

Bicycle and Pedestrian Advisory Board

Active Santa Rosa

April 2024



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Agenda

- Project Introduction
- Overview and Demographics
- Equity Profile
- Transportation Profile
- Network Comfort
- Collision Analysis
- Active Trip Potential
- Q&A
- Next Steps



Project Introduction

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Tasks



Bicycle and
Pedestrian
Advisory Board



Task 1 – Project Initiation and Management



Task 2 – Existing Conditions



Task 3 – Public Engagement



Task 4 – Goals and Objectives



Task 5 – Network Analysis



Task 6 – Project Definition and Recommendations



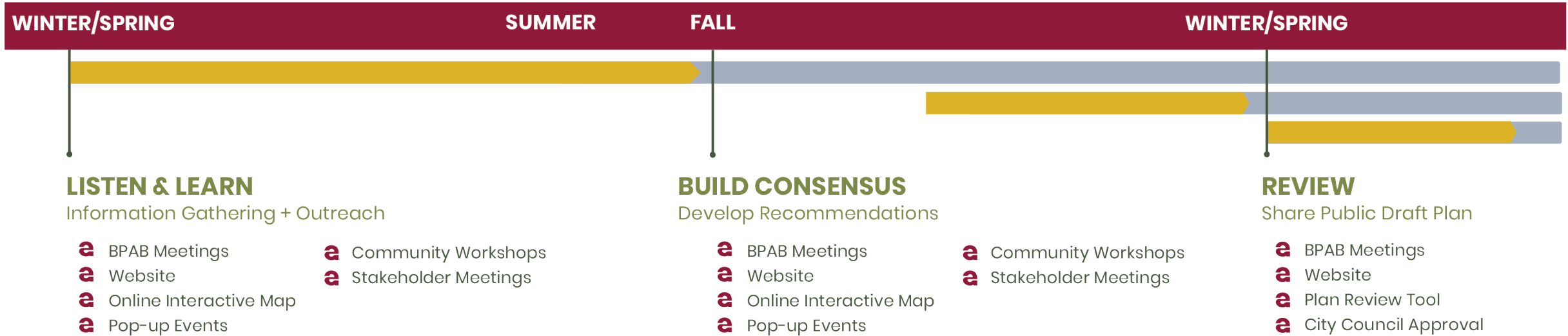
Task 7 – Draft and Final Plan



Project Timeline

2024

2025



Overview and Demographics

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Plans Reviewed

- Local Road Safety Plan (2022)
- Santa Rosa Avenue Corridor Improvement (2022)
- Roseland Creek Community Plan (2021)
- Stony Point Road Corridor Study for Active Transportation Modes (2021)
- Downtown Station Area Specific Plan (2020)
- Community Empowerment Strategy (2020)
- Roseland Area/Sebastopol Road Specific Plan (2016)
- Jennings Avenue Pedestrian and Bicycle Rail Crossing Final EIR (2015)
- Principles of Community Engagement (2014)
- Santa Rosa Citywide Creek Master Plan (2013)
- North Santa Rosa Station Area Specific Plan (2012)
- Streetlight Design Standards (2011)
- Traffic Standards (2008)
- Public Storm Drain Standards (2005)
- Street Design and Construction Standards (2004)
- 3575 Mendocino Avenue Project Sustainable Communities Environmental Assessment (2000)
- Park and Landscape Construction Standards (1997)
- Construction Specifications for Public Improvements (1979)
- Spectrum of Community Engagement
- Santa Rosa General Plan
- Santa Rosa General Plan Update
- Sonoma County Vision Zero Action Plan (SCTA and Sonoma County Health) (2022)
- Highway 101 Overcrossing ISMND and Fact Sheet (2021)

Background Documents

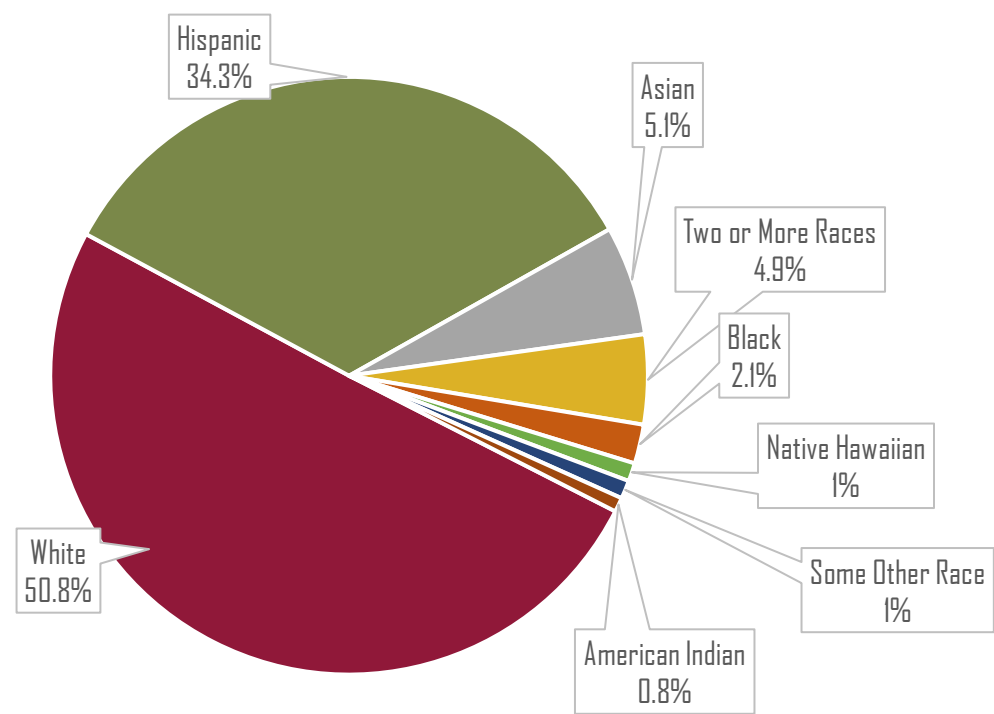
summary and key findings

- Focus on planning/ implementation in **Equity Priority Areas/Communities**
- **Vision Zero** principles a priority
- Fundamental shift toward providing facilities that offer **greater protection** from vehicle traffic for people walking and biking
- Enhanced **active transportation** projects closely linked to **land use** plans
- Focus on **improving access to transit** (SMART station areas and major transit corridors)
- Active transportation to **reduce Vehicle Miles Traveled (VMT)** big focus at citywide and neighborhood levels

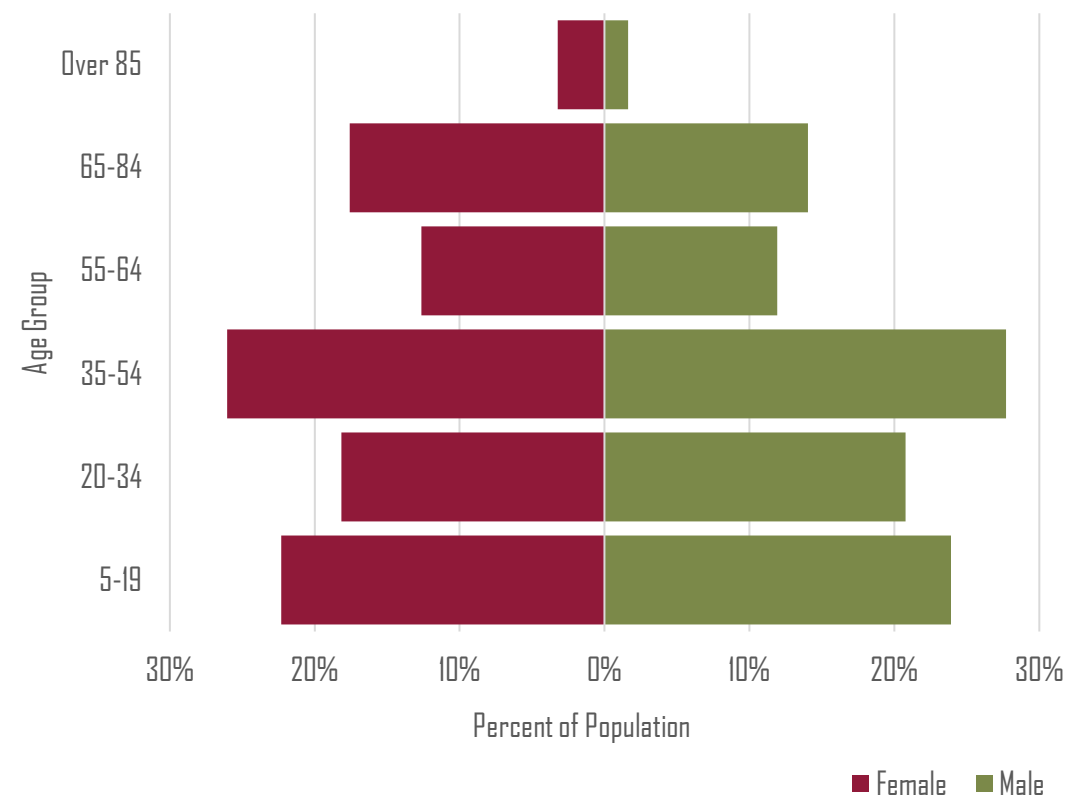
Existing Conditions

demographics

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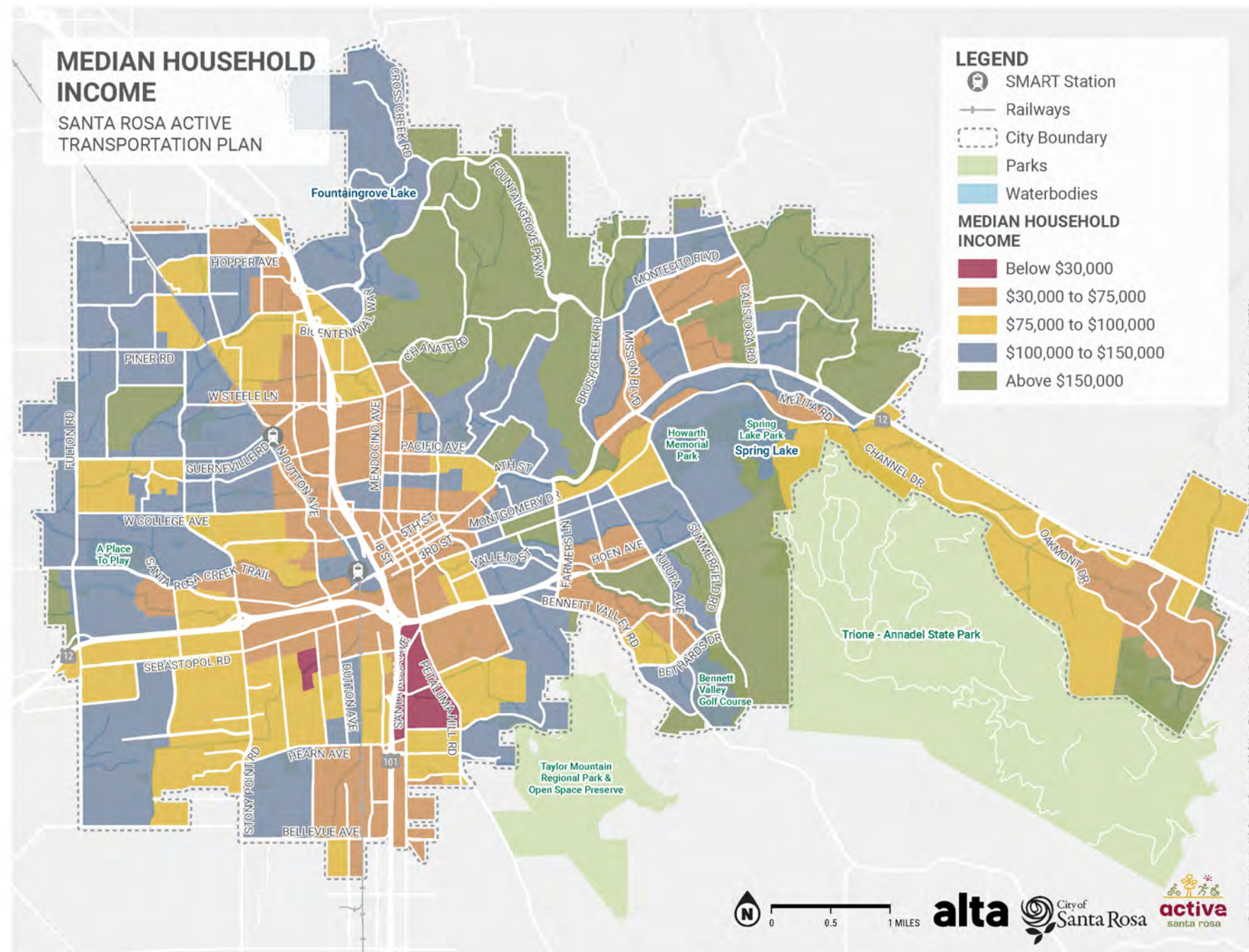
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Existing Conditions

income

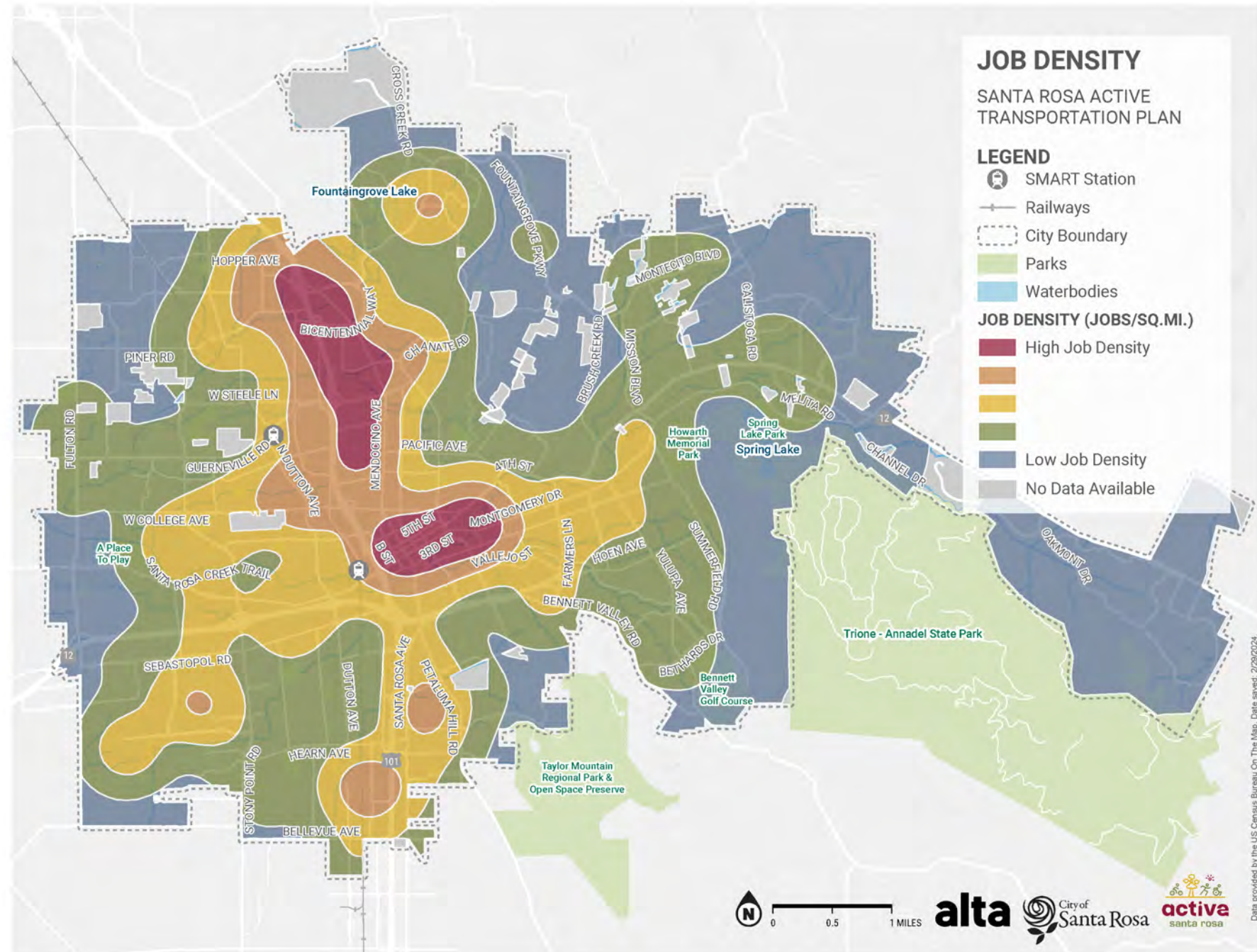
- Median Household Income: \$92,604
- 10% residents below the poverty line
- Below \$30,000:
 - Roseland neighborhood
 - SE of HWY 101/SR 12



Existing Conditions

employment

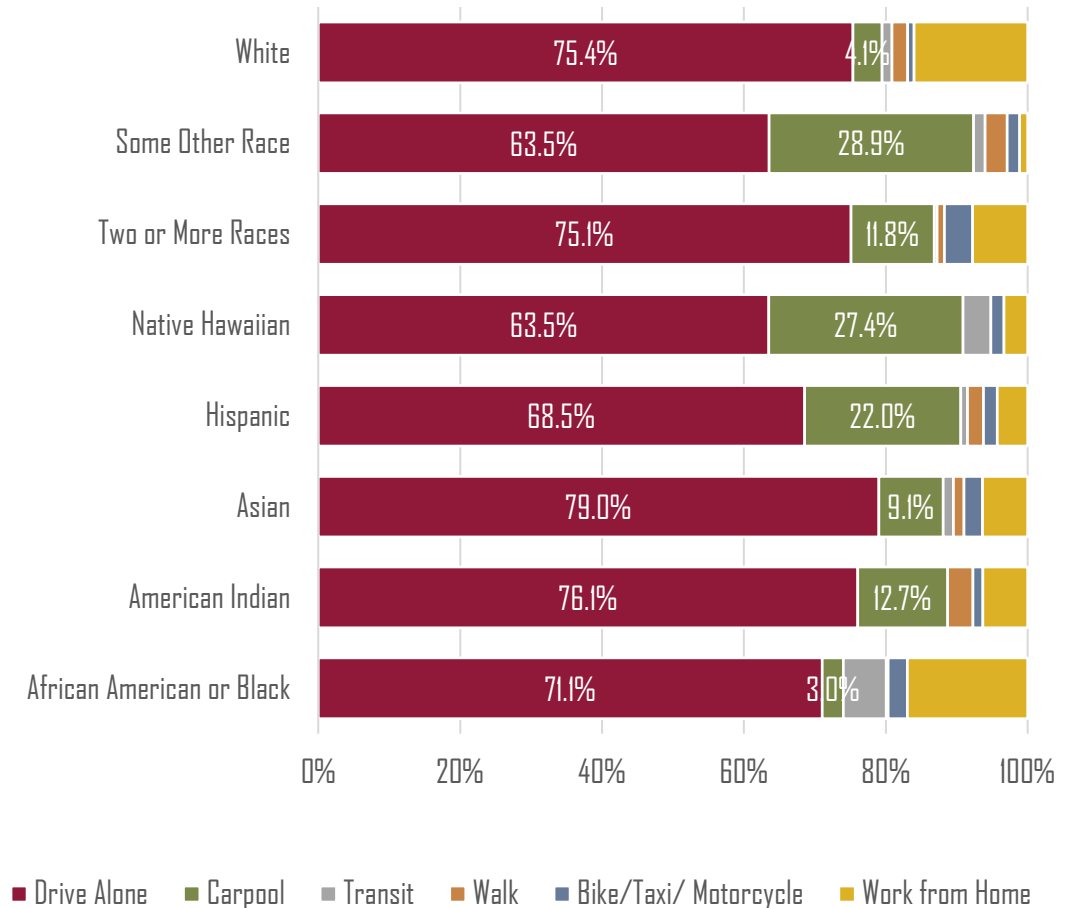
- 69,552 jobs in Santa Rosa
 - 37% live in the city
 - 63% commute into the city
- Jobs outside Santa Rosa
 - 48% of residents commute outside of city
- Highest job density: Downtown and northern HWY 101
- Largest employment sectors: healthcare and social assistance (23%); retail (13%)



Existing Conditions

commute profile

- 71.5% of residents DRIVE alone
- Hispanic and Native Hawaiian residents are five times more likely to carpool as their white counterparts
- Black residents bike to work at 3x the rate as their white counterparts
- Most non-white residents are more likely to use carpooling and other forms of transportation than their white counterparts



Equity Profile

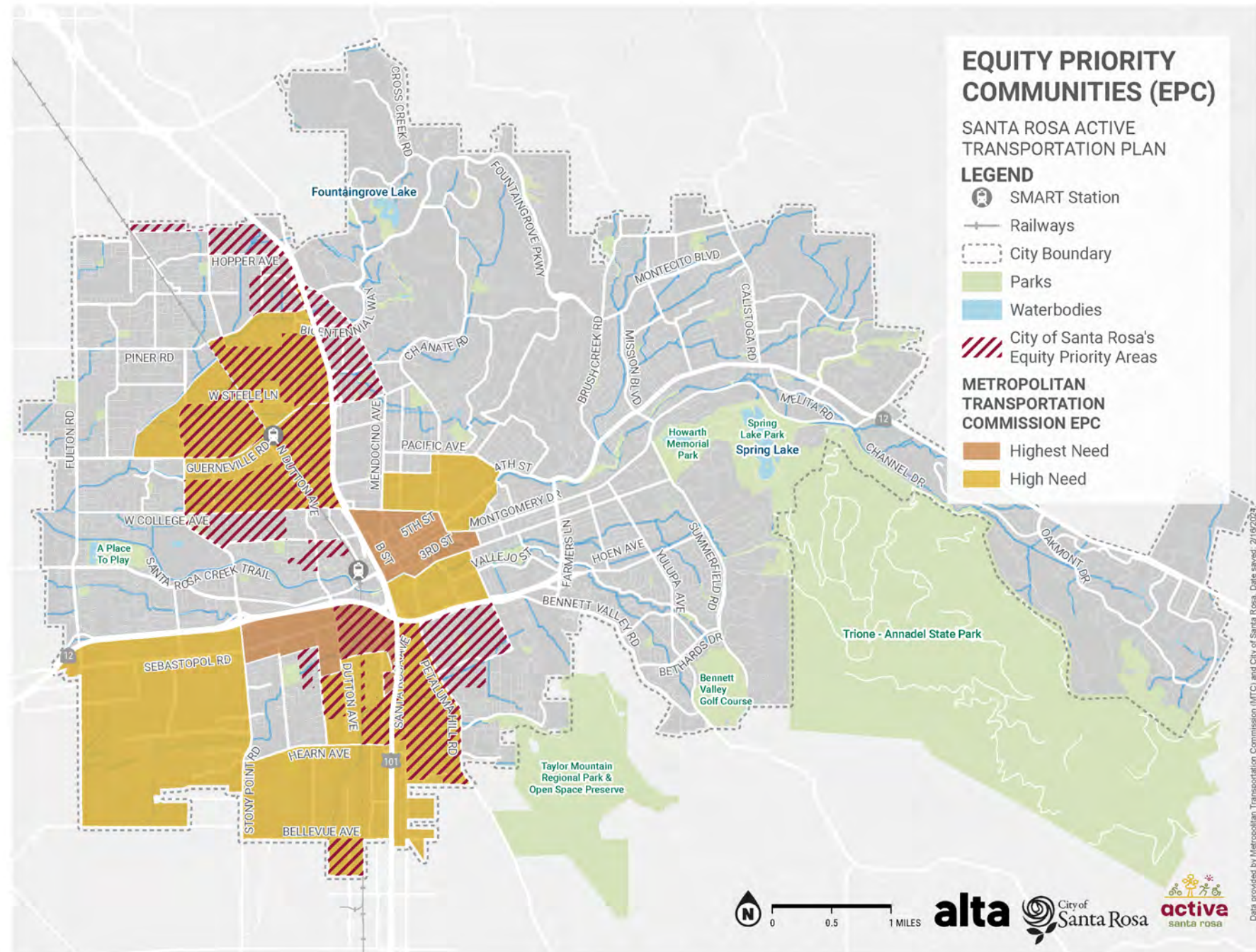
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Equity Profile

MTC / Santa Rosa

Equity Priority Communities/Areas

- 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



Equity Profile

CalEnviroScreen 4.0

Pollution Burden

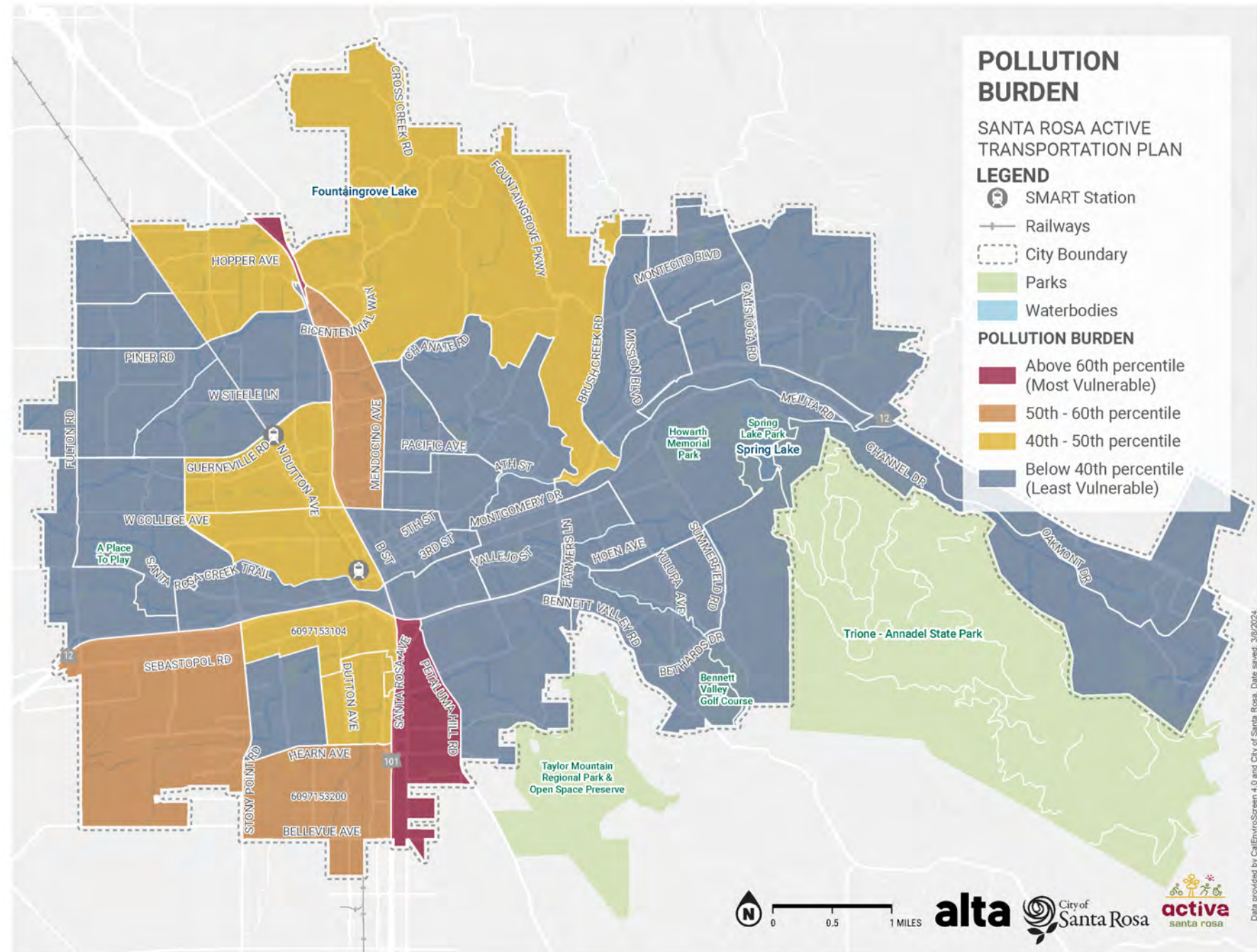
DEFINITION:

Aggregate concentration of:

- High ozone levels
- High PM 2.5 particulate
- Children's Lead Risk
- Diesel Particulate Matter
- Drinking water contaminants
- Pesticide use
- Traffic impacts
- Other variables

FINDINGS:

- Highest pollution burden:
 - Southeast of HWY 101/SR 12 interchange (west of Petaluma Hill Rd)
 - 50th - 60th percentile: Roseland neighborhood and West Junior College neighborhood



Equity Profile

CalEnviroScreen 4.0

Population Characteristics

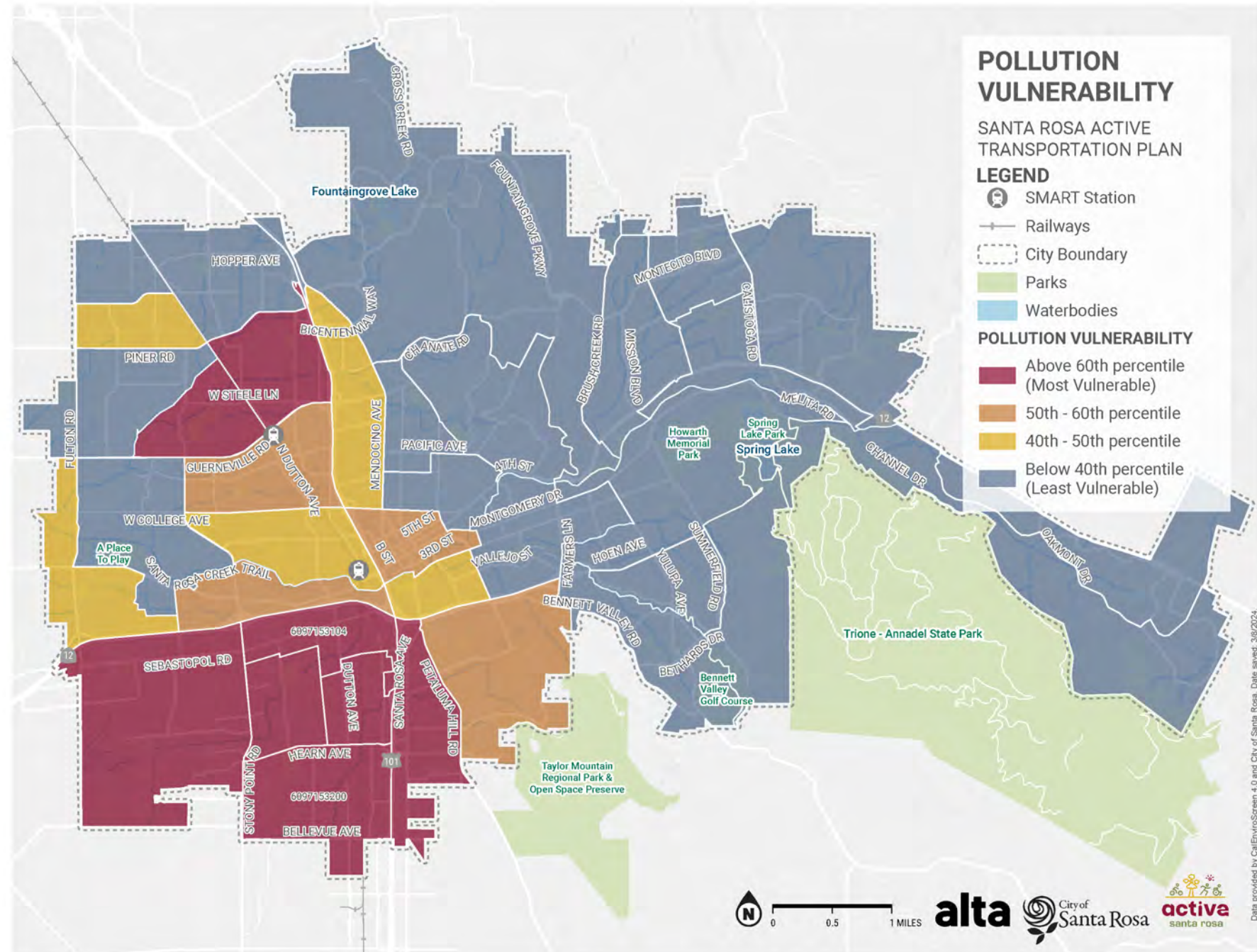
DEFINITION:

Aggregate concentration of:

- Asthma
- Cardiovascular disease
- Low birth weight of infants
- Low educational attainment
- Housing burden
- Linguistic isolation
- Poverty
- High unemployment rates

FINDINGS:

Most vulnerable: Roseland neighborhood; southeast of Highway 101/SR 12 (west of Petaluma Hill Rd); north of Santa Rosa North SMART station (west of Highway 101)



Equity Profile

CalEnviroScreen 4.0

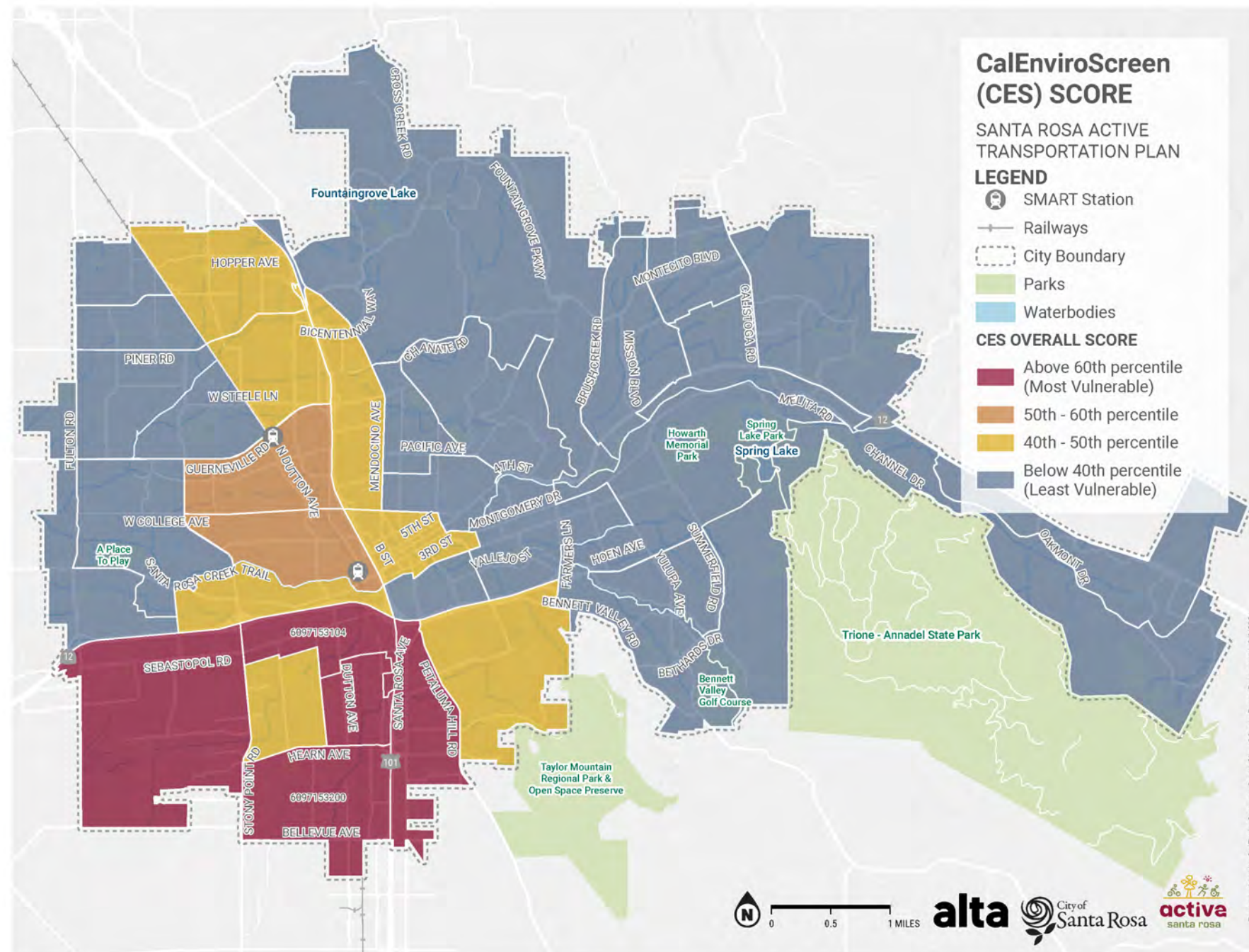
Environmental Health
(aggregate)

DEFINITION:

Aggregate of Pollution Burden and Population Characteristics

FINDINGS:

- Highest affected:
 - Roseland neighborhood
 - Census tract directly southwest of HWY101/SR 12 interchange
- Other areas affected:
 - Tracts close to HWY 101



Equity Profile

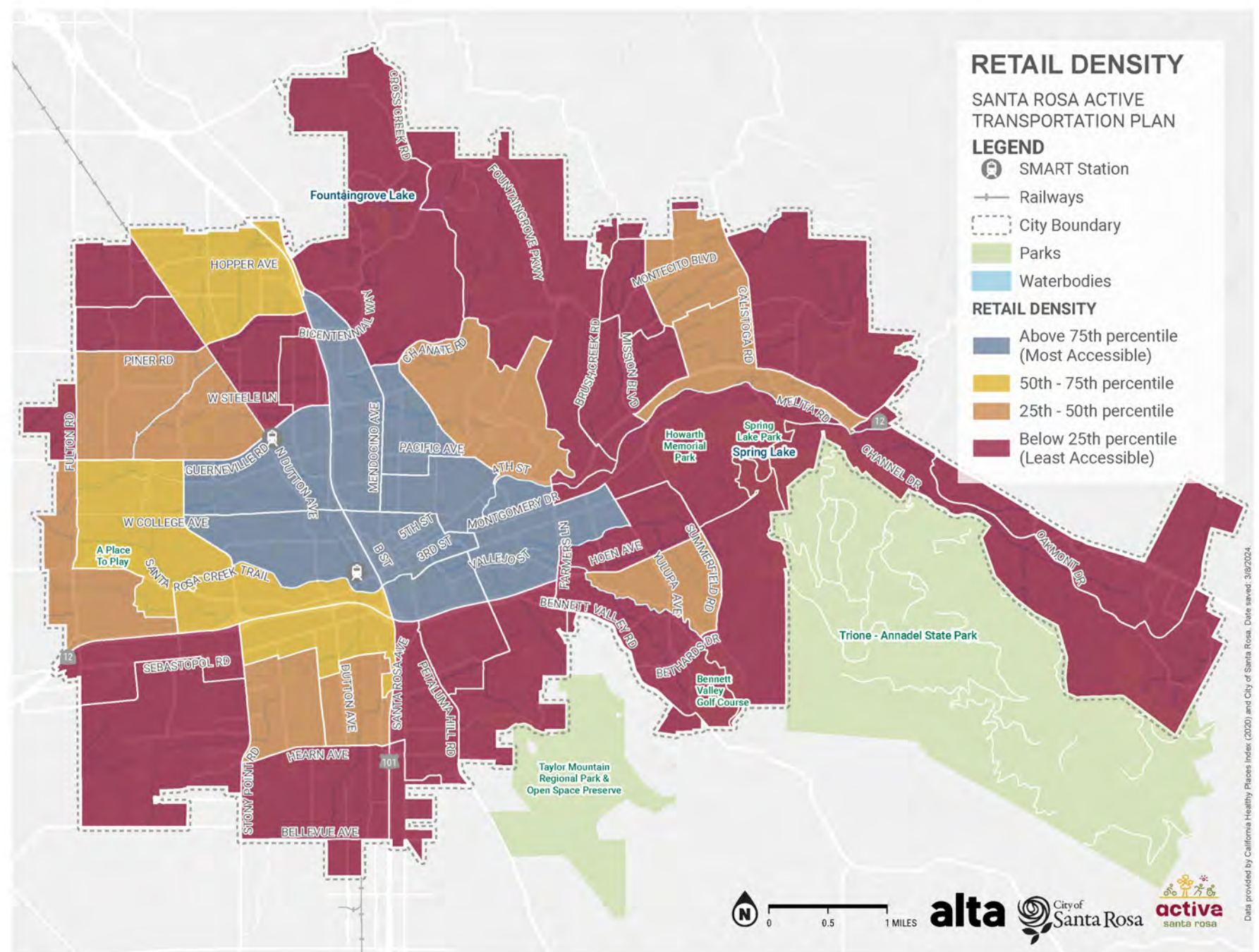
Retail Density

DEFINITION:

Number of retail, entertainment, and education jobs per acre

FINDINGS:

- Highest retail density: Downtown and along either side of HWY 101 (north of SR 12)



Equity Profile

CA Healthy Places Index Park Access

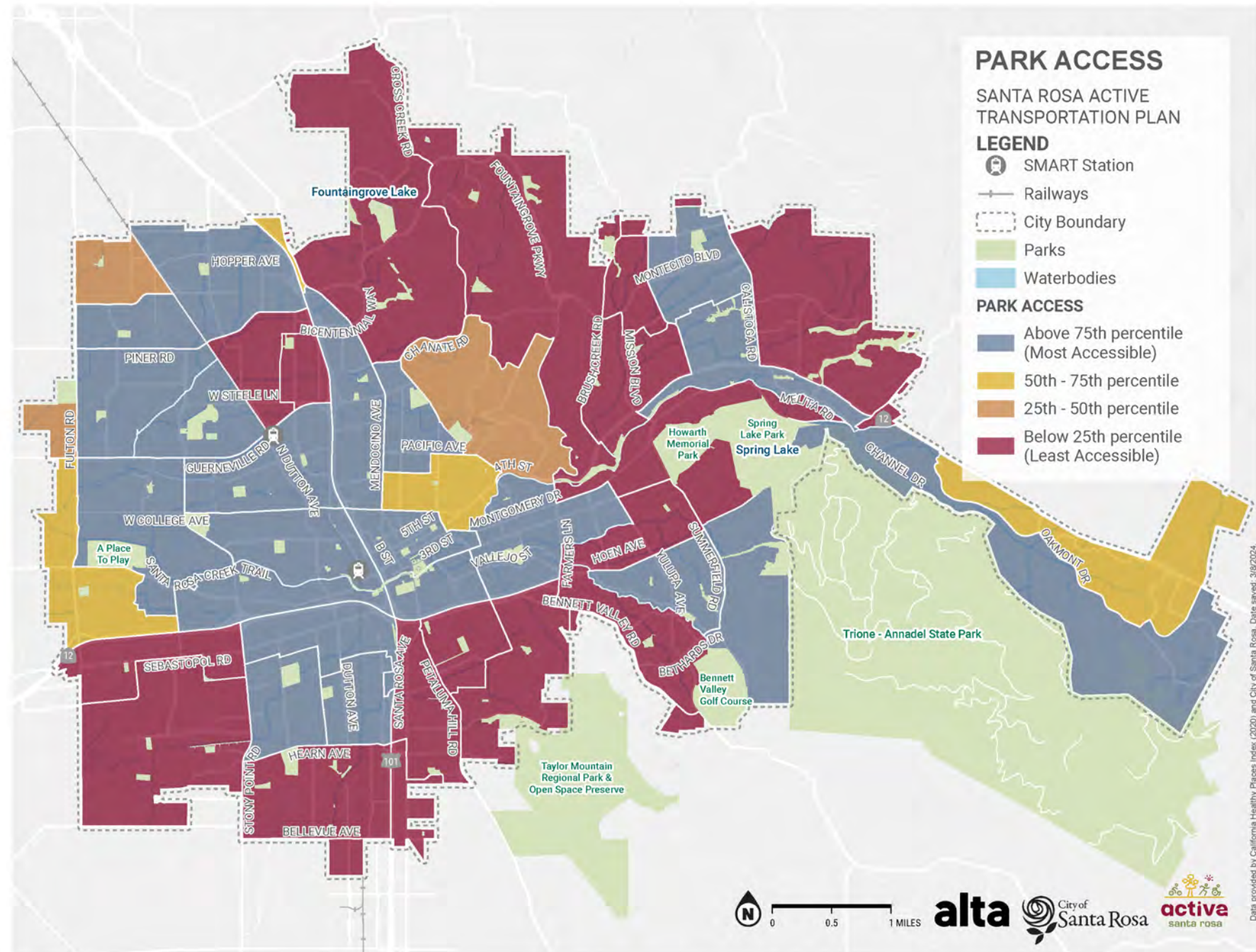
DEFINITION:

Percentage of population living within ½ mile of a park, beach, or open space that is larger than 1 acre

FINDINGS:

Least park access:

- Roseland / South Park
- North of Santa Rosa North SMART station
- Northeastern / hillside neighborhoods



Equity Profile

Heat Vulnerability

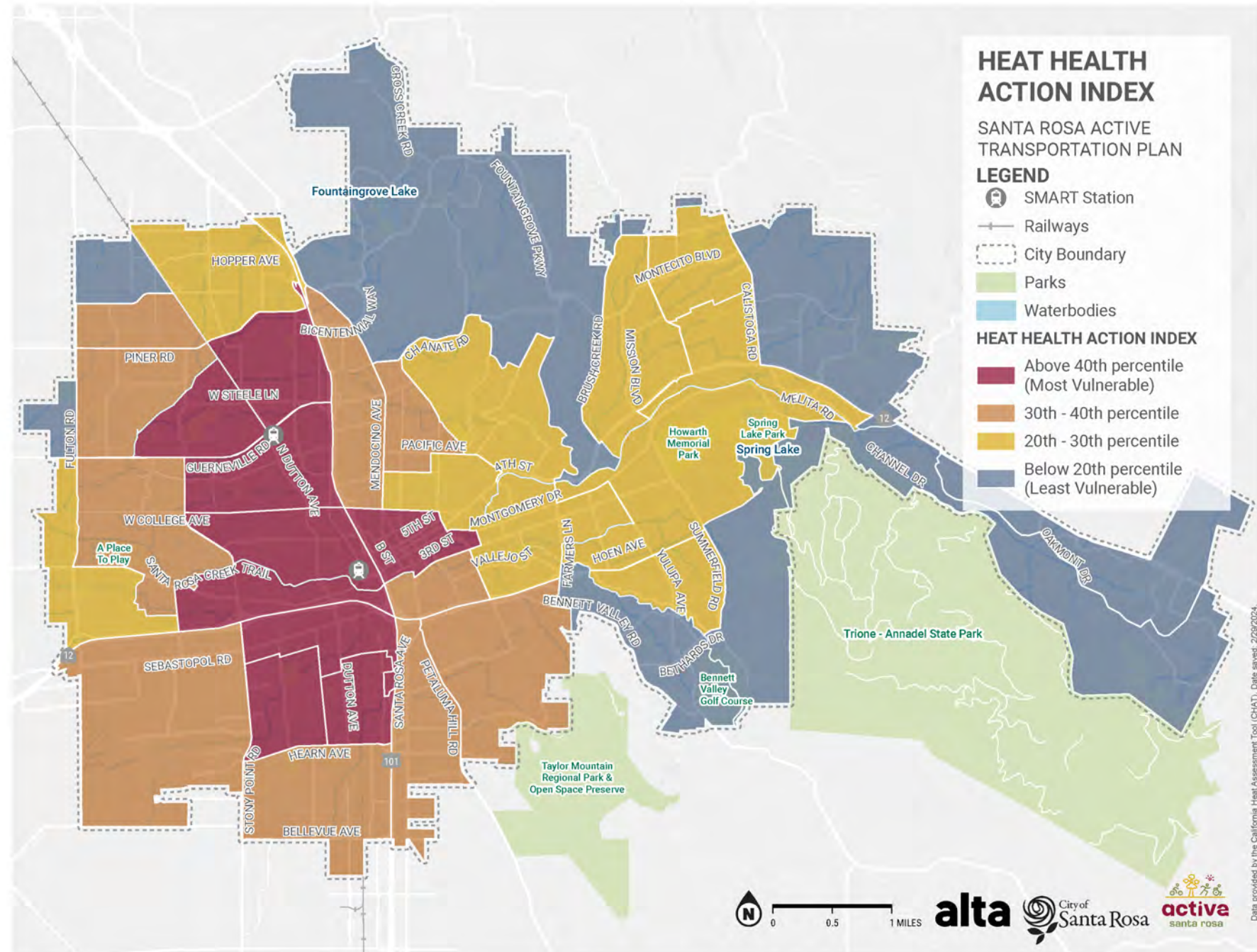
DEFINITION:

Most affected by and vulnerable to increased temperatures and extreme heat events

FINDINGS:

Most vulnerable:

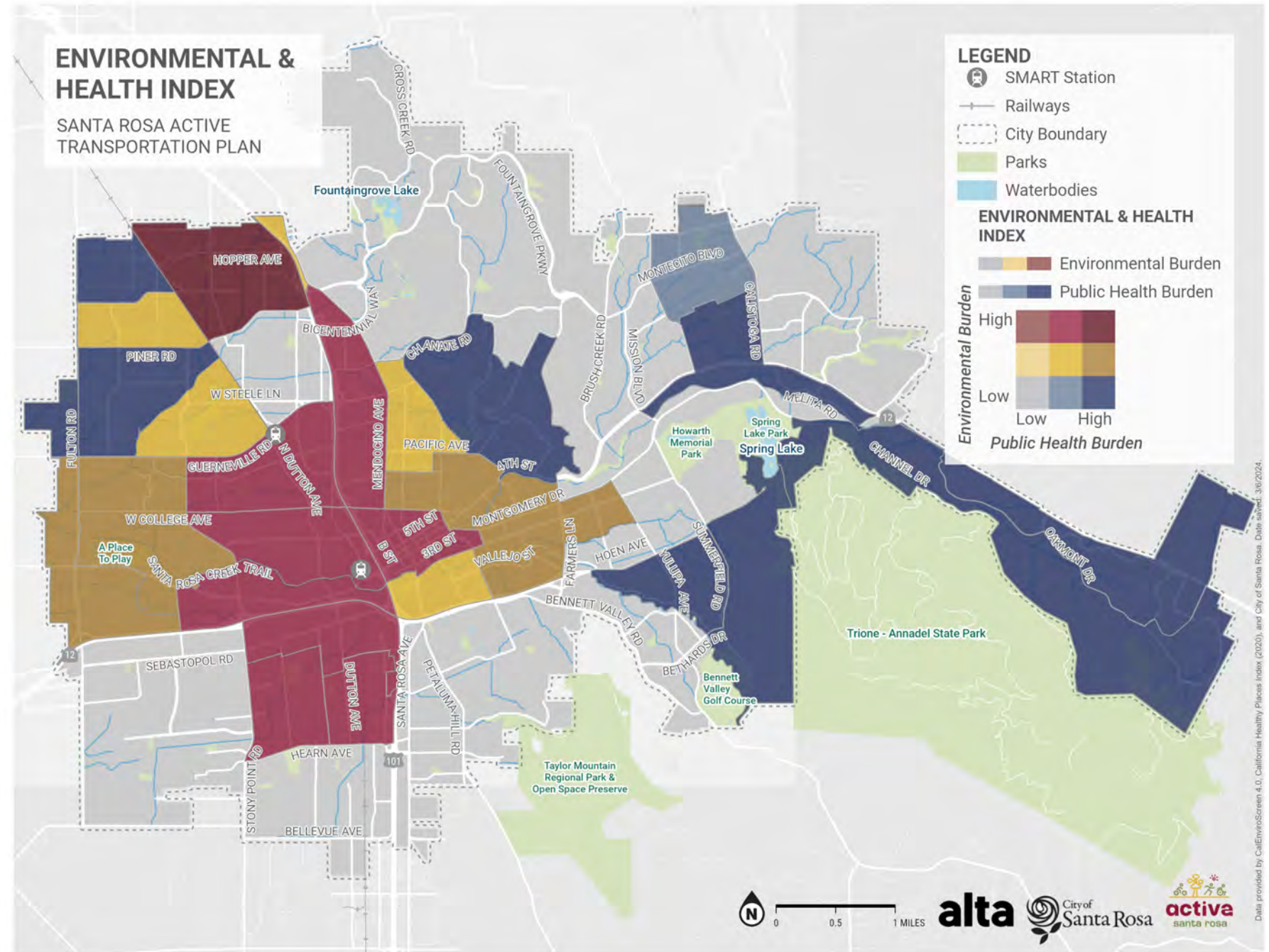
- Neighborhoods immediately west of Highway 101 between Hearn Avenue and Piner Road
- The downtown area east of Highway 101 between College Avenue and Sonoma Avenue
- Northern portions of the Roseland Neighborhood



Equity Profile

Combined Environmental and Public Health

- High environmental burden & medium public health burden (red): either side of Highway 101 (Downtown, West Junior College, SMART stations); Roseland neighborhood east of Stony Point Road;
- High environmental burden & high public health burden (dark red): near Coffey Park (north of Piner Road & west of Highway 101)
- High public health burden & low environmental burden (dark blue): eastern side of the city along SR 12



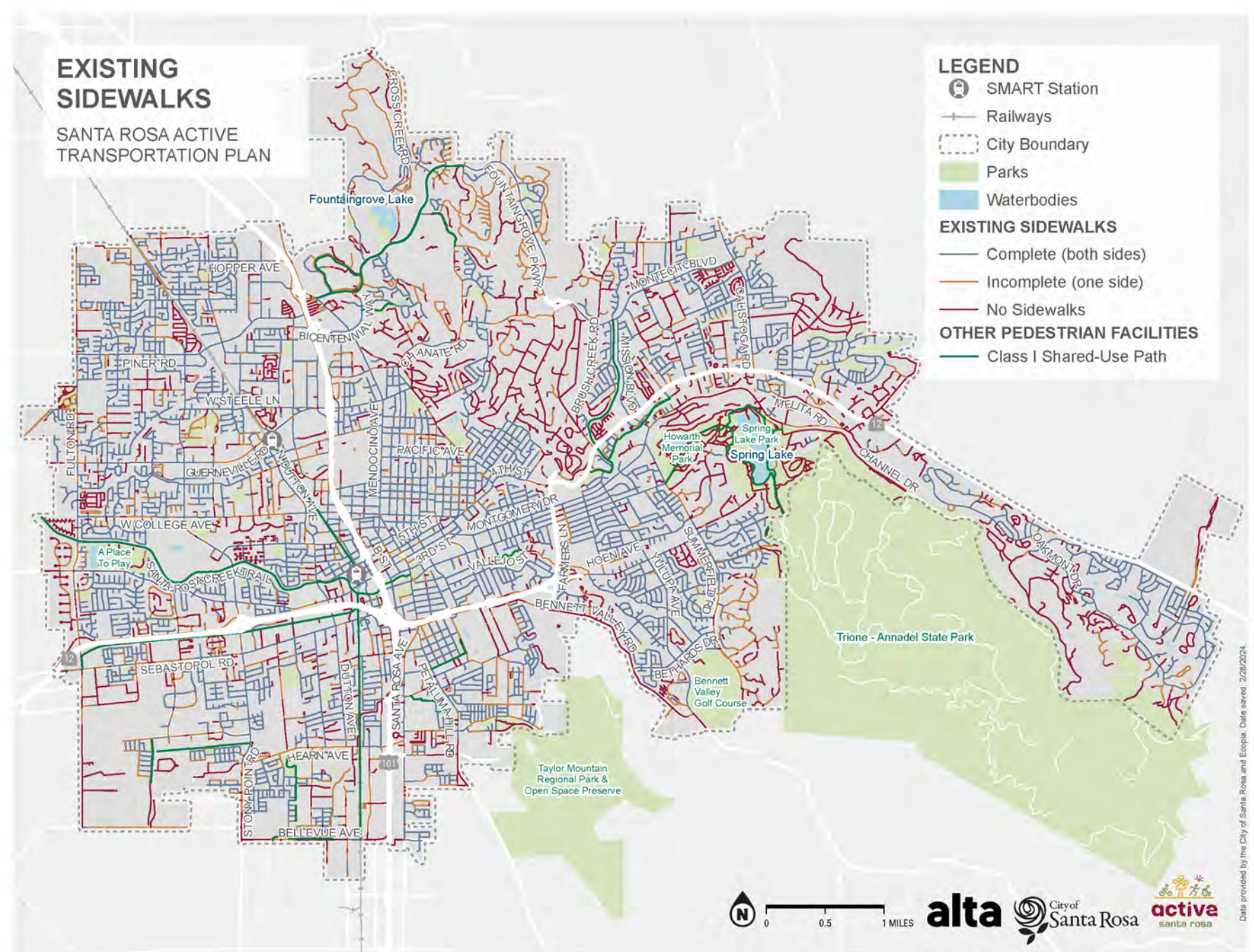
Transportation Profile

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Transportation Profile

Walking Facilities – Existing Sidewalks/Shared Use Paths

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

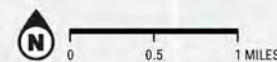
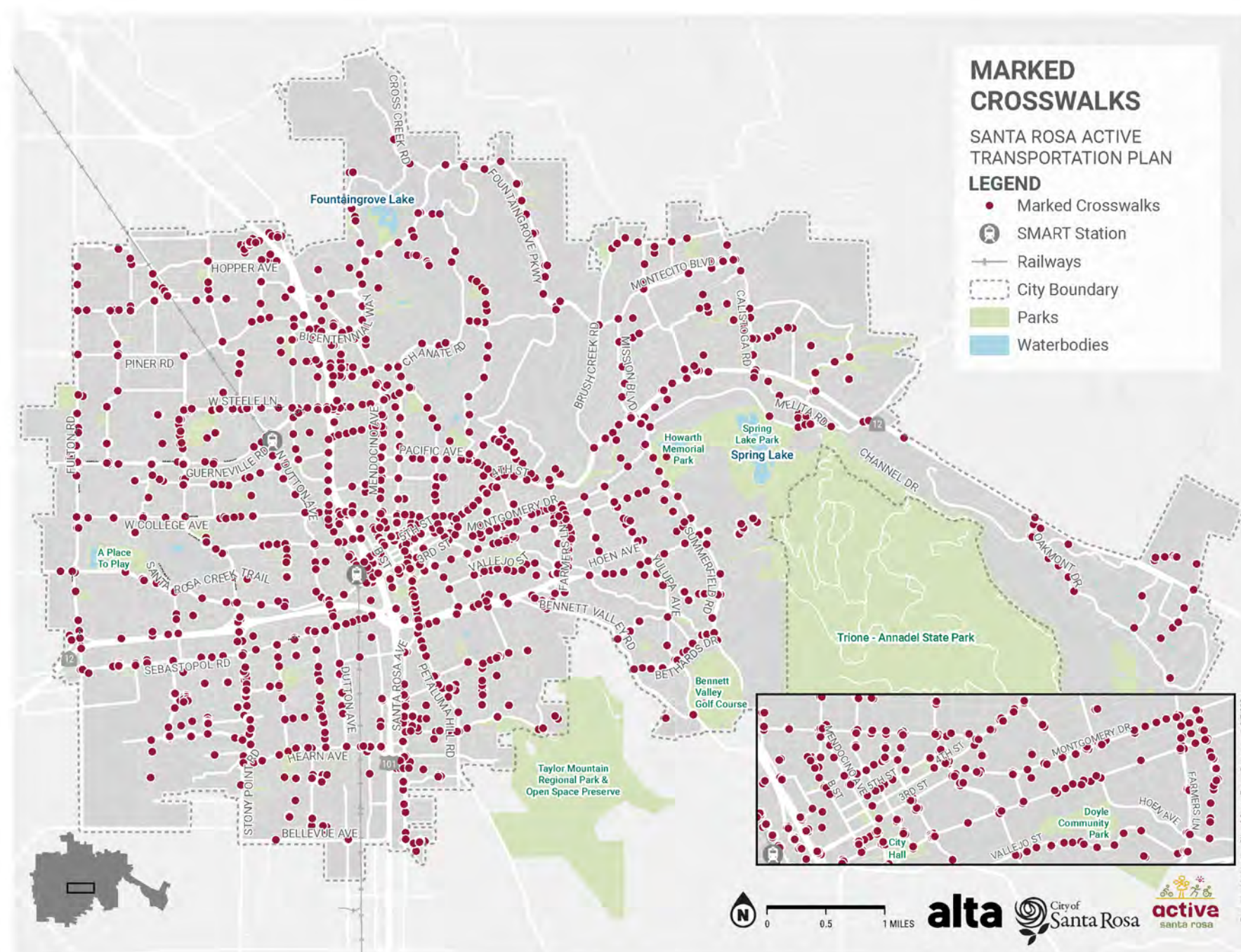
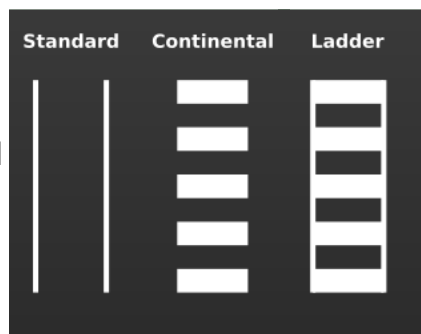


Transportation Profile

Walking Facilities – Marked Crosswalks

- 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

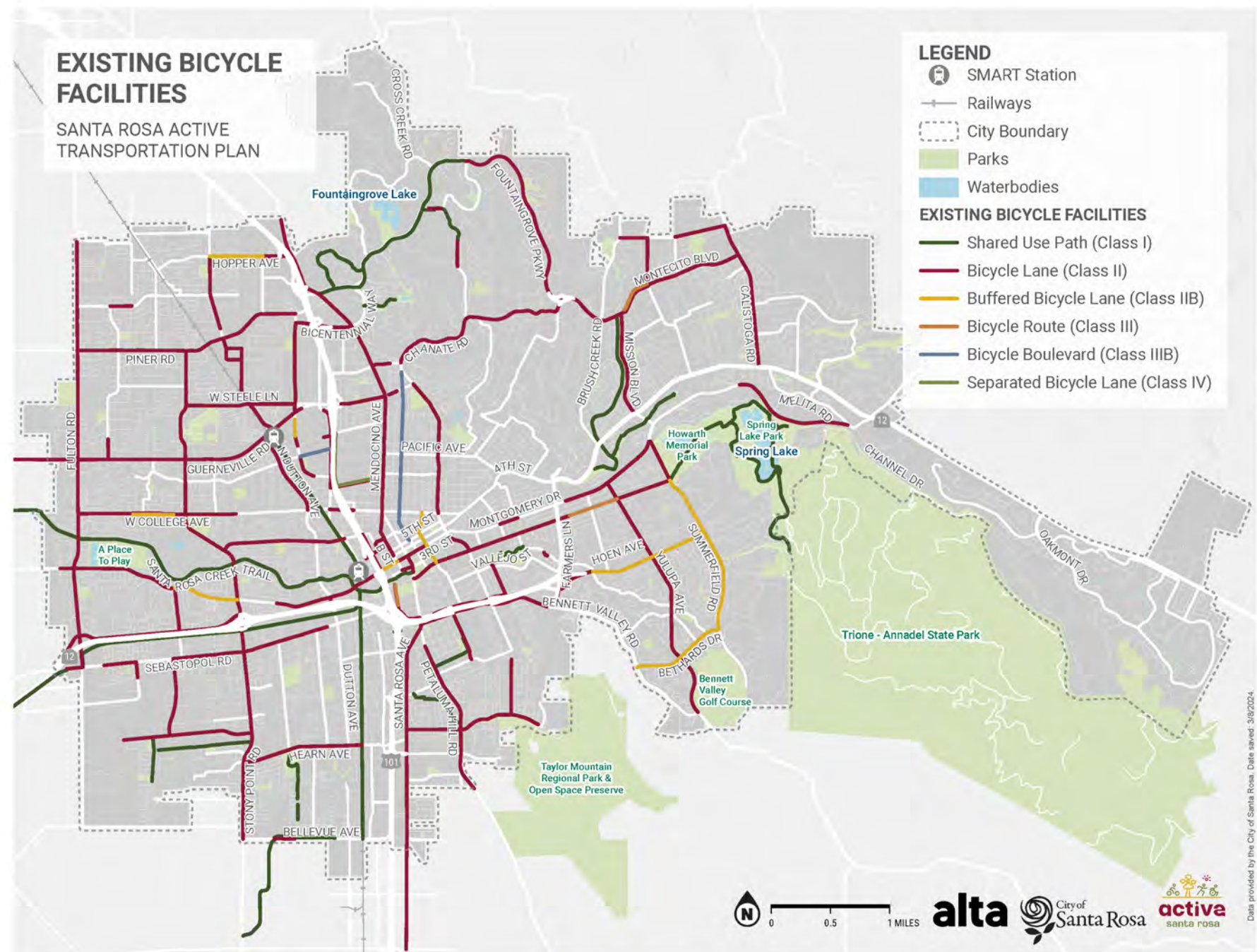
Examples of marked Crosswalks



Transportation Profile

Bicycling Facilities

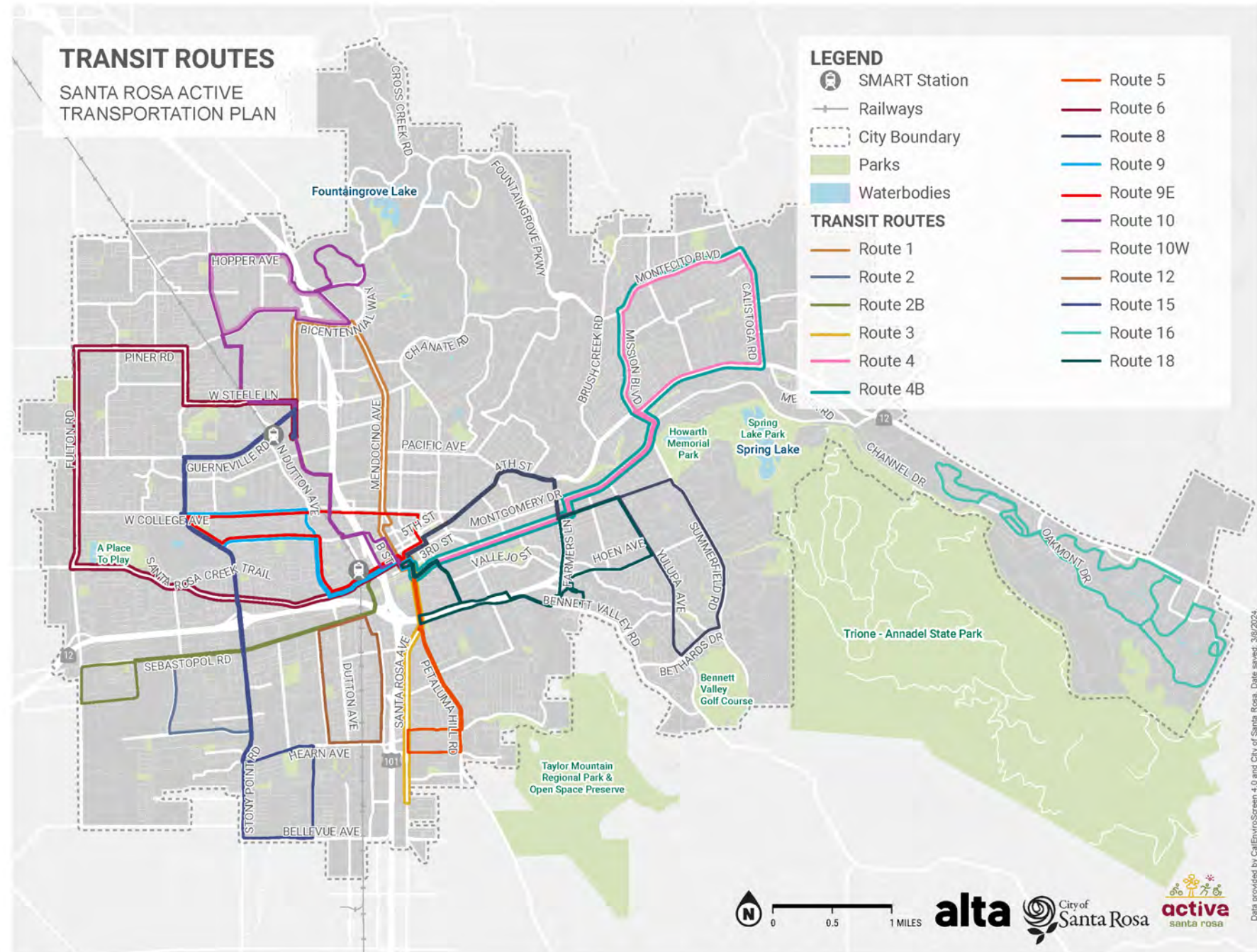
- 108 miles of existing bicycle facilities
- Most of existing network consists of Bike Lanes (68 mi) and Shared-use Paths (31 mi.)
- Many bike lanes exist along multilane arterials and may not be comfortable for most users
- Highways and intersections between arterials often serve as barriers/gaps in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



Transportation Profile

Transit Network

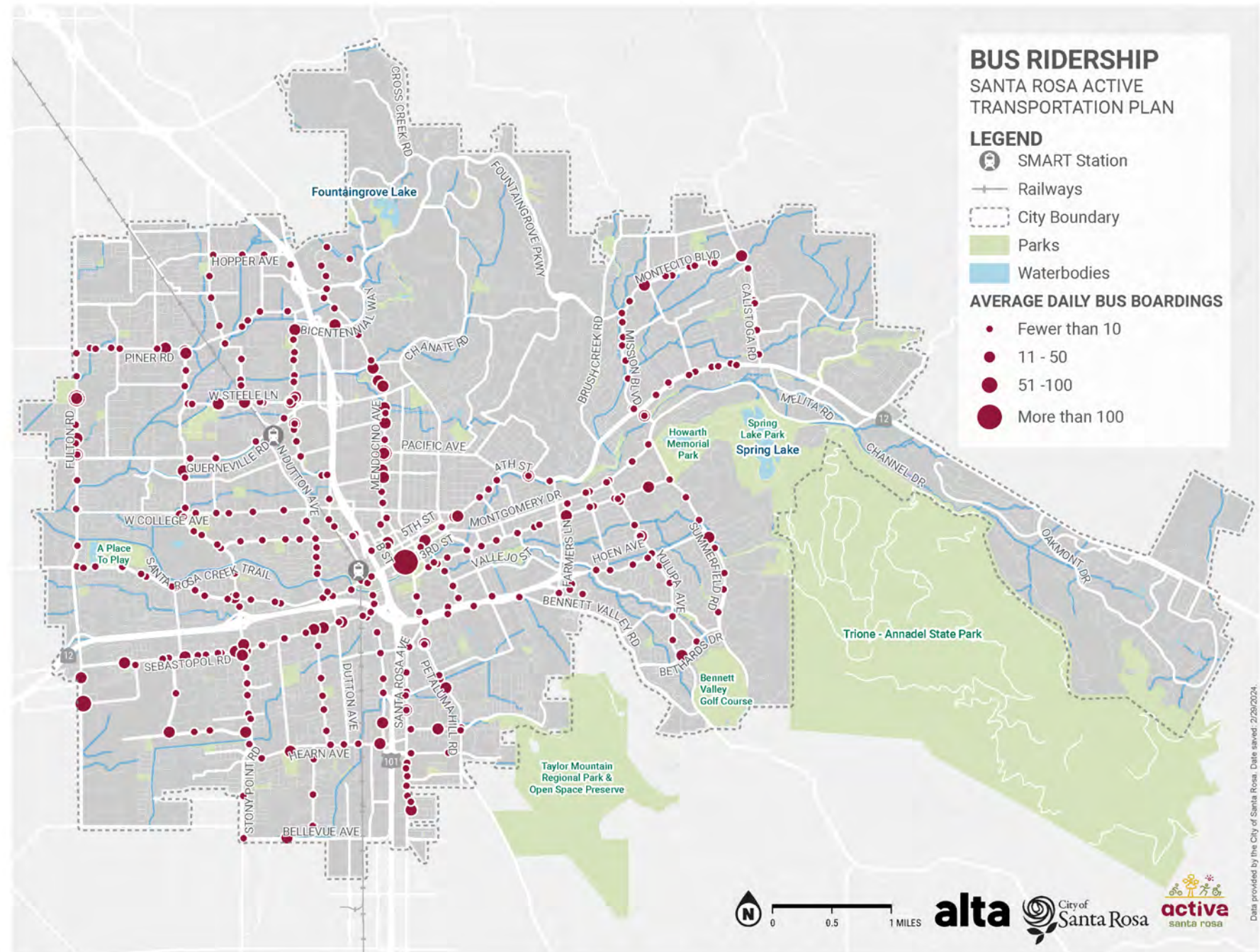
- Sonoma County Transit, SMART Rail, Golden Gate Transit, Santa Rosa CityBus
- Santa Rosa CityBus: 17 bus routes
- Five major transfer points
 - Coddington Town Transit Hub & Shopping Center
 - Westside Transfer Center
 - Santa Rosa Plaza
 - Montgomery Village Transit Hub,
 - Transit Mall



Transportation Profile

Bus Ridership

- Busiest Bus Stops:
 - Transit Mall
 - Santa Rosa Junior College Campus
 - Finley Avenue at Wright Road
 - Fulton Road Piner High School
 - Sonoma Avenue at Carley Drive



Network Comfort

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Network Comfort

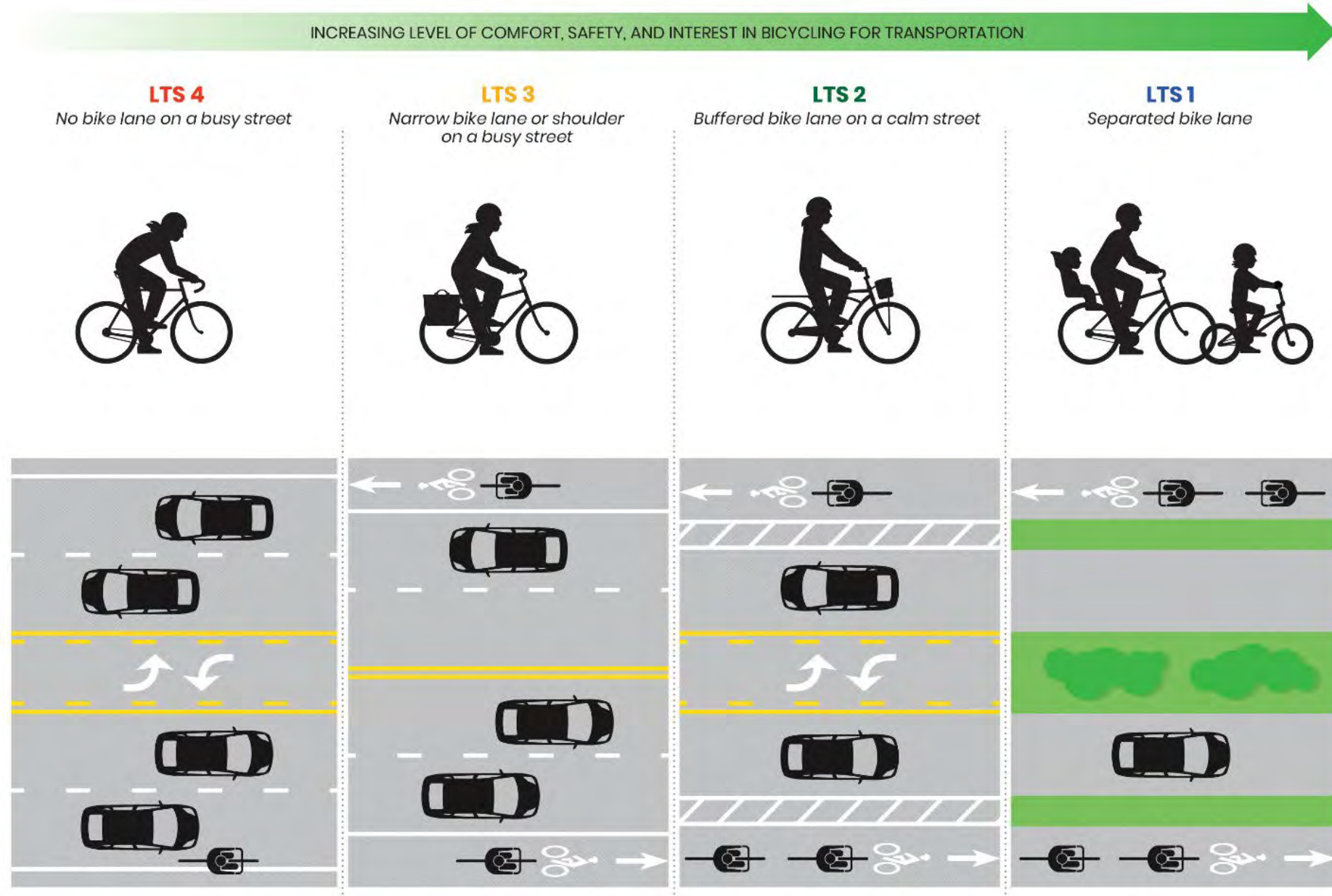
Bicycle Level of Traffic Stress

DEFINITION:

Estimates the level of comfort for people biking on a given roadway segment

VARIABLES:

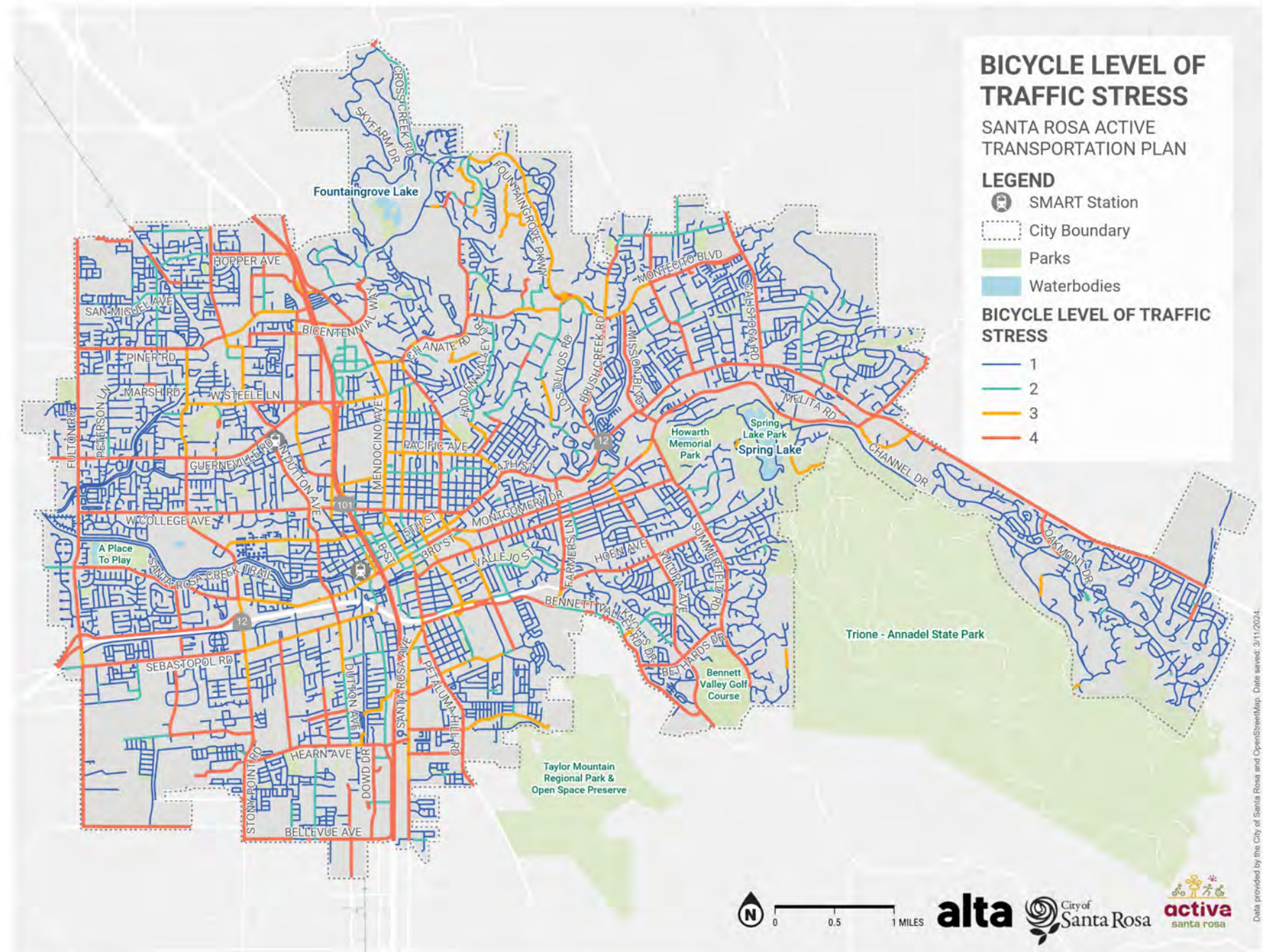
- Presence/type of bicycle facilities
- Posted speed limit
- Presence and width of on-street parking
- Number of travel lanes
- Presence of trails



Network Comfort

Bicycle Level of Traffic Stress

- Most major roadways in Santa Rosa represent high-stress environments for people biking
- Local roads and shared use paths provide lower stress environments for people biking
- Truncated/fragmented network of comfortable facilities



Network Comfort

Pedestrian Level of Traffic Stress

INCREASING LEVEL OF COMFORT, SAFETY, AND INTEREST FOR PEDESTRIANS IN TRANSPORTATION

DEFINITION:

Estimates the level of comfort for people walking on a given roadway segment

VARIABLES:

- Sidewalk Presence and completeness
- Sidewalk width and condition
- Sidewalk buffer width
- Sidewalk buffer type

LOW COMFORT

PLTS 4

High traffic stress experienced and would be used only by able-bodied adults with limited route choices.



LOW COMFORT

PLTS 3

Moderately uncomfortable roadways, where most able-bodied adults would feel uncomfortable but safe.



HIGH COMFORT

PLTS 2

Slightly less comfortable roadways that require more attention to traffic and are suitable for children over 10, teens and adults.



HIGH COMFORT

PLTS 1

Roadways where people of all ages and abilities would feel comfortable walking and require little attention to traffic.

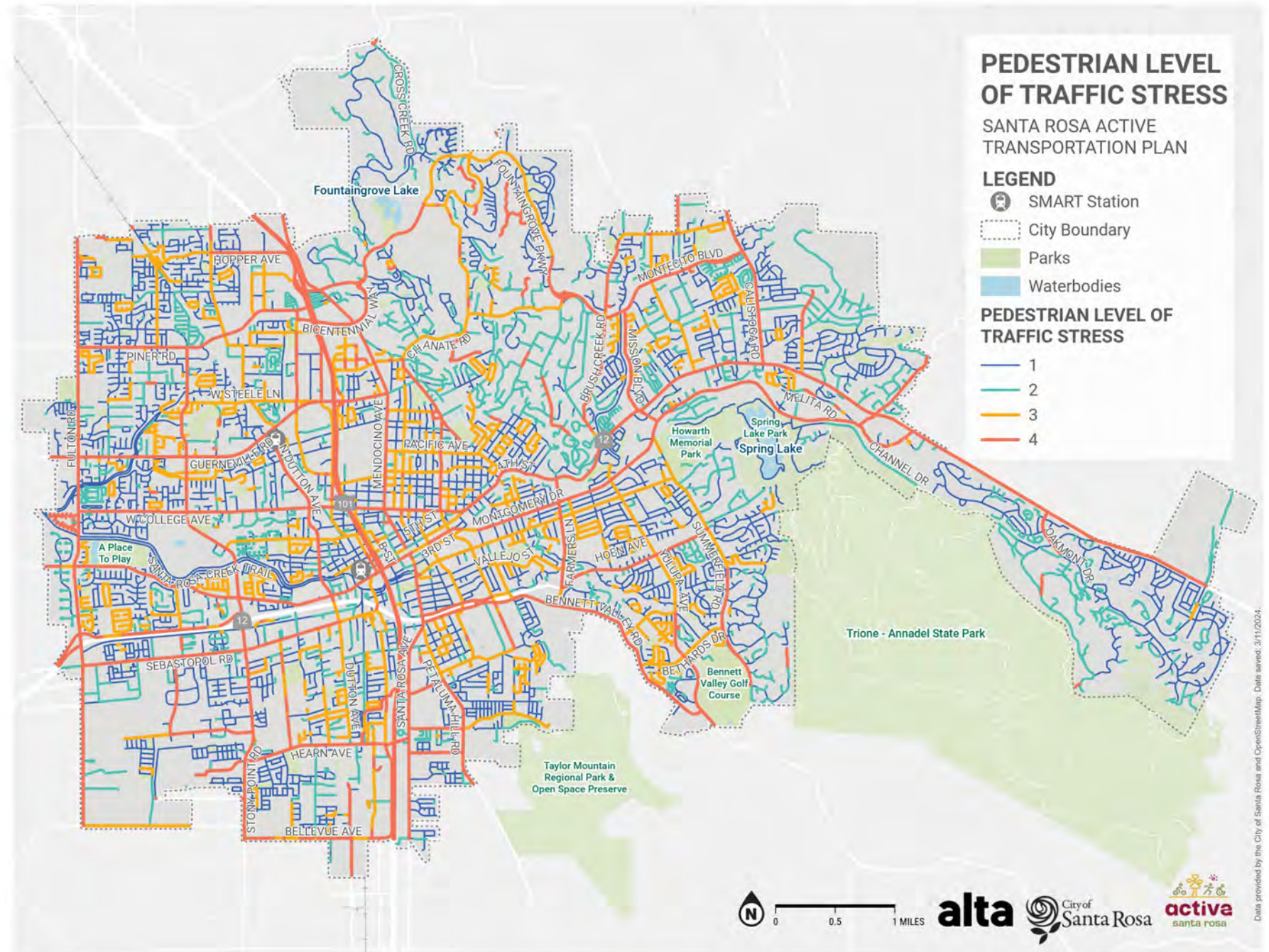


Network Comfort

Pedestrian Level of Traffic Stress

Most major roadways (similar to BLTS) represent high-stress environments for people walking and rolling, despite many of them having sidewalks. Some contributing factors include:

- Lack of a buffer between people walking and driving
- Faster speeds (30mph +)
- Wider roadway widths

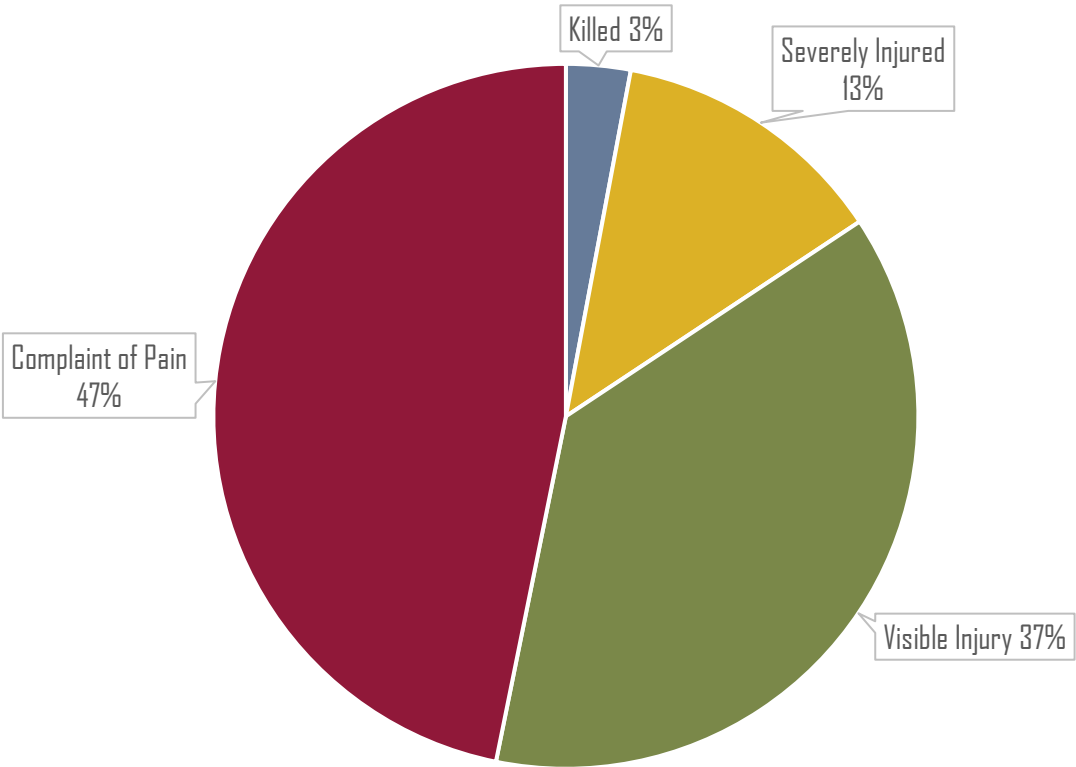


Collision Analysis

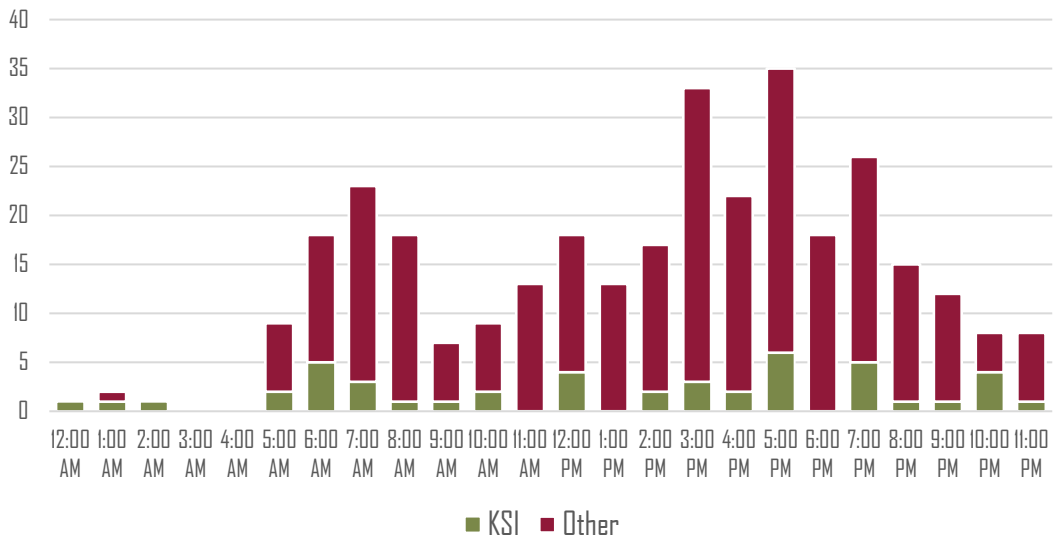
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Collision Analysis Trends

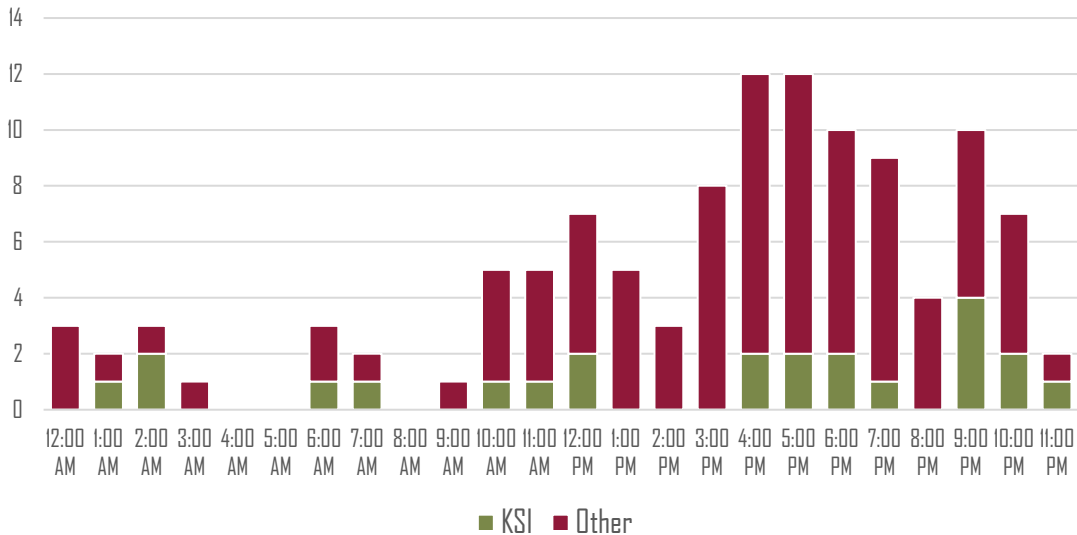
Type of Injury



Time of Day (Weekday)



Time of Day (Weekend)

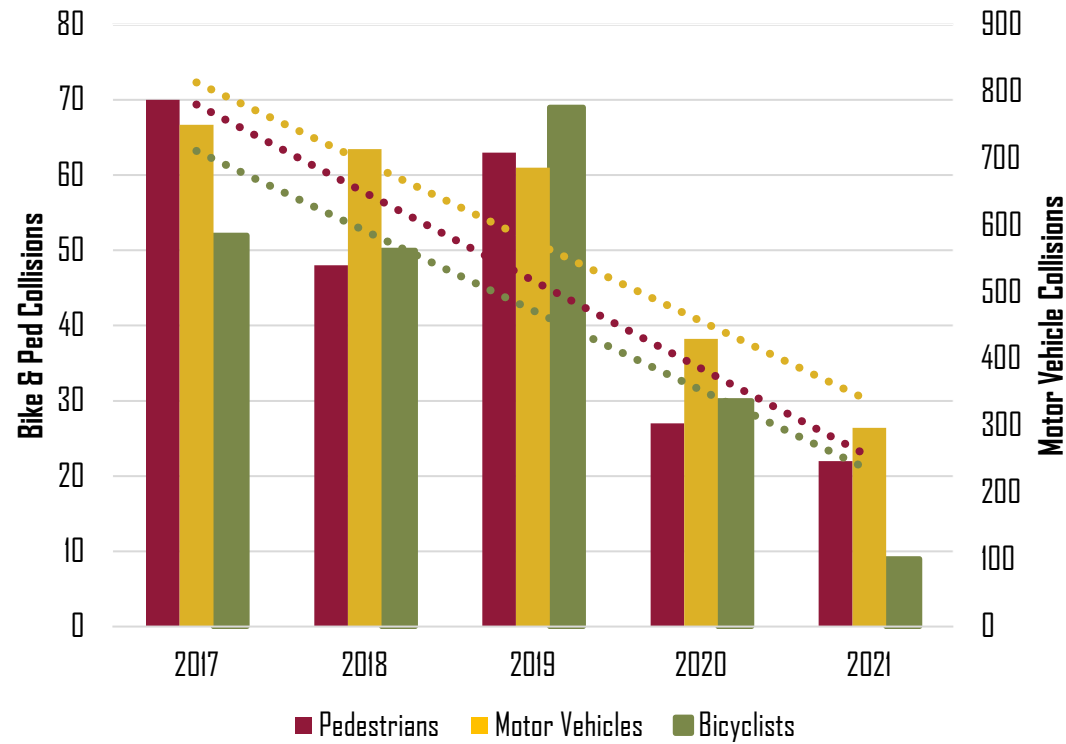


Source: Transportation Injury Mapping System (TIMS) (2017 -2021)

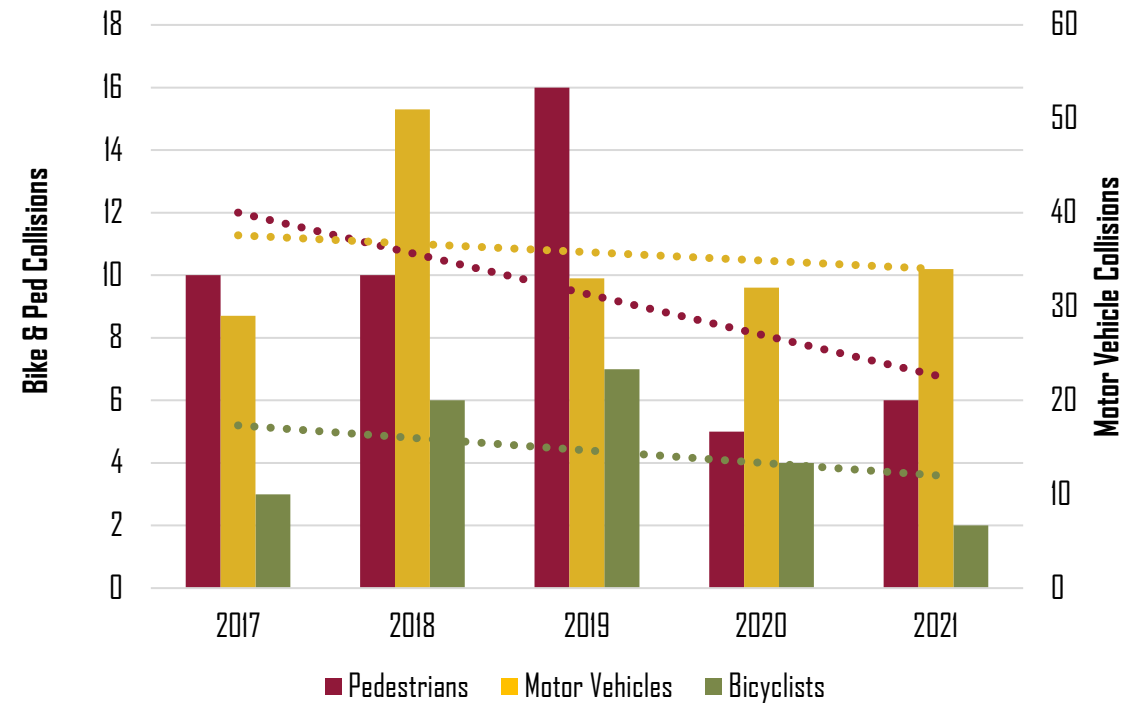
Collision Analysis

Trends

ALL INJURIES



KILLED/SEVERELY INJURED (KSI)



Collision Analysis Trends

LOCATION:

57% bike/ped along **corridors**

43% bike/ped at **intersections**

SPEED:

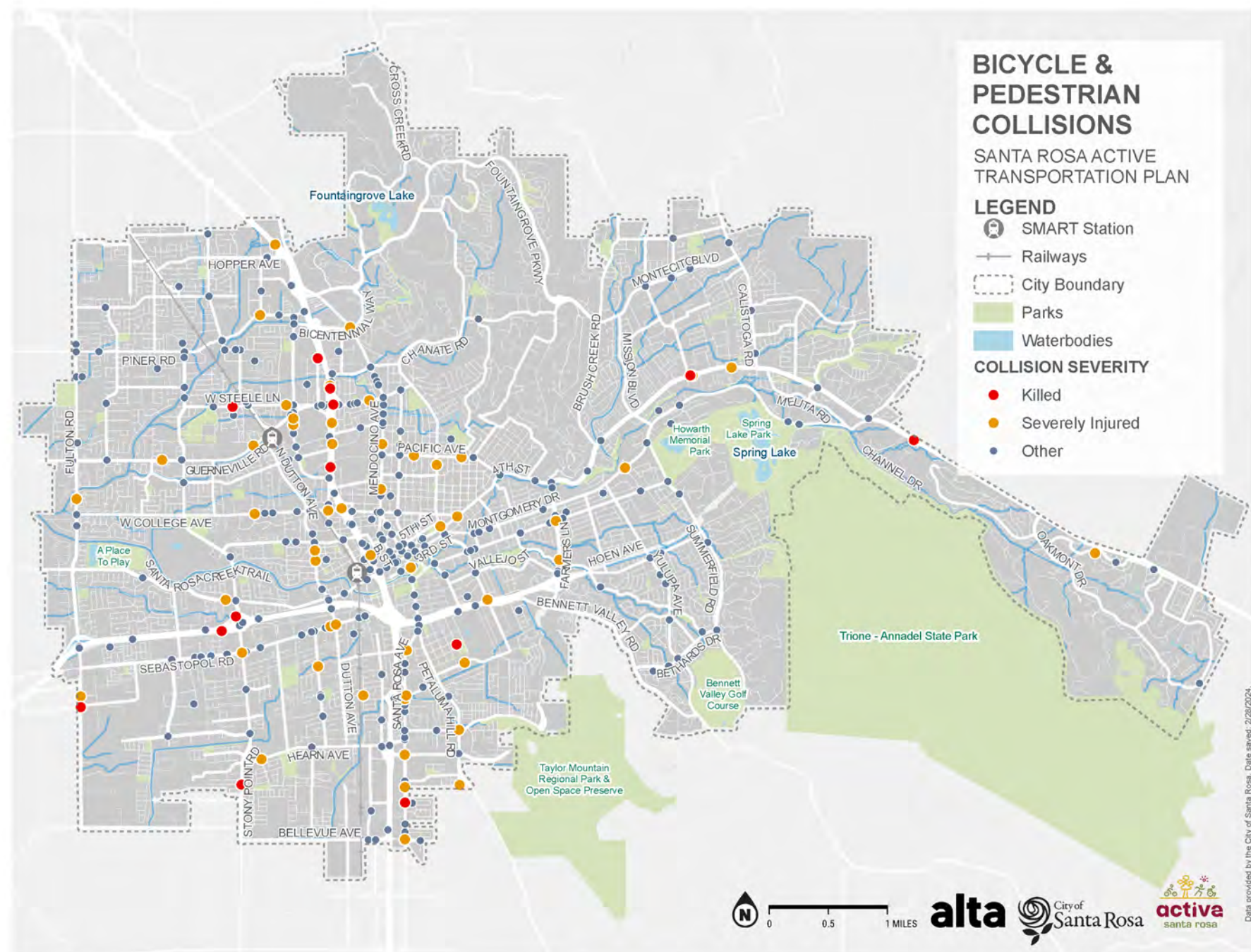
Higher number of collisions along slower roadways (less than 44 MPH signed)

Higher number of KSIs occurred along roadways with 44+ MPH

CONTRIBUTING FACTORS:

People walking in a crosswalk (57%)

Bicyclist right-of-way (people driving failed to yield to bicyclists) (66%)



Collision Analysis

Hot Spots – Number of KSI (walk + bike)

CORRIDORS

Corridor Segments	Segment Limits	KSI Collisions
Santa Rosa Avenue	Highway 101 to Bellevue Avenue	9
Steele Lane	Coffey Lane to Mendocino Avenue	5
SR 12	Middle Rincon Road to Brand Road	4
Stony Point Road	West Third Street to Sebastopol Road	3
College Avenue	Clover Drive to Humboldt Street	3
Sebastopol Road	McMinn Avenue to Boyd Street	3
Sebastopol Road	Corporate Center Parkway to Hampton Way	3
Range Avenue	Edwards Avenue to Guerneville Road	2

INTERSECTIONS

Intersection	KSI Collisions
Steele Lane and Highway 101	4
Santa Rosa Avenue and Baker Avenue	3
SR 12 and Middle Rincon Road	2
Sebastopol Road and Dutton Avenue	2

Collision Analysis

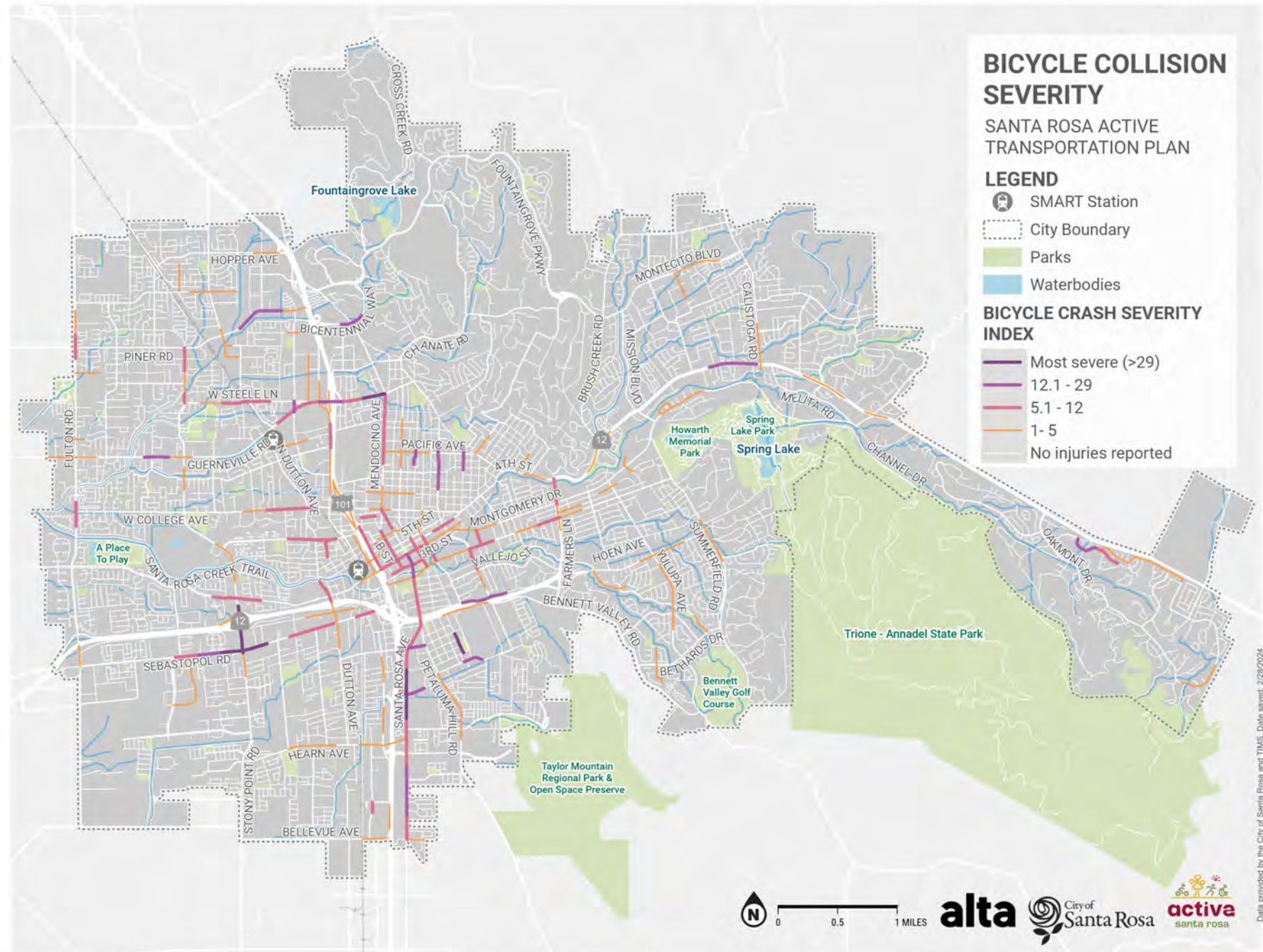
BICYCLE Severity

INTERSECTIONS

- Sebastopol Road & Stony Point Road
- Colgan Avenue & Santa Rosa Avenue
- Guerneville Road & Mendocino Avenue

CORRIDORS

- Santa Rosa Avenue
- Sebastopol Road
- Guerneville Road
- Cleveland Avenue



Collision Analysis

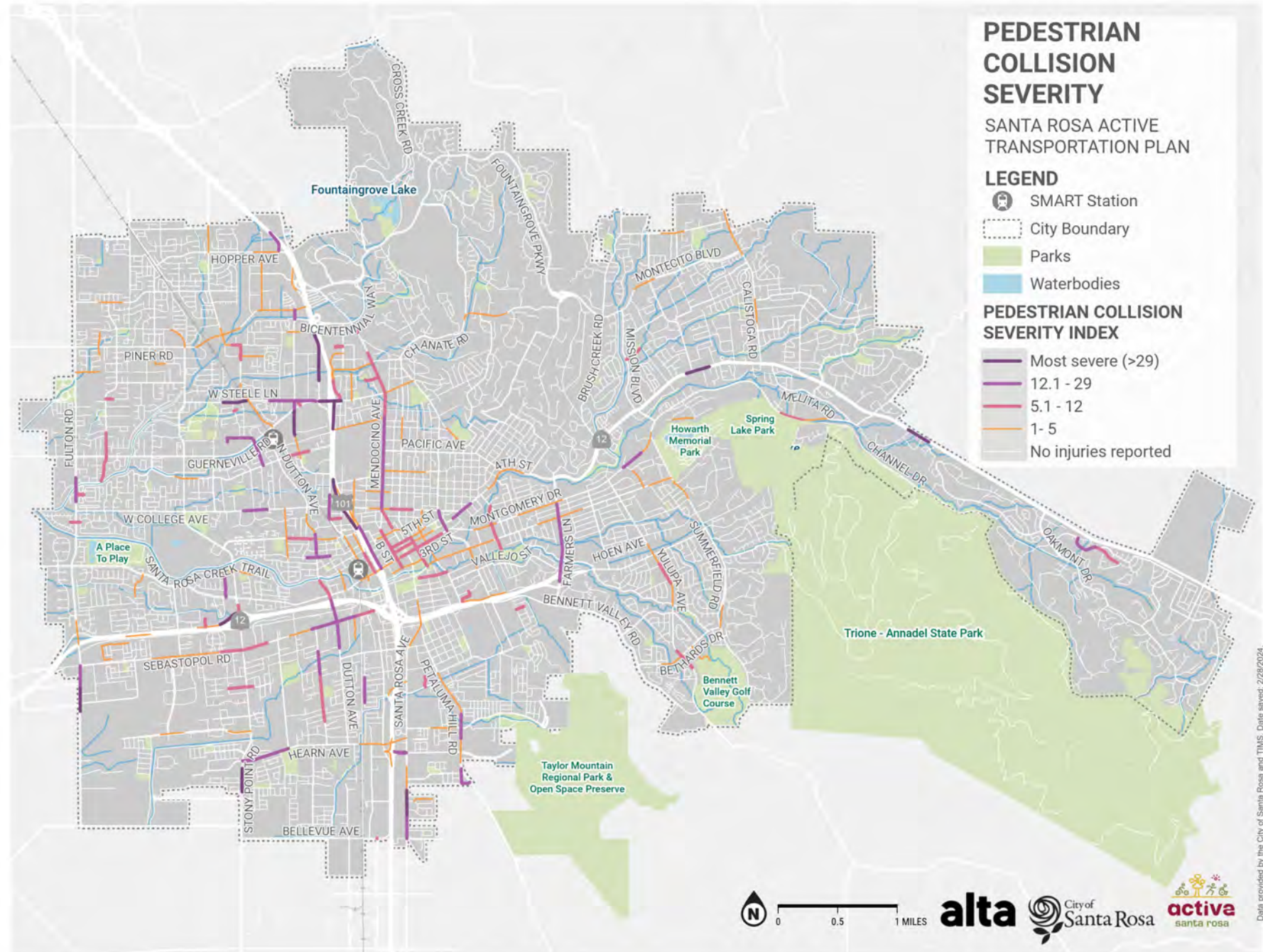
PEDESTRIAN Severity

INTERSECTIONS

- W Steele Ln & Highway 101
- Sebastopol Rd & Dutton Ave
- W Steele Ln & Range Ave
- Stony Point Rd & Hearn Ave

CORRIDORS

- Cleveland Avenue
- West Steele Lane
- Santa Rosa Avenue
- Stony Point Road
- Sebastopol Road
- Portions of SR 12



Active Trip Potential

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Active Trip Potential

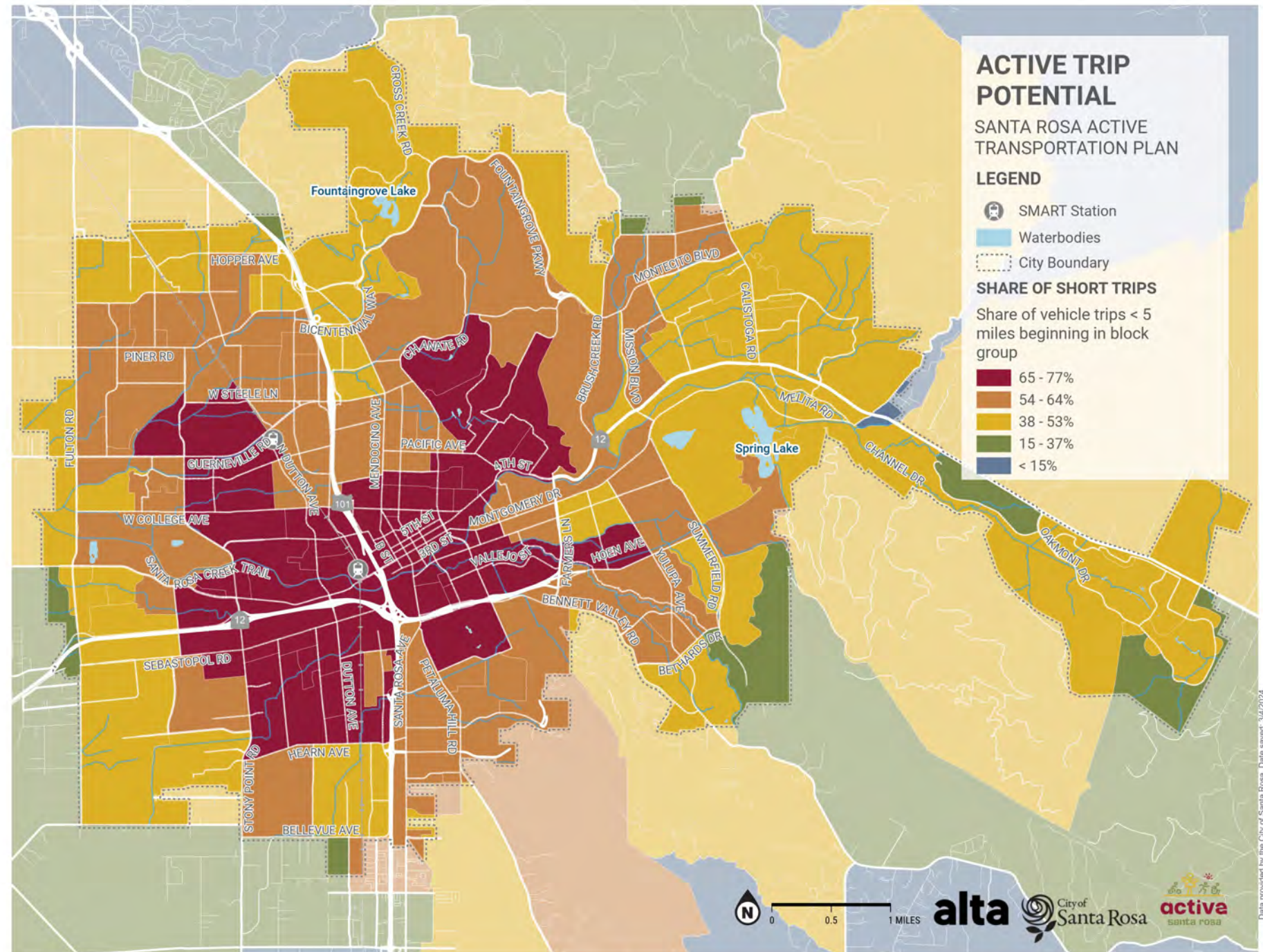
DEFINITION:

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**



Question & Answer

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Next Steps

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Next Steps

- Phase I Public Engagement (April-June)
 - Pop-up events
 - Interactive Map
 - Public Workshop
- Project Definition & Recommendations (Summer 2024)

