

## DRAFT BIKE AND PEDESTRIAN GOALS AND POLICIES

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T-A *Provide a safe and sustainable transportation system. Provide a multimodal, safe, efficient, equitable, and sustainable transportation system for all residents.*

T-A-1 Promote land use, TDM, and street design policies that reduce VMT (vehicle miles traveled) and dependence on single-occupancy vehicle trips.

T-A-2 Implement a prioritization of modes for people's mobility by making transportation decisions and transportation investments decisions according to the following ordered list:

1. Active Transportation modes, including walking, cycling, and transit
2. Other shared vehicles (Carpool, Vanpool, Uber/Lyft style)
3. Single occupancy vehicles

When implementing this prioritization, ensure that:

- The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the ordered list.
- All users' needs are balanced with the intent of optimizing the right of way for multiple modes on the same street.
- When necessary to ensure safety, accommodate some users on parallel streets as part of a multi-street corridor.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are developed and/or maintained.
- Policy-based rationale is provided if modes lower in the ordered list are prioritized.

T-A-3 Develop a CIP Multimodal Transportation Policy

- Consider multimodal infrastructure elements during project scoping
- Consider future electric vehicle infrastructure needs during scoping

T-A-4 Engage Santa Rosa residents, students, and business owners in planning and developing transportation facilities and services, and in further defining objectives and policies related to district plans and specific projects. When doing so, include users from all the prioritization modes, and follow engagement policies included in the Health, Equity, and Environmental Justice Element.

T-A-5 Expand Transportation Systems Management (TSM) programs for employers, and reduce peak hour single-occupancy automobile trips through the following techniques.

- Promotion of transit service;
- Staggering of work shifts;
- Flextime (e.g. 9/80 work schedule);
- Telecommuting;
- Carpool and vanpool incentives;
- Provision of bicycle facilities;
- Trip reduction incentive programs;

- Paid parking disincentives for single-occupant vehicles; and
- Car sharing programs.
- Paid incentives to bike commuters

T-A-2T-A-6 Work with employers and business associations to meet employee transportation needs that will lead to reduction of the use of single occupant vehicles and incentivize the use of bicycles and transit.

T-A-3T-A-7 Evaluate corridor levels of service (LOS) and develop strategies to improve service levels.

T-A-4T-A-8 Cooperate with CalTrans and public transit providers to establish park-and-ride lots.

T-A-5T-A-9 Pursue cooperation between local and regional transportation agencies to coordinate multi-modal connections throughout the city.  
*Examples of multi-modal connections include timed transfers connecting different transit routes and future rail service, bicycle parking and lockers at transit centers, and transit stops at park-and-ride lots.*

T-A-6T-A-10 Support tourist rail excursions on the Northwestern Pacific Railroad as well as rail service for commuting and other travel purposes.

T-A-7T-A-11 Expand non-motorized and bus infrastructure throughout the city such that

T-A-8T-A-12 greater amenities exist for cyclists, pedestrians, and transit users in order to promote a healthy, sustainable city and further reduce GHG emissions.

## VISION ZERO

T-B Implement the Sonoma County and City of Santa Rosa Vision Zero Action and Implementation Plans in the effort to eliminate traffic fatalities.

T-B-1 Create Safe Speeds in Santa Rosa streets.

T-B-2 Eliminate Impaired Driving in Santa Rosa

T-B-3 Create a Culture of Safety in Santa Rosa Streets

T-B-4 Build and Maintain Safe Streets for All Santa Rosa residents

T-B-5 Make Vehicles Safer and Reduce Private Vehicle Use

T-B-6 Improve Data for Effective Decision Making

## **PEDESTRIANS AND BICYCLES**

~~T-BT-C~~ Plan, build, and maintain ~~Provide a safe, complete, continuous, -convenient, attractive and attractive and safe streets for pedestrians and bicyclist network in Santa Rosa that is accessible for all ages and abilities.~~

T-K-1 Maintain and update, as appropriate, the city's Bicycle and Pedestrian Master Plan.

T-J-1 Pursue the implementation of walking and bicycling ~~facilities system~~ as envisioned in the \_\_\_\_\_ city's Bicycle and Pedestrian Master Plan.

~~T-J-2~~ Support pedestrian and cyclists needs in Santa Rosa by incorporating them into regular planning activities for all city projects and include pedestrian facility funding in all appropriate funding requests.

~~T-J-2~~T-J-3 Provide street lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or district, and that contributes to vehicular and pedestrian safety.

~~T-J-3~~T-J-4 Strengthen and expand east-west linkages across the Highway 101 corridor.

~~T-J-4~~T-J-5 Provide street trees to enhance the city's livability and to provide identity to neighborhoods and districts.

T-J-6 Support Safe Routes to School by pursuing available grants for this program and ensuring that approaches to schools are safe for cyclists and pedestrians by providing needed amenities such as sidewalks, crosswalks, bike lanes, and traffic calming on streets near schools and community centers.

T-D *Develop a safe, convenient, and continuous network of pedestrian sidewalks and pathways that link neighborhoods with schools, parks, creeks, community centers, shopping- and employment centers.*

T-K-1 Design every street in Santa Rosa for safe and convenient walking, including sufficient and continuous sidewalks and safe pedestrian crossings at reasonable distances to encourage access and mobility for seniors, children, people with disabilities and strollers and transit use. Where it is not feasible to provide a continuous pedestrian route due to topography, construction, preexisting barriers, or other factors, there should be a safe alternate route that minimizes the distance a pedestrian has to go out of their way.

~~T-K-4~~T-K-2 Link the various citywide pedestrian paths, including street sidewalks, downtown walkways, pedestrian areas in shopping centers and work complexes, park pathways, and other creekside and open space pathways.

~~T-K-2~~T-K-3 Allow the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely done, in order to maximize the use of public rights-of-way.

~~T-K-3~~T-K-4 Orient building plans and pedestrian facilities to allow for easy pedestrian access from street sidewalks, transit stops, and other pedestrian facilities, in addition to access from parking lots.

T-K-5 Require construction of attractive pedestrian walkways and areas in new residential, commercial, office, and industrial developments. Provide landscaping or other appropriate buffers between sidewalks and heavily traveled vehicular traffic lanes, as well as through and to parking lots. Include pedestrian amenities to encourage and facilitate walking.

~~T-K-4~~T-K-6 Implement the Americans with Disabilities Act in the city's curb ramp program to improve pedestrian access for all people.

~~T-K-5~~T-K-7 Ensure provision of safe pedestrian and bicycle access for students of new and existing school sites throughout the city.

~~T-K-6~~T-K-8 Integrate multi-use paths into all creek corridors, railroad rights-of-way, and park designs.

~~T-CT-E~~ Develop a citywide system of designated bikeways that serves both experienced and casual bicyclists, of all ages and abilities, and which maximizes bicycle use for commuting, recreation, and local transport.

T-L-1 Provide bicycle lanes along all regional/arterial streets and high volumetransitional/collector streets.

T-L-2 Provide bicycle lanes on major access routes to all schools and parks.

T-L-3 Improve bicycle networks by finishing incomplete or disconnected bicycle routes.

T-L-4 Maintain all roadways and bicycle-related facilities so they provide safe and comfortable conditions for bicyclists.

T-L-5 Consider bicycle operating characteristics and safety needs in the design for roadways, intersections, and traffic control systems.

T-L-6 Promote and facilitate the use of bicycles with other transportation modes.

T-L-7 As part of the city's Capital Improvement Program, or street and intersection projects constructed by private developers, install and construct bicycle facilities, including:

- Class I paths, Class II lanes, Class IIB, Class III, and Class IV lanes route signs;
- Signal detectors; and/or
- Other facilities.

*Implementation shall occur as opportunities arise throughout the entire bikeway network.*

T-L-8 As part of the development review and entitlement process, implement the highest level of bicycle facility protection that is practicable to encourage cyclists use and comfort.

~~T-L-8~~ T-L-9 Require new development to dedicate land and/or construct/install bicycle facilities, and provide bicycle parking as specified in the Zoning Code, where a rough proportionality to demand from the project is established. Facilities such as showers and bicycle storage shall also be considered.