

## BICYCLE & PEDESTRIAN ADVISORY BOARD RESOURCES

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## PLANS, POLICIES, & OTHER RELEVANT CITY DOCUMENTS

### ***Bicycle & Pedestrian Plans, Policies, etc.***

#### **[Bicycle & Pedestrian Master Plan Update 2018 \(BPMP\)](#)**

Adopted in 2019, the BPMP establishes a long-term vision and strategies toward improving walking and bicycling in Santa Rosa. Its primary focus is on infrastructure improvements, but it also recommends education, encouragement, enforcement, and evaluation policies and programs.

#### **[First Phase Projects & Studies](#)**

The BPMP recognizes that limited funding and resources will require phased implementation over several years. The infrastructure projects and studies linked above were prioritized as “first phase” improvements due to their feasibility and/or importance in the bicycle and pedestrian networks.

#### **[BPAB Priorities](#)**

Following adoption of the BPMP, BPAB members ranked the policies and actions included in Chapter 2. The resulting priority list is linked above.

#### **[Corridor Studies](#)**

The BPMP recognized 12 corridors where additional outreach and/or design work is needed to come to a consensus on future bicycle/pedestrian improvements. The City’s Corridor Studies webpage will provide updates on active studies, including opportunities to provide feedback through surveys and meetings.

#### **[Bicycle Friendly Community Designation](#)**

In Fall 2019, the City was awarded a Bicycle Friendly Community “Silver” designation by the League of American Bicyclists. The document linked above includes the City’s performance on key metrics, as well as steps it can take to reach a “Gold” designation.

#### **[Complete Streets Policy](#)**

Santa Rosa’s Complete Streets Policy states the City’s commitment to creating and maintaining a comprehensive and integrated transportation network that serves all users, including pedestrians, bicyclists, and persons with disabilities.

#### **[Southeast Greenway](#)**

The planned Southeast Greenway would create a linear park (including a bicycle and pedestrian trail) through the vacant Caltrans right-of-way from near the Hoen Avenue / Hoen Avenue Frontage Road intersection into Spring Lake Regional Park.

Link: [Preferred Alternative Illustrative Map](#)

## **General Plan**

### **[Santa Rosa General Plan 2035](#)**

A General Plan is a comprehensive policy document that provides the general framework for all zoning and land use decisions within a community. It establishes a community's long-term vision for the future and contains goals and policies that will shape future housing, support job growth, foster healthy and resilient neighborhoods, protect and manage natural resources, ensure community safety, and promote social and economic equity. The City's current general plan was last updated in 2009 (General Plan 2035).

*Recommended reading: Ch. 5 – Transportation*

### **[Santa Rosa Forward \(General Plan Update\)](#)**

The City's General Plan Update (Santa Rosa Forward) is under development and expected to be adopted in 2023.

## **Capital Improvement Program (CIP)**

The City's CIP is a five-year financial plan for the maintenance and expansion of public infrastructure, including roads and pathways within the City right-of-way. The CIP identifies public facilities improvements that are needed, provides a design and construction schedule, and identifies funding for these projects. Although the program spans five years, only funds for the first year are appropriated as part of the City's budget approval process. The first year of the CIP is known as the Capital Budget; years 2-5 are approved by the City Council on a planning basis only.

*Link: [Capital Improvement Projects Map](#)*

## **Other Relevant City Plans**

### **[Citywide Creek Master Plan](#)**

*Link: [Creek Trail Map](#)*

### **[Climate Action Plan](#)**

*Recommended reading: Ch. 4, Goal 4 – GHG Reduction Strategies / Improved Transport Options*

### **[Downtown Station Area Specific Plan](#)**

*Link: [Mobility Element](#)*

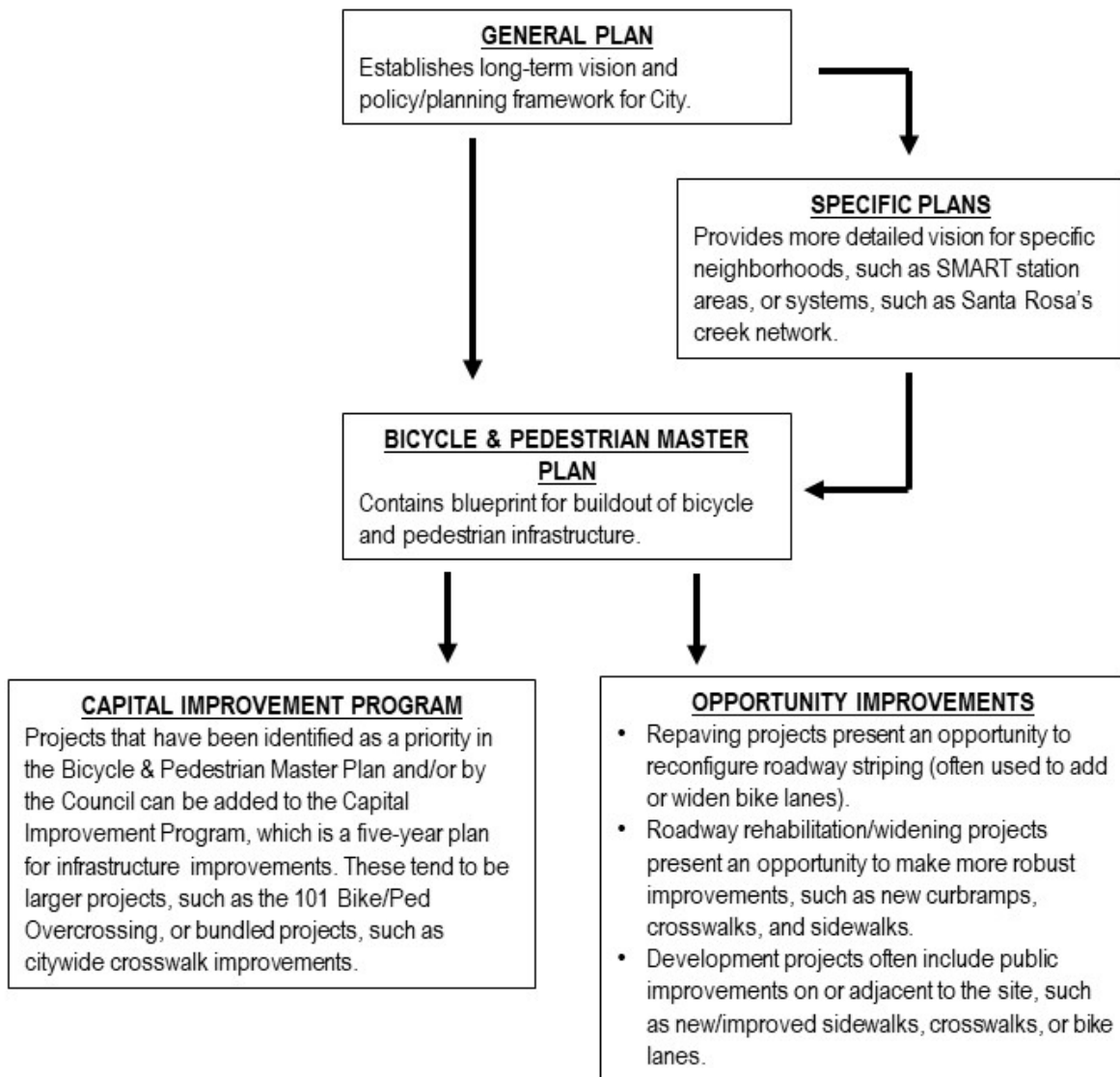
### **[North Santa Rosa Station Area Specific Plan](#)**

*Recommended reading: Ch. 6 – Circulation Plan*

### **[Roseland Area/Sebastopol Road Specific Plan](#)**

*Recommended reading: Ch. 4 – Circulation*

## BICYCLE & PEDESTRIAN PLANNING FRAMEWORK / PROJECT DELIVERY



## PARTNER AGENCIES

### **State**

#### **California Department of Transportation (Caltrans):**

Caltrans owns and operates state highways and associated interchanges, which includes US-101 and SR-12 in Santa Rosa. Santa Rosa is located in District 4, which covers the nine-county Bay Area.

Links: [Caltrans District 4 Bike Plan](#), [Caltrans Bay Area Bike Highway Study](#)

### **Regional**

#### **Metropolitan Transportation Commission (MTC):**

MTC is the transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area.

Link: [Bicycle, Pedestrian and Micromobility](#)

### **County**

#### **County of Sonoma:**

The County operates and maintains roads in the unincorporated County, including those immediately outside City limits.

Links: [Bicycle & Pedestrian Master Plan](#), [Sonoma County Bicycle & Pedestrian Advisory Committee](#)

#### **Regional Climate Protection Authority (RCPA):**

RCPA coordinates countywide climate protection efforts among Sonoma County cities and agencies.

Link: [Shift Sonoma County Low Carbon Transportation Action Plan](#)

#### **Sonoma County Transportation Authority (SCTA):**

SCTA is responsible for managing Measure M (local transportation sales tax) funds and prioritizing most state and federal funds available to Sonoma County for roadway, transit, bicycle, and pedestrian projects. Sonoma County's current transportation sales tax, Measure M, will expire in 2024. Measure DD (Go Sonoma) will then take effect through 2045, with a new Expenditure Plan that significantly increases funding for bicycle/pedestrian projects starting in 2025.

Links: [Go Sonoma \(Measure M extension\)](#), [Countywide Bicycle & Pedestrian Master Plan](#), [Sonoma-Marin Bikeshare Pilot](#)

#### **Sonoma County Regional Parks (Regional Parks):**

Regional Parks operates and maintains several multi-use pathways in and around Santa Rosa, including Joe Rodota Trail, Santa Rosa Creek Trail (Fulton-

Willowside), Colgan Creek Trail, and Hunter Creek Trail. They would also be the lead agency for the planned Sonoma Valley Trail.

*Link:* [Sonoma Valley Trail](#)

**Sonoma-Marín Area Rail Transit (SMART):**

SMART is charged with building, operating, and maintaining a 70-mile rail and pathway system between Larkspur and Cloverdale.

*Link:* [SMART Pathway Updates](#)

## FUNDING SOURCES

### ***Federal***

#### **One Bay Area Grant (OBAG):**

OBAG (administered by MTC) is a competitive grant available every six years for projects that are located within or serving areas targeted by the City of Santa Rosa and Metropolitan Transportation Commission for future job and housing growth ([Priority Development Areas](#)). Eligible projects include roadway maintenance, streetscape enhancements, bicycle/pedestrian improvements, planning efforts, and Safe Routes to School projects.

*Next Call for Projects: 2022*

#### **Highway Safety Improvement Program (HSIP):**

HSIP (administered by Caltrans) is a competitive grant funding source available for up to \$10m annually or semi-annually. Eligible projects include safety improvements to public roads or pathways.

*Next Call for Projects: 2022*

### ***State***

#### **Active Transportation Program (ATP):**

ATP (administered by the California Transportation Commission and MTC) is a statewide competitive grant funding source for bicycle/pedestrian projects.

*Next Call for Projects: 2022*

#### **Local Partnership Program (LPP):**

LPP (administered by the California Transportation Commission) is a statewide funding source available every two years that includes a competitive portion and formulaic portion. Most transportation projects are eligible.

*Next Call for Projects: 2022*

#### **Senate Bill 1 (SB1) Road Maintenance and Rehabilitation:**

SB1, which is funded through gas/diesel taxes and an annual vehicle fee, provides funding annually for roadway maintenance and rehabilitation.

### ***Regional***

#### **Regional Measure 3 (RM3):**

RM3 (to be administered by MTC) is a competitive grant funding source generated by a voter-approved toll increase on all state-owned toll bridges in the Bay Area. Relevant funding categories will include Safe Routes to Transit/Bay Trail (\$150m) and North Bay Transit Access Improvements (\$100m). Though revenue is being collected, the funding has not yet been made available due to an ongoing lawsuit.

## **Local**

### **Measure M:**

Measure M (administered by SCTA) is a ¼-cent sales tax dedicated to transportation projects in Sonoma County through 2024. Starting in 2025, Measure DD (Go Sonoma) will take effect, tripling local funding for bike/ped projects and doubling local funding for roadway maintenance. It expires in 2045.

### **Transportation Development Act, Article 3 (TDA3):**

TDA3 (administered by SCTA) is a formula-based grant available annually for bicycle/pedestrian projects. Santa Rosa typically receives ~\$150k annually. Staff recommendations go to BPAB for its approval.

### **Transportation Fund for Clean Air (TFCA):**

TFCA (administered by SCTA) is a formula-based grant available annually for projects that demonstrate a positive impact on local air quality (including transit and bicycle projects). Santa Rosa receives ~\$200k annually; funds are typically prioritized for transit.

*For a more extensive list of potential bicycle/pedestrian funding sources, [click here](#).*



## GLOSSARY

### ***Bike Facilities***

#### **Class I Multi-Use Pathways:**

Dedicated paths for walking and bicycling completely separate from the roadway.

#### **Class II Bike Lanes:**

Striped bike lanes (typically 5-6 feet wide).

#### **Class IIB Buffered Bike Lane:**

Bike lanes that include a striped buffer between the bike lane and travel lane.

#### **Class III Bike Route:**

Signed routes on low-speed, low-volume streets where lanes are shared with vehicles.

#### **Class IIIB Bike Boulevard:**

Signed bike routes that are further enhanced with traffic calming features or other treatments that prioritize people on bikes.

#### **Class IV Protected Bike Lane:**

On-street bike lanes with a physical barrier between the bike lane and vehicle lane, including bollards, curbs, or parking.

### ***Pedestrian Facilities***

#### **Curb Extension / Bulbout:**

An extension of the curb into the roadway (typically done at corners or midblock crosswalks) that shortens pedestrian crossing distance and improves visibility between drivers and pedestrians.

#### **Crossing Island:**

A median with a refuge area that helps protect pedestrians crossing a multilane road, allowing them to focus on one direction of traffic at a time.

#### **Lead Pedestrian Interval (LPI):**

LPIs improve pedestrian visibility at signalized intersections by beginning the “walk” phase a few seconds before the corresponding green signal for drivers.

#### **Rectangular Rapid-Flashing Beacon (RRFB):**

RRFBs are pedestrian crossing signs with built-in lights that flash when activated by a pedestrian.

#### **Pedestrian Hybrid Beacon (PHB):**

PHBs are a traffic control device that can be activated by a pedestrian to stop cross traffic. Upon activation, an overhead beacon displays the following

sequence for drivers: 1) flashing yellow, 2) steady yellow), 3) steady red (at which point the pedestrian is instructed to cross), 4) flashing red, 5) return to blank.

### ***Other***

#### **Vision Zero:**

A comprehensive set of strategies to eliminate all traffic fatalities and severe injuries using engineering, enforcement, education, and encouragement.

#### **Bike Share / Scooter Share / Shared Micromobility:**

Fleets of fully or partially human-powered personal vehicles such as bikes, e-bikes, and e-scooters that are typically rented through a mobile app or kiosk and meant for short, point-to-point trips.