

CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD
STAFF REPORT
November 15, 2018

SUBJECT

Bicycle and Pedestrian Master Plan
Update 2018 – Public Draft

ISSUE

The Board will provide input on the Plan
Update 2018 Public Draft.

STAFF PRESENTER

Hugh Louch – Alta Planning + Design

RECOMMENDATION

The Board, by motion, may recommend
that the City Council approve the Santa
Rosa Bicycle & Pedestrian Master Plan
Update 2018.

BACKGROUND

Plan Update Process

The Consultant (Alta Planning + Design), based on their scope of work, has developed a Public Draft of the Santa Rosa Bicycle & Pedestrian Master Plan Update 2018. Preliminary network recommendations were unveiled at a Public Open House on July 25, 2018 where nearly 90 people attended to review the network and provide feedback. The draft network was also published online for two months. More than 900 votes on projects were recorded along with approximately 420 comments. Public and stakeholder feedback was used to revise project recommendations and develop a draft plan that includes a prioritized list of projects.

The Public Draft Plan Update was presented to the community at an Open House on November 8, 2018 and includes draft project, program, and policy recommendations along with a strategic implementation plan. The Draft Plan Update was published on the project website on November 8th for public review. Comments can be submitted by email to: BikeWalkSR@altaplanning.com.

The Planning Commission is scheduled to hold a Public Hearing on the General Plan Amendments and provide input on the Draft Plan Update at their February 14, 2019 meeting.

Public comments will close on December 20, 2018 and the Consultant will develop a Final Draft Plan Update informed by Board, Planning Commission, and public feedback.

The Final Draft Plan Update is scheduled to be presented to City Council for approval of the Plan Update 2018 and approval of associated General Plan Amendments in March 2019.

ANALYSIS

In coordination with City staff, the consultant team has developed the attached public draft of the Bicycle and Pedestrian Master Plan Update 2018. This draft was developed based on draft reports, memos, and feedback received from the Board and other stakeholders throughout the project. The Public Draft is composed of the following chapters and appendices:

- Chapter 1: Introduction – outlines the Plan Update’s purpose and explains its place in the context of other planning efforts and initiatives
- Chapter 2: Vision & Goals – captures the vision and policy framework for Santa Rosa’s Bicycle and Pedestrian Plan Update, including performance measures
- Chapter 3: Santa Rosa Today – provides an inventory of present-day walking and bicycling in Santa Rosa, including physical facilities as well as programs, and several analyses that informed the draft recommendations
- Chapter 4: Outreach – chronicles how stakeholders and thousands of residents shaped the Plan Update through a comprehensive engagement process
- Chapter 5: Projects, Programs, & Policies – summarizes and maps the specific projects, programs, and policy changes recommended to meet the active transportation needs of residents and visitors
- Chapter 6: Implementation Plan – presents a strategy to evaluate and prioritize projects and provides detail on funding opportunities to advance this Plan Update through phased implementation
- Appendix A: Recommendation Tables – presents the infrastructure projects and studies in tabular format
- Appendix B: Design Guidelines – provides more detailed information on bicycling and walking facility types and design considerations

The project evaluation method was developed with input from the Board on criteria used to prioritize infrastructure projects in the Plan Update. Projects were evaluated based on two processes: a Priority Evaluation and a Feasibility Evaluation.

The Priority Evaluation included the five criteria listed in the table below. Each project received a score out of 10 with projects scoring 6 or more considered high priority and projects scoring 5 or below considered lower priority.

Criteria	Description
Collision Reduction	<p>Collisions involving bicyclists or pedestrians from September 2007 through August 2017 were analyzed to identify a High Injury Network (HIN) in Santa Rosa, where bicycle or pedestrian related collisions that result in either fatalities or severe injuries are occurring at a relatively high frequency in relation to the citywide street network. For more information about the HIN, see Chapter 3.</p> <p>Projects located on HIN corridors were awarded points. Class I shared use paths, which are not located on the existing street network, were awarded points if they provide a parallel alternative route to an HIN corridor. Trail bridge projects along Class I paths that provide these alternative routes were also awarded points.</p>
Connectivity	<p>Improving walking and bicycling access to destinations including schools and transit hubs was identified as a priority by the Santa Rosa community.</p> <p>Projects within one quarter-mile of a SMART station, Santa Rosa City Bus transit station, or school were awarded points.</p>
Comfort Network	<p>Speed limits, travel lanes, daily traffic volumes, and other information about Santa Rosa streets was analyzed to develop a Level of Traffic Stress (LTS) score from one to four for every street segment in the city, with low scores representing relatively low-stress segments and high scores representing high-stress segments. For more information about this analysis, see Chapter 3.</p> <p>Projects along streets with an average LTS score of 3 or 4 were awarded points. Because Class I shared use paths and trail bridges provide a walking and bicycling path completely separated from potential traffic stress, all Class I and trail bridge projects were awarded points.</p>

Criteria	Description
Gap Closure	Closing gaps in the bicycling and walking network is important to create a seamless, connected transportation facility. Network projects that close a gap between two existing facilities were awarded points. Crossing projects were awarded points if a sidewalk or trail exists on both sides of the crossing.
Equity	Active transportation investments in disadvantaged communities support equity and provide access to transportation choices for neighborhoods that may be more reliant on bicycling, walking, or transit. Projects located in a Community of Concern identified by the Metropolitan Transportation Commission (MTC) were awarded points. For more information about Community of Concern boundaries in Santa Rosa, see Chapter 3. Boundaries may change; the most recent boundaries are published by MTC.

Projects were also evaluated for Feasibility, which was informed by implementation complexities and typical costs associated with each facility type. These are described below.

In general, high feasibility projects include:

- Most Class II Bicycle Lanes and Class II Buffered Bicycle Lanes, where right of way is available or a road diet is feasible
- Class III Bicycle Routes

In general, low feasibility projects include:

- Class I Shared Use Paths
- Class II Bicycle Lanes and Class II Buffered Bicycle Lanes that may require parking removal, additional right of way, or further study
- Class II Bicycle Boulevards
- Class IV Separated Bikeways
- Sidewalks
- Trail Bridges

Based on the results of these two evaluations, projects are organized into four Implementation Categories:

- **Short term** improvement projects are rated high priority and high feasibility, and represent projects that could be pursued for implementation within the first three to five years.
- **Long term** improvement projects are rated high priority and low feasibility. They may require more study or analysis than short term projects, or more significant funding for construction.
- **Opportunity** improvements represent projects rated lower priority and high feasibility, and may be pursued when nearby development or an overlapping project creates an opportunity to include these easy to implement projects.
- **Low priority** improvements are those projects rated lower priority and low feasibility. They represent challenging projects that may not add significant value for a greater portion of the community walking or bicycling network on their own, but are part of a long term vision for active transportation.

Given limited resources compared to the volume of improvements, the Plan Update further identifies a First Phase list of 28 high-scoring and publicly-supported projects to be implemented by the City in the near term. This list is expected to be reevaluated in the future as projects are completed. Projects are listed alphabetically in the tables below and are not intended to be ranked in any particular order.

First Phase – Class I Shared Use Paths

Type	Location	Cross Street A	Cross Street B
Class I Shared Use Path	Highway 101 Overcrossing	Coddington Mall	Santa Rosa Junior College
Class I Shared Use Path	Jennings Avenue	at SMART Tracks	
Class I Shared Use Path	Roseland Creek Trail	Burbank Avenue	McMinn Avenue
Class I Shared Use Path	SMART Trail: Segment A Segment B Segment C	Prince Memorial Greenway 4 th Street Guerneville Road	3 rd Street 6 th Street City Limits
Class I Shared Use Path	Southeast Greenway	Farmers Lane	Spring Lake Park
Class I Shared Use Path	Taylor Mountain Regional Park Trail	Bennett Valley Road/ Farmers Lane	Petaluma Hill Road/ Yolanda Avenue

First Phase – On Street Bikeways

Type	Location	Cross Street A	Cross Street B
Class II Buffered Bicycle Lanes	3 rd Street	Davis Street	Morgan Street
Class II Bicycle Lanes	7 th Street	B Street	Mendocino Avenue
Class III Bicycle Route	B Street	4 th Street	3 rd Street
Class II Bicycle Lanes	Dutton Avenue	3 rd Street	Sebastopol Road
Class II Bicycle Lanes	Guerneville Road	Range Avenue	Illinois Avenue
Class II Bicycle Lanes	Piner Road	Marlow Road	Cleveland Avenue
Class II Bicycle Lanes	Range Avenue	Piner Road	Russell Avenue
Class II Bicycle Lanes	Santa Rosa Avenue	Sonoma Avenue	Maple Avenue
Class II Bicycle Lanes	Sebastopol Road	Avalon Avenue	Sebastopol Ave

First Phase – Sidewalks

Type	Location	Cross Street A	Cross Street B
Sidewalk	3 rd Street	70 ft east of Roberts Avenue	250 ft west of Wilson Street
Sidewalk	Chanate Road	Mendocino Avenue	Lomitas Avenue
Sidewalk	Fulton Road	Appletree Drive	Guerneville Road
Sidewalk	Guerneville Road	Marlow Road	Ridley Avenue
Sidewalk	Sonoma Avenue	Farmers Lane	Village Court Transit Hub

First Phase – Studies

Type	Location	Cross Street A	Cross Street B
Study	4 th Street	D Street	Farmers Lane
Study	Brookwood Avenue	2 nd Street	Sonoma Avenue

Study	College Avenue	Kowell Lane	Morgan Street
Study	Elliott Avenue	Armory Drive	Mendocino Avenue
Study	Montgomery Drive	Alderbrook Drive	Hahman Drive
Study	Northeast Connections: Santa Rosa Creek Trail Channel Trail Melita Road Channel Trail	Melita Road SR 12 SR 12 Stone Bridge Road	SR 12 Channel Drive Stone Bridge Road Channel Drive
Study	Roseland Creek Trail	Stony Point Road	Burbank Avenue
Study	Stony Point Road	Guerneville Road	Sebastopol Road

The Draft Plan Update can be found at the following link:
<https://srcity.org/2711/Bicycle-and-Pedestrian-Master-Plan>.

RECOMMENDATION

The Board, by motion, may recommend that the City Council approve the Santa Rosa Bicycle & Pedestrian Master Plan Update 2018.