUTE

Bicycle Boulevard Implementation

Physical Intersection Modifications

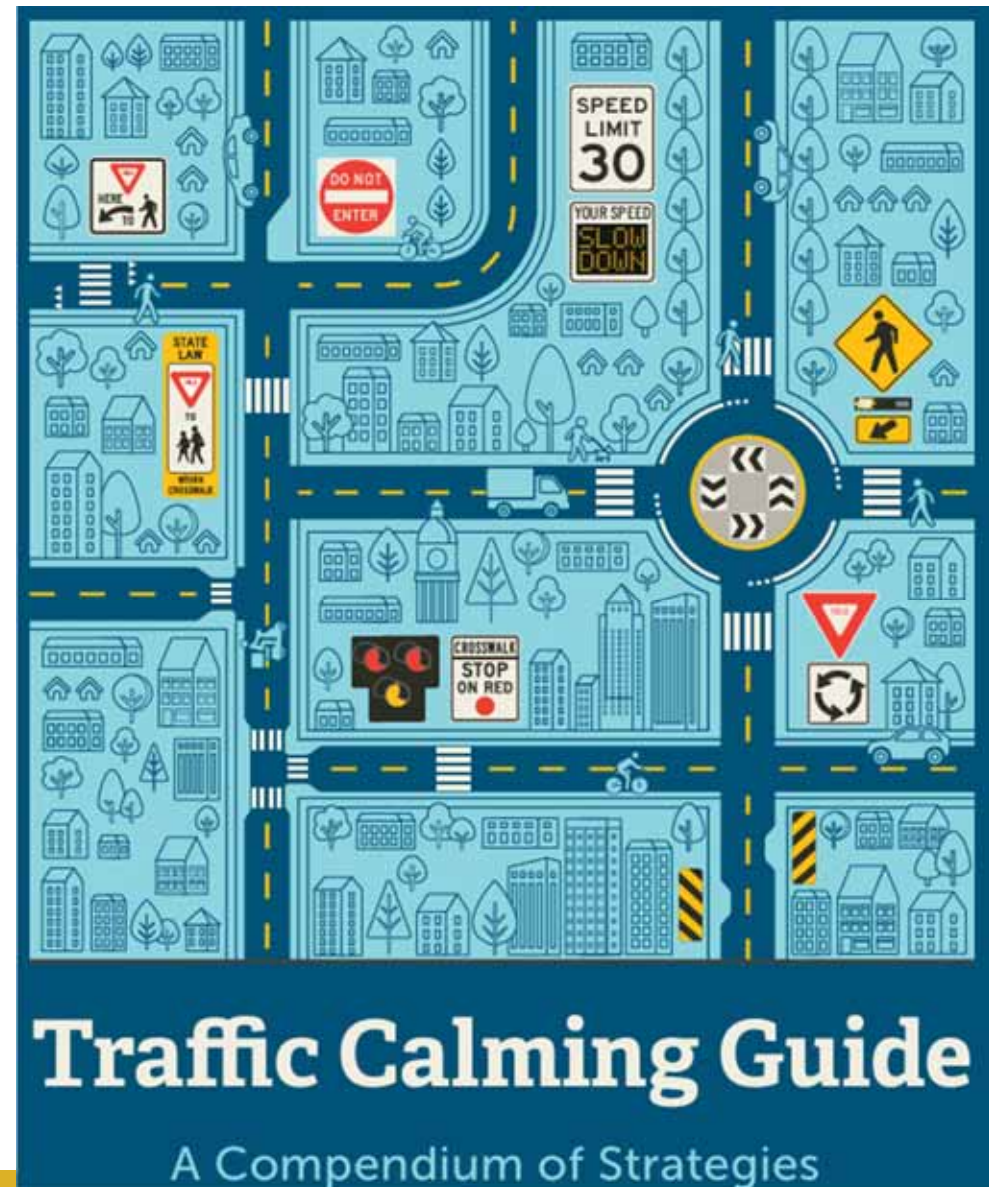
- Traffic Diverters

Roadway Narrowing

- Chicanes
- Neckdowns/Chockers
- Curb Extensions/ Bulb-outs

Vertical Roadway Elements

- Speed Humps/ Cushions
- Raised Crosswalks



Bicycle Boulevard Implementation

Physical Intersection Modifications

- Traffic Diverters



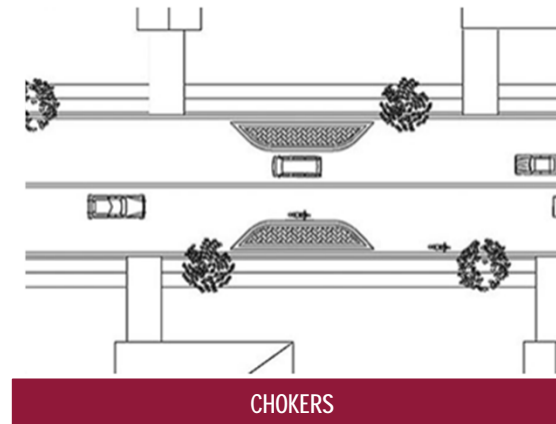
Source: Google Earth

TRAFFIC DIVERTERS

Bicycle Boulevard Implementation

Roadway Narrowing

- Chicanes
- Neckdowns/Chokers
- Curb Extensions/ Bulbouts
- Raised Medians



Source: Caltrans Traffic Calming Guide

Bicycle Boulevard Implementation

Vertical Roadway Elements

- Speed Humps/ Cushions
- Raised Crosswalks



SPEED HUMPS/ SPEED CUSHIONS



RAISED CROSSWALKS

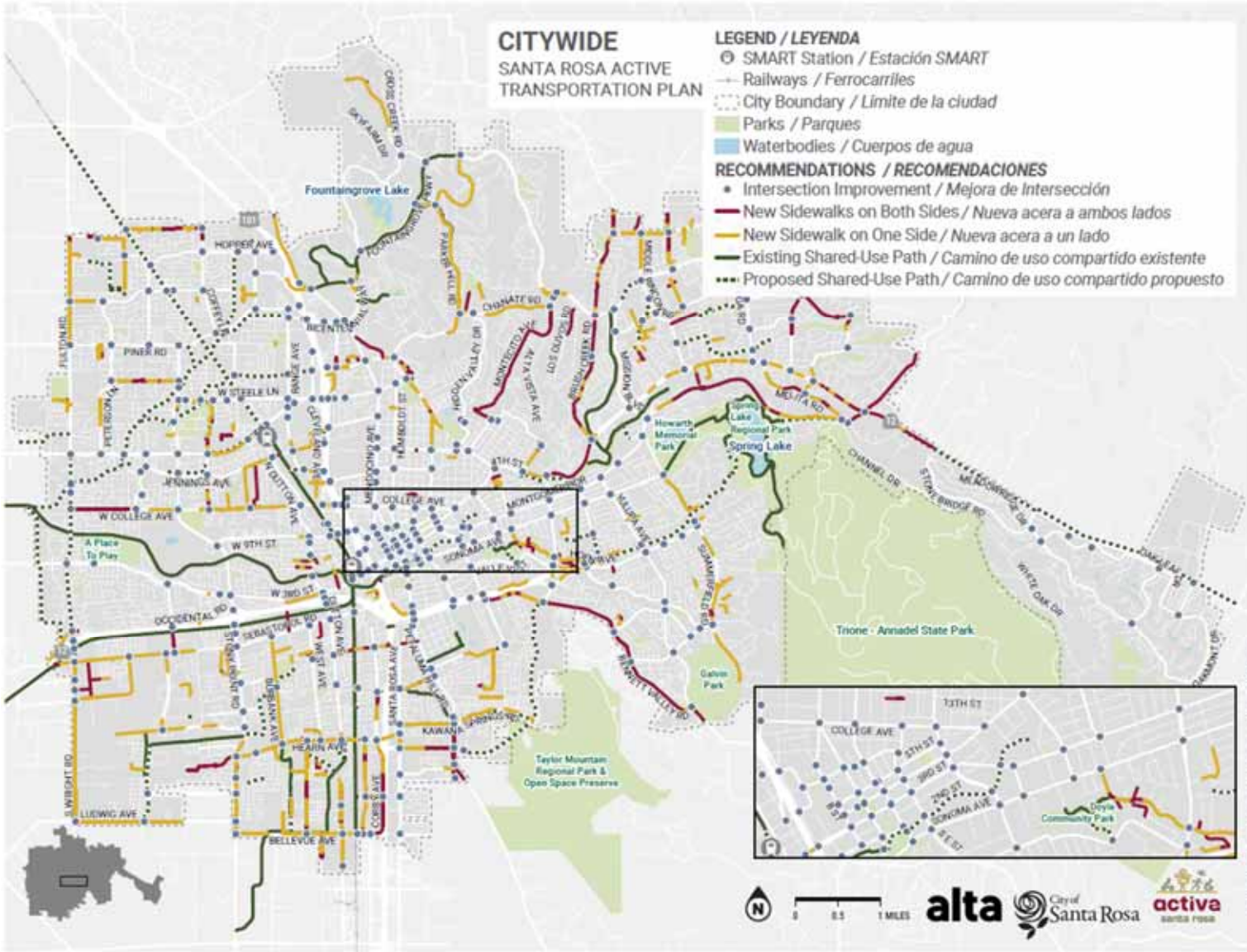
Source: City of Danville, CA

Pedestrian Network Recommendations

Facility	Proposed (mi.)
New Sidewalk on One Side	50.9
New Sidewalk on Both Sides	22.8
TOTAL	73.7

Number of Locations for Spot Improvements
370 Intersections

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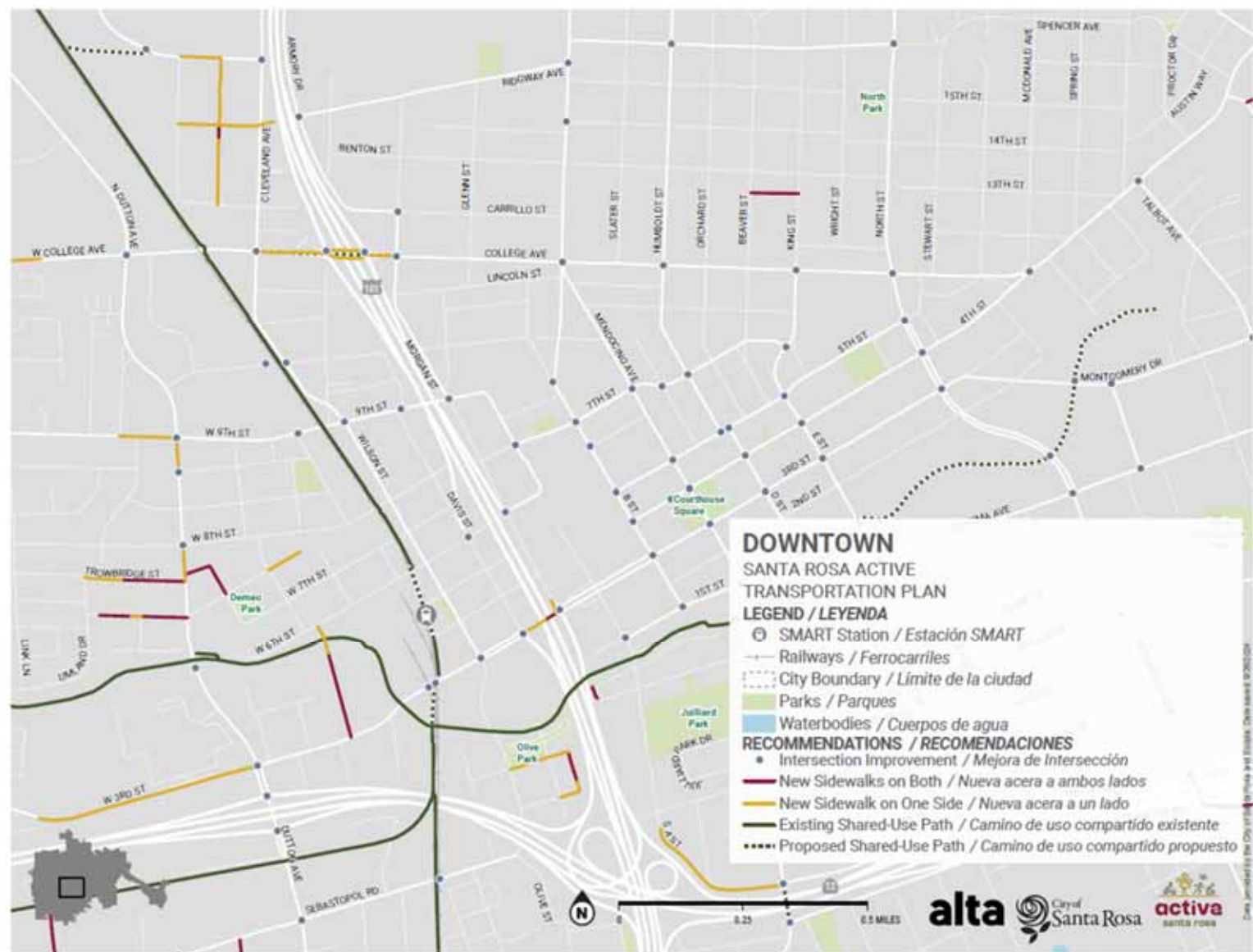


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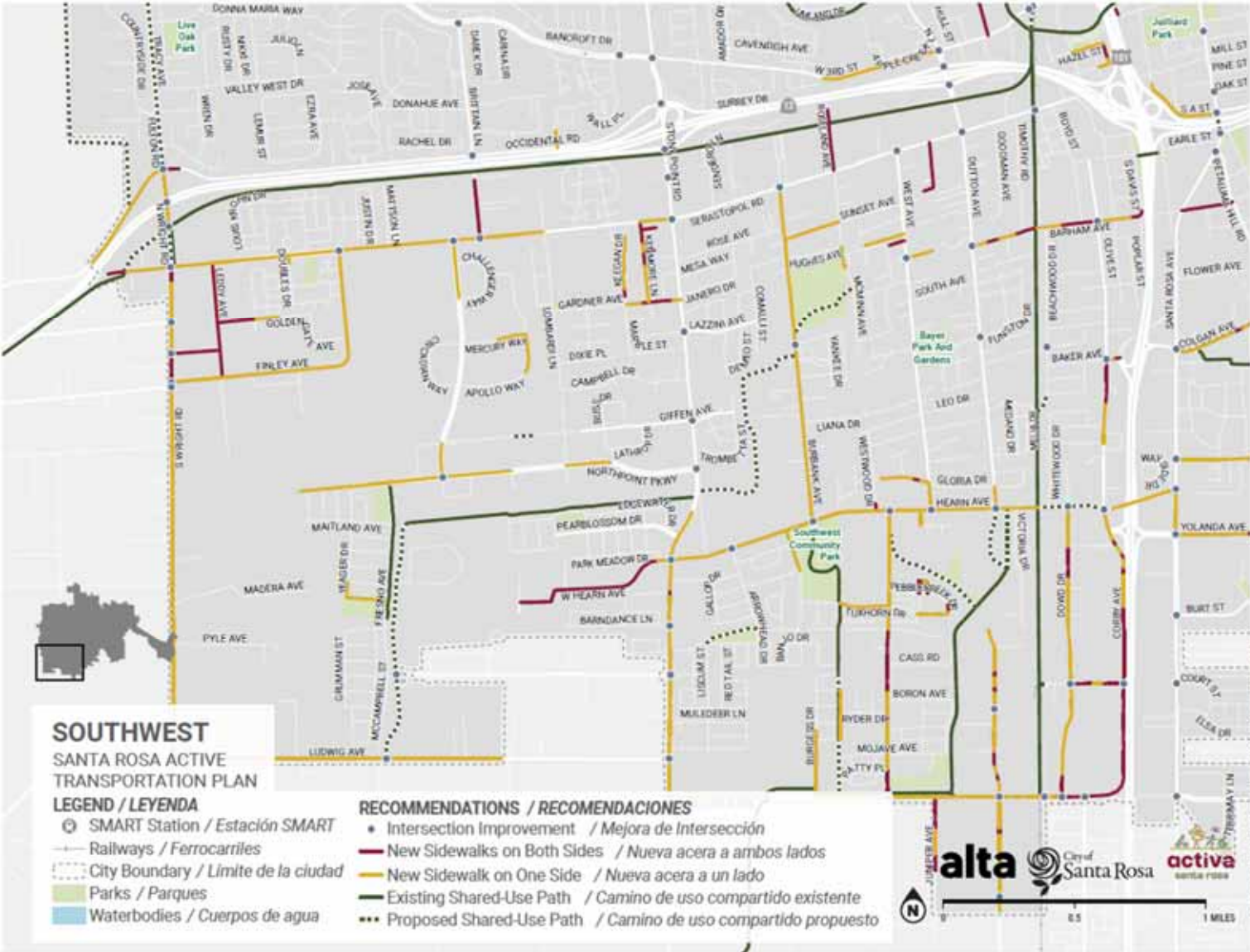


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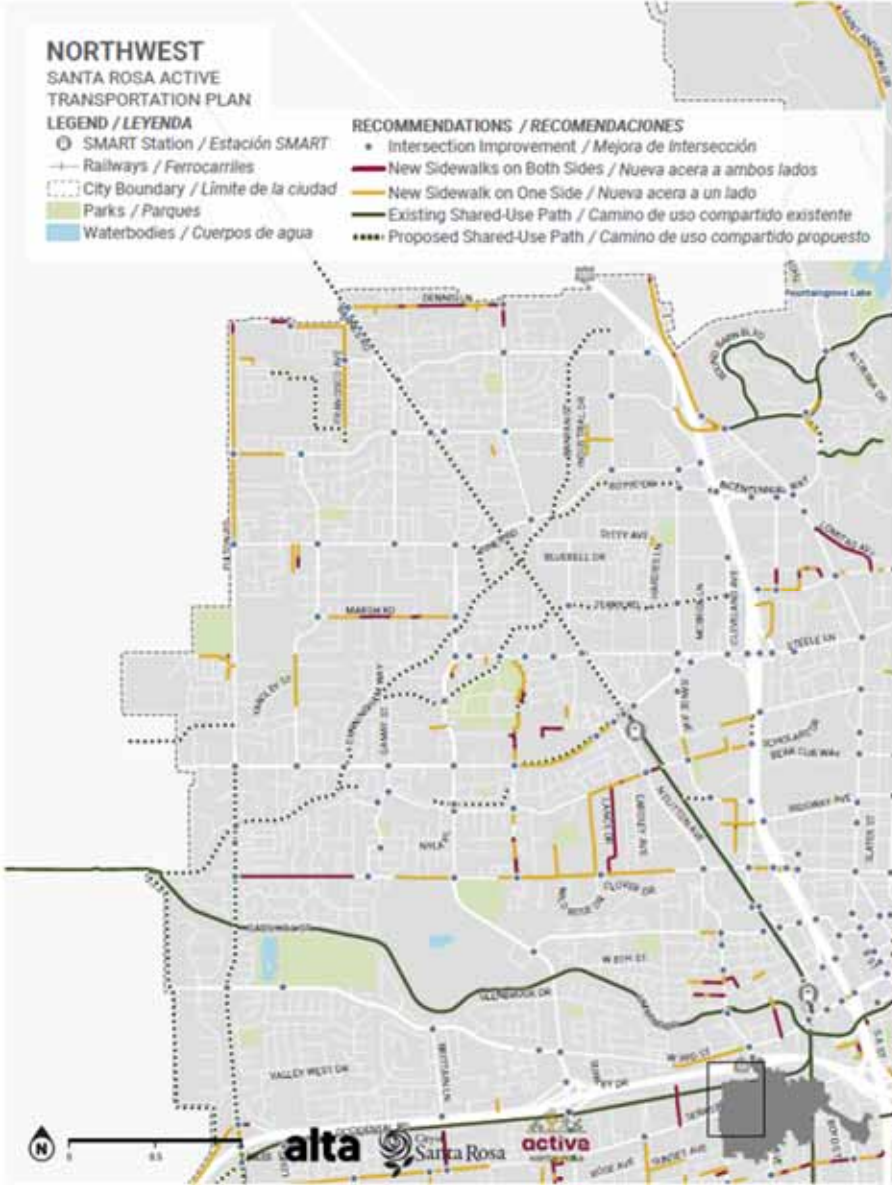


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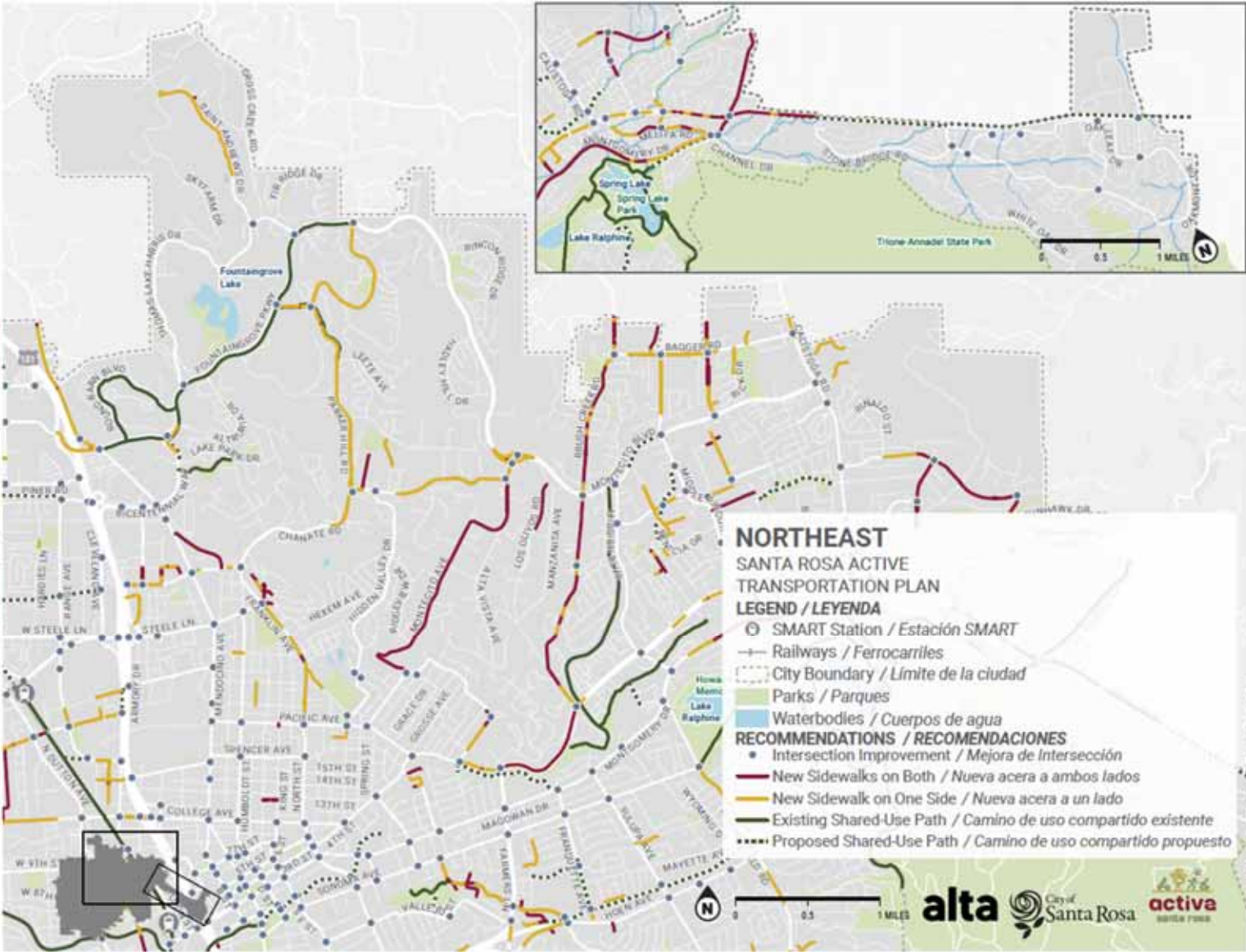
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Pedestrian Facility Toolbox



SIDEWALKS AND CURB RAMPS



CURB EXTENSIONS



HIGH VISIBILITY CROSSWALKS



MEDIAN REFUGE ISLANDS



HIGH INTENSITY ACTIVATED CROSSWALKS



RECTANGULAR RAPID FLASHING BEACON

Question & Answer and Discussion

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Next Steps

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Next Steps

- Phase 2 Public Engagement (October 2024)
 - Draft Recommendations Webmap
 - Pop-up engagement (2)
 - Online workshop
- Planning Cost Development and Prioritization (November 2024)
- Program and Policy Recommendations (November 2024)
- Project Website: SRCity.org/ATP



Thank You!

Torina Wilson / City of Santa Rosa
Transportation Planner

(707) 543-3910

twilson1@srcity.org

