

## Countywide Bicycle & Pedestrian Advisory Committee

### AGENDA

**May 27, 2008 10:00 – 11:30 AM**

Sonoma County Transportation Authority  
Large Conference Room  
490 Mendocino Avenue, Suite 206  
Santa Rosa, California 95401

#### ITEM

1. Introductions
2. Approval of Minutes, March 25, 2008 – **DISCUSSION / ACTION**
3. Approval of Agenda – **DISCUSSION / ACTION**
4. Measure M Bicycle and Pedestrian Projects Update by Seana Gause – **INFORMATION**
5. Public Comment
6. Report on Issue of Trail Pavement Requirements of Sonoma County Water Agency by Eydie Tacata – **INFORMATION\***
7. Countywide Bicycle and Pedestrian Master Plan Update – **INFORMATION\***
8. Roundtable Members Reports - **INFORMATION**
9. Staff Reports: - **INFORMATION**
  - 9.1. TFCA & TDA3 Quarterly Report\*
  - 9.2. GIS Mapping Update Protocol (Chris Barney)\*
  - 9.3. Invitation to Commonwealth Club Town Hall Meeting on Bicycle Safety\*
10. Other Business / Comments / Announcements
11. Adjourn – **ACTION**

\*Materials attached.

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The next **SCTA** meeting will be held **June 9, 2008**

The next **CBPAC** meeting will be held **July 22, 2008**

**The 2008 WAY TO GO! EXPO is August 13 at the Santa Rosa Downtown Market.**

Copies of the full Agenda Packet are available at [www.sctainfo.org](http://www.sctainfo.org)

**DISABLED ACCOMMODATION:** If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation.

**SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS:** Materials related to an item on this agenda submitted to the **CBPAC** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours.

Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.

**COUNTYWIDE BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING  
 MINUTES  
 March 25, 2008**

**ATTENDEES**

Wendy Atkins	City of Sonoma
Mindy Berrett	City of Sebastopol
Chris Barney	SCTA
Nina Donofrio	SCTA
Janice Eunice	Sonoma County Bicycle Coalition
Fabian Favila	City of Santa Rosa
Lynne March	SCTA
Alejandro Perez	Town of Windsor
Steven Schmitz	Sonoma County Transit
Ken Tam	Sonoma Co. Regional Parks

The meeting was called to order at 10:10 a.m. by Chair Steven Schmitz.

**I. Introductions and public comment on items not on agenda**

Introductions were made. There was no public comment.

**II. Consent Items: DISCUSSION/ACTION**

- a. Approval of the Agenda
- b. Approval of Jan 22, 2008 Meeting Minutes\*

Steven Schmitz moved for approval of the agenda as submitted. Wendy Atkins seconded the motion, and it passed unanimously.

Mindy Berrett moved to approve the minutes of January 22, 2008 as submitted. Wendy Atkins seconded the motion, and it carried unanimously.

**III. TDA3 Program of Projects Recommendation ACTION\***

Lynne March presented the TDA3 Bicycle & Pedestrian “Program of Projects” that includes 10 proposals, along with application forms and the revised “Scorecard” showing funding available to each jurisdiction. The CBPAC is being requested to review the proposals and reach an agreement on a recommendation to the SCTA Board. Corrections were made and some projects have had their name changed (with concurrence of the project sponsor). All projects are within jurisdictional budgets. Project funding comes to \$548,500

Ms. March reported that the Water Agency apparently is considering new regulations regarding permeable pavement; Rohnert Park noted that this would increase the cost of their project by 50%. Ken Tam reported this would affect the cost of future projects.

Ms. March expressed Rohnert Park’s concern that the potential new regulations could hinder their project. Mr. Tam stated that Regional Park's staff has been in touch with the Water Agency and that they have an agreement in place for their current project. He felt

that they could likely hold the Water Agency to the original agreement; this might not be the case for Rohnert Park.

Fabian Favila of the City of Santa Rosa summarized their project as a straightforward installation of Class II bicycle lanes and a Public Education Campaign. The bicycle lanes would be implemented from Santa Rosa Avenue east to Hahman Drive, and then to Montgomery Drive to connect to existing bicycle lanes. Shared roadway markings would be implemented eastbound on Santa Rosa Avenue from Hahman Drive to Yulupa Avenue and an educational outreach program will be undertaken to inform the public of the meaning of the markings.

Ms. March reported that the City of Cloverdale submitted a proposal to restripe bicycle lanes and install signage. It combines prior TDA3 funds to fill in gaps in bicycle routes.

The City of Healdsburg submitted two projects; one for design and construction of Segment 3 of Foss Creek Pathway (a bicycle and pedestrian pathway along the railroad right-of-way and the Foss Creek corridor); and the other for restriping Class 2 bicycle lanes and pavement markings on Healdsburg Avenue, Grove Street, and Rosewood Drive.

Ken Tam reported that the County Regional Parks Department is proposing to implement a Class I bicycle path from Larson Park to Highway 12, which would provide an alternate transportation route to Highway 12 in Sonoma Valley for bicyclists and pedestrians.

Chair Schmitz reported that Sonoma County Transit anticipates completing installation of 69 "Share the Road" bicycle caution signs in selected unincorporated areas of the County. This would be Phase 2 of the project, and would include installation of an additional 28 bicycle caution signs.

Chair Schmitz next reported that the County Transportation and Public Works Department proposes to widen a section of Arnold Drive in Glen Ellen to provide 6 ft. wide shared shoulder access/Class II bicycle lanes for increased pedestrian safety.

Additional funding has also been requested to fund completion of the unincorporated part of the Countywide Bicycle & Pedestrian Plan.

Wendy Atkins moved to recommend the program of projects to the SCTA Board for approval of the 10 projects; Fabian Favila seconded the motion and it carried unanimously.

#### **IV. TFCA Program of Projects Review ACTION**

Ms. March reported that recommendation for this program comes from the TAC; it includes bicycle and pedestrian projects that the Committee should be aware of. She presented a revised fund estimate (which is not final as of yet) explaining that adjustments have been necessary. Cotati has collaborated with Sonoma County Transit for construction of an Intermodal Facility and Park and Ride. Windsor submitted two proposals; one for bicycle lockers to be installed at the Town Hall/Community Center and the other for Class II bicycle lanes to be constructed on Mitchell Lane between

NWPRR and Conde Lane. Alejandro Perez pointed out clerical corrections to be made to the first line of text in the project description for the bicycle locker project. Both Santa Rosa and Sonoma County Transit are also requesting funding for their ongoing transit marketing programs. The project total comes to \$741,741.

#### V. Roundtable Members Report

##### *Sonoma County Transit:*

Chair Schmitz reported that staff is continuing to work on the Bicycle and Pedestrian plan project list. The list is significant and has nearly double the number of projects from the 1997 Plan. This is projected to be completed within the next two weeks. The last gap in bicycle lanes along Old Redwood Highway south of Eastside Road to the Windsor town limits is expected to be completed this summer.

##### *City of Sebastopol:*

Mindy Berrett reported that the City decided to wait on submitting an application for TDA3 this year, and will probably seek funding next year for bicycle activation of traffic signals in Sebastopol.

City staff met the deadline for authorization to proceed with applications for three federal grants; these include Safe Routes to School, they received environmental approval for the non-infrastructure, and the Regional Bicycle and Pedestrian Program funding for Street Smart program is going forward. The City Council negotiated and approved a non-competitive contract with the Sonoma County Bicycle Coalition for the Safe Routes to School non-infrastructure; therefore, it will not be necessary to go through the Request for Proposals process.

##### *Sonoma County Regional Parks:*

Ken Tam had nothing new to report.

##### *Town of Windsor:*

Alejandro Perez reported that the Old Redwood Highway project from Lakewood Drive to Pleasant Avenue is scheduled to go out to bid next week. Addressing the issue of the bicycle lane at Lakewood Drive, he noted that because the two lanes are through lanes, the bicycle lane cannot be moved out. The Windsor Road project is scheduled to begin construction next week. A new bicycle sharing program has been implemented for Town employees. Chair Schmitz noted that the County is looking into implementing a similar program for the General Services Department.

##### *City of Sonoma:*

Wendy Atkins reported that staff has been advertising to fill vacancies on the Citizens Advisory Commission. The mayor has not made a nomination as of yet. The Bicycle Forum met and prioritized the list of projects for which City Council has allocated \$250,000 in bicycle improvements. The first items are shared roads, Class 3 bicycle signage for the entire town, a new bridge along Fire Creek and Class 2 bicycle lanes

along West Bay Street. The Community Services and Environment Commission recommended a survey of residences that would be impacted by installation of Class 2 bicycle lanes along the east and west corridor, as this would require the removal of parking. Survey results are being gathered, and these will be submitted to the Community Services and Environment Commission for their direction as to how funding should be allocated.

*Sonoma County Bicycle Coalition:*

Christine Culver announced that a Bike to Work meeting is scheduled on this date. Work is progressing quickly for this event, and she invited all present to attend and offer their support.

She announced that infrastructure approval for Safe Routes to School was received and summarized the results: (1) Healdsburg won a grant for \$1,135,000 to construct sidewalks and curb ramps and widening the existing bridge (Healdsburg Junior High and Elementary School); (2) Santa Rosa received \$258,000 for pedestrian-activated flashing beacons at Roseland, Sequoia, Whited, and Wright Elementary Schools; (3) for Sonoma County, Burbank Avenue Elementary School received \$730,000 for a pathway; (4) Windsor received a Safe Routes to School grant for \$70,000 to install in-pavement, lighted crosswalks, curb ramps, safety lighting, signage and striping at the high school.

*City of Santa Rosa:*

City staff has continued working on the Bicycle/Pedestrian Master Plan. Public workshops are scheduled as follows: two to be held March 26; one at 11:30 a.m. to 1:30 p.m. at City Hall, another to take place 5:30 to 7:30 p.m. at the Transit Operations Building Training Room; and on March 27 at the Council on Aging from 5:30 to 7:30 p.m. He presented fliers and asked attendees for their support in publicizing these workshops.

Ms. March asked Ms. Berrett about the status of a special meeting on the Sebastopol Bicycle & Pedestrian Plan. Ms. Berrett responded that this is scheduled for April 1 at 6:00 p.m. at the City Council chambers. This will be a workshop to discuss the Master Plan, the current project list, and to develop a priority list working with citizens.

**VII. Staff Reports: INFORMATION**

This was taken out of order at Ms. March's request. She reported that a Caltrans Pedestrian Group is being formed, and advised making further investigation as to what their charter would be, what they would be voting on, how representation from the various Counties would be handled, and what this would involve prior to committing to this commission. She expects to have more information on this by the next meeting.

**VI. Countywide Bicycle & Pedestrian Master Plan: INFORMATION\***

Ms. March stated that draft plans are ready for all the cities. There are still some gaps, but the plans are available for review and comments. Document photos, graphs and

charts will be inserted after these reviews. She then introduced Josh Abrams of W-trans to report on the status of this project, and what still needs to be completed.

Mr. Abrams reported that staff has been working to pool all materials in a consistent format and they have been working with SCTA staff to provide custom information for each jurisdiction. A draft is available for review. He noted that a better explanation of the primary network and how this goes through in between communities is needed.

He presented the Overview section, and explained that in addition, individual sections have been developed to address bicycle transportation requirements.

Ms. March stressed that these are in draft form These are to be marked "draft" for any public forum, until they are approved by the decision making body.

Ms. March then directed that these are to be reviewed, the respective jurisdictions would decide when they wish to present them to their decision-making body (this could be the Planning Commission or other advisory body first, then City Council); and return any changes back to staff. It is hoped that these can be taken to the respective City Councils by spring or summer.

In response to questioning regarding environmental review requirements from Wendy Atkins, Mr. Abrams explained that an initial study with a negative declaration under the programmatic headline would be appropriate.

Ms. March stated that she would be willing to work with individual jurisdictions as to deadlines.

Ms. March then introduced Chris Barney to address mapping for the document. Mr. Barney stated that SCTA policy has been not to publish maps until the new plan is officially adopted. He asked the Committee's needs as to mapping updates, what products to include, and suggested that a window of time be scheduled each year to address map changes.

Following further discussion regarding mapping changes, it was determined that an annual window of time be scheduled for making these changes. Mr. Barney said he would work on a document and return with it to the next CBPAC meeting.

Mr. Abrams summarized the draft document; referring to the Overview section, goals, and objectives, as well as the purpose of the Plan; historic use of transportation, demographics and commute patterns; land use in the County; populations and future trends; data collection and count methodology; inventories of facilities and accessibility for ADA; the relationship to other transportation modes such as SMART and transit; safety, security, and collision analysis; and an overview of funding available for bicycle and pedestrian projects.

Ms. March noted that vision, goals, and objectives are fairly fixed items and should be in final form, although items may be added. County policies were used as a template for the City policies; she recommended that the product be reviewed with special emphasis on policies and the project list. She requested that each jurisdiction work with her

individually as to scheduling when the document will be presented to their respective decision-making body.

Suzanne Smith noted that the goal was to have these back by June in order to compile them into the Plan.

Ms. March acknowledged the efforts of W-trans staff in this project.

Ms. Smith noted that she had discussed having this on the SCTA agenda for their April meeting, and presenting the Board with the Overview, draft project lists, and one sample jurisdiction to show the Board the project concept. However, it is up to the jurisdiction to approve their respective plan prior to presenting this to the Board.

**VIII. Adjourn/ACTION**

There being no further business, the meeting was adjourned at 11:30 a.m.

## Staff Report

**To:** Countywide Bicycle & Pedestrian Advisory Committee  
**From:** Lynne March, Transportation Planner  
**Re:** Countywide Bicycle and Pedestrian Master Plan  
**Date:** May 27, 2008

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### **Issue:**

What is the status of the *Countywide Bicycle and Pedestrian Master Plan*?

### **Background:**

SCTA's 2008 *Countywide Bicycle & Pedestrian Master Plan* is nearing completion. The ambitious project has been in development for about a year and a half. It has been guided by the Countywide Bicycle & Pedestrian Advisory Committee, and Project Steering Committee. Planning has involved both public input and coordination with the staffs of each jurisdiction, as well as data collection, analysis, and field reconnaissance. The consultant for the project has been Whitlock & Weinberger Transportation, Inc. (W-trans).

The final product will consist of an "Overview Section," which was approved by the SCTA Board on 5/12; (and appendices), and individual plans for the County, Cloverdale, Healdsburg, Town of Windsor, Rohnert Park, Cotati, Sonoma and Sebastopol. Each plan includes a list of proposed projects with assignment of high, medium or low priority, and costs. Each plan also has set objectives and policies to guide implementation. After the individual adoptions, the SCTA will adopt the composite document as the countywide plan

Individual plans are being taken through the public review, environmental, decision and approval process of each jurisdiction. Adoptions of all the plans are anticipated by summer, with the exception of the County (unincorporated) plan, which is anticipated to be completed by year's end (please see estimated adoption schedule below). Sebastopol's plan was the first to be adopted (on 5/6. Congratulations to Sebastopol!).

Final map changes will be made by SCTA (Chris Barney) as each plan is adopted, and these final maps will be posted on the SCTA website and made available to the respective agencies.

Each entity may wish to consider submitting their respective plan along with the common Overview section to MTC and Caltrans for purposes of establishing eligibility for BTA funding. The final Overview section is being finalized and will be made available to each agency soon. Application for BTA funding will be offered in December.

<b>ESTIMATED SCHEDULES for PLAN ADOPTIONS</b>			
	<b>Other Session</b>	<b>Planning Commission</b>	<b>City Council/ BOS</b>
Cloverdale	NA	5/7	5/28
Healdsburg	BAC @ June	NA	@ July
Town of Windsor	NA	NA	6/4 or 6/18
Cotati (awaiting comments)	NA	2/4	?
Rohnert Park	NA	6/6	6/25
Sonoma	Community Services & Environment Commission: 6/11	7/10	Aug
Sebastopol	Special Session of the City Council 4/1	NA	5/6 Adoption
County	NA		Dec or Jan?

## SCTA Countywide Bicycle and Pedestrian Master Plan

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# SCTA Countywide Bicycle and Pedestrian Master Plan

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## **OVERVIEW SECTION**

### **Introduction**

The *Countywide Bicycle and Pedestrian Master Plan* has been developed under the guidance of the Sonoma County Transportation Authority (SCTA). As a collaborative agency of the cities and County of Sonoma, SCTA works to maintain and improve the transportation system by prioritizing, coordinating, and maximizing funding, and providing comprehensive, countywide planning. This plan is one such planning initiative. Through long-term planning, priorities for bicycle and pedestrian improvements may be identified; strategies developed for the implementation of associated projects and programs; and countywide bicycle and pedestrian coordination fostered. This planning places the County in an improved position to qualify for, and leverage, funding.

This master plan consists of several parts. There are a series of eight stand-alone documents to be used by the individual agencies to guide implementation of local projects and programs, and document policy; and there is this countywide overview section to discuss mutual issues and foster improved coordination in realizing the countywide bicycle and pedestrian system. Through this planning effort, individual plans have been prepared for the cities of Cloverdale, Cotati, Healdsburg, Rohnert Park, Sebastopol, Sonoma, and Town of Windsor; and the County of Sonoma. (Petaluma and Santa Rosa have their own plans.)

The plans were developed over the course of approximately eighteen months through the coordinated efforts of the SCTA's Bicycle and Pedestrian Advisory Committee, a focused project steering committee, city and county staff, and input from the public through a series of public workshops and public review periods. The Project Steering Committee was established to oversee the development of the plan and consisted of representatives from the County and each of its cities. Public workshops were held throughout the County to collect input from interested citizens. The workshops were advertised through various local and regional print media, mailings, the posting of public fliers, and government outreach efforts. Development of the plan was funded by the Metropolitan Transportation Commission (MTC) with TDA Article 3 funds.

The primary emphasis of this planning effort is to facilitate transportation improvements for bicyclists and pedestrians. The role of the SCTA is in advocating, planning, coordinating, and funding, whereas local agencies, such as cities, towns, and the County, transit agencies, Caltrans, and the non-profit and private sectors, will be chiefly responsible for implementation of the projects and programs; realizing the objectives; and carrying out the policies in this Plan. The Plan includes recommendations for physical improvements and programs to enhance and expand existing facilities, connect gaps, address constraints, provide for greater local and regional connectivity, and increase the potential for walking and bicycling as transportation modes.

### **How Does the Plan Affect Daily Life in Sonoma County?**

The Countywide Bicycle and Pedestrian Master Plan describes a vision for the future of these alternative transportation modes, identifies policies to help achieve that vision and contains funding strategies for implementation of the projects and programs contained within the plan. These policies affect what choices we have for travel by car, bus, bicycle, on foot or by wheelchair. By identifying transportation priorities and the funding to support them, the Plan determines what projects are built and what programs are pursued.

# SCTA Countywide Bicycle and Pedestrian Master Plan

## **Purposes of the Plan**

The purposes of the *Countywide Bicycle and Pedestrian Master Plan* are to:

- Assess the needs of bicyclists and pedestrians\* throughout Sonoma County in order to identify a set of local and countywide improvements and implementation strategies that will encourage more people to walk and bicycle;
- Identify local and countywide systems of physical and programmatic improvements to support bicycling and walking;
- Provide local agencies that adopt the Plan with eligibility for various funding programs, including the State Bicycle Transportation Account (BTA);
- Act as a resource and coordinating document for local actions and regional projects;
- Foster cooperation between entities for planning purposes and to create Geographic Information System (GIS) maps and a database of existing and proposed facilities countywide.

\* The definition of “pedestrian” includes persons who use wheelchairs (please see side box)

Section 467 of the California Vehicle Code (CVC) provides the following definition for a pedestrian:

A “pedestrian” is a person who is afoot or who is using any of the following:

- (1) A means of conveyance propelled by human power other than a bicycle.
- (2) An electric personal assistive mobility device.

“Pedestrian” includes a person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle and, by reason of physical disability, is otherwise unable to move about as a pedestrian, as specified in subdivision (a).

## **Vision, Goal, Objectives, and Policies**

Through a collaborative planning process, a vision, goal and objectives were approved by all ten jurisdictions of Sonoma County: Cloverdale, Healdsburg, Windsor, Santa Rosa, Cotati, Rohnert Park, Petaluma, Sonoma, Sebastopol, and the County of Sonoma. These are designed to guide the development and maintenance of bicycle and pedestrian facilities throughout Sonoma County and express the intent of SCTA and its member agencies to enhance non-motorized mobility and improve safety, access, traffic congestion, air quality, and the quality of life of Sonoma County residents, workers and visitors. They will serve as guidelines in the continuing development of the countywide bicycle and pedestrian transportation system. The vision, goal and top-tier objectives are meant to function as the mutually agreed upon common framework applicable to both the primary countywide system and local bicycle and pedestrian networks. Customized and/or additional objectives and specific policies for each of the agencies are included in the individual plans.

*The vision for a comprehensive bicycle and pedestrian transportation system is:*

*In Sonoma County bicycling and walking are:*

- Important to residents’ quality of life
- Integral parts of an interconnected transportation system
- Safe and convenient for all user groups
- Viable means of reaching desired destinations
- Routinely accommodated
- Encouraged by easy connections to transit
- Fostered by education and enforcement

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## SCTA Countywide Bicycle and Pedestrian Master Plan

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- Advanced by actions of government, schools and the private sector
- Promoted as tourism and recreation attractions
- Mode choices that contribute to personal health
- Options that reduce vehicle miles traveled and greenhouse gas emissions

### **Principal Goal:**

*To develop and maintain a comprehensive countywide bicycle and pedestrian transportation system, which includes projects, programs, and policies that work together to provide safe and efficient opportunities for bicyclists and pedestrians to access public transportation, school, work, shopping, services, recreation and residences.*

### **Countywide Objectives:**

#### Objective 1.0: The Countywide Bicycle and Pedestrian Network

*Establish a comprehensive countywide bicycle and pedestrian transportation system.*

#### Objective 2.0: Design

*Utilize accepted design standards and “best practices” for the development of bicycle and pedestrian facilities.*

#### Objective 3.0: Multimodal Integration

*Develop and enhance opportunities for bicyclists and pedestrians to easily access public transit.*

#### Objective 4.0: Comprehensive Support Facilities

*Encourage the development of comprehensive support facilities for walking and bicycling.*

#### Objective 5.0: Education and Promotion

*Develop programs and public outreach materials to promote bicycle and pedestrian safety and the positive benefits of bicycling and walking.*

#### Objective 6.0: Safety and Security

*Create countywide pedestrian and bicycle networks that are, and are perceived to be, safe and secure.*

#### Objective 7.0: Land Use

*Encourage smart growth land use strategies by planning, designing and constructing bicycle and pedestrian facilities in new development.*

#### Objective 8.0: Planning

*Expand the countywide bicycle and pedestrian system with ongoing planning.*

#### Objective 9.0: Maintenance

*Maintain and/or improve the quality, operation, and integrity of bicycle and pedestrian infrastructure.*

#### Objective 10.0: Funding

*Maximize the amount of funding for bicycle and pedestrian projects and programs throughout Sonoma County, with an emphasis on implementation of these objectives.*

## **SCTA Countywide Bicycle and Pedestrian Master Plan**

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### **Relationship to Other Plans and Policies**

Implementation of each individual plan will require coordination, consistency, and cooperation among numerous jurisdictions and agencies with varied interests that share policy decisions within and immediately adjacent to each city or town and Sonoma County. There are myriad relevant federal, state, regional, county, and local agencies that have developed plans, programs, directives, policies, and regulations related to funding, planning, designing, operating, maintaining, and using bicycle and pedestrian facilities. These agencies and their plans, policies, etc., have been evaluated for coordination, consistency, and conformance with this Plan. Summaries of regional, state, and federal plans, policies are included in Appendix A. Local plans and policies are summarized in the individual plans.

### **Motivations for Planning**

The impetus for the rising interest in both walking and bicycling is multi-faceted, and includes economic, environmental, health and transportation benefits, as detailed in the next chapter section. As interest grows, the desire for greater access to pedestrian and bicycle modes is creating public demand to have a more comprehensive and connected infrastructure in place to accommodate pedestrians and bicyclists, as well as for programs and policies that foster these modes.

Walking and bicycling are integral activities in our communities. The quality of life is enhanced when people can walk and bicycle in pleasant and safe environments. The benefits of walking and bicycling for children are being understood in terms of promoting childhood health. Safe facilities to allow these choices are a high priority. Likewise, many adults find walking and bicycling pleasant ways to both increase fitness and reduce transportation costs. Additionally, Sonoma County's population is already demographically showing a higher percentage of older residents. As this trend continues as the "boomer" generation reaches their 60s, 70s and 80s, there will be more people seeking alternatives to driving. For people who can no longer drive, who choose not to drive, and who do not have access to a car, walking, bicycling and easy connectivity to transit are natural options.

Decision makers and the populace are also increasingly aware of the impacts of lifestyle choices not only on personal health and mobility, but on the environment. With greenhouse gas emissions attributed largely to gas-powered vehicles, many people would like to find ways to lessen that impact. Alternative modes are a way of lessening dependency on oil and assisting in curbing climate change. The switch to non-motorized modes also serves to reduce local air pollution and traffic congestion.

Many people are not in a circumstance of being able to give up their cars completely, however, most seem receptive to making at least some trips by bicycle or on foot if the infrastructure is there to make the trips safe and convenient. Additionally, at some point in each of our days, we are all pedestrians.

Attractive bicycling and walking environments are also important aspects of the local economy. Pedestrian and bicycle friendly attributes are focal points of our tourism campaigns, Bicycle tourism---from bed and breakfasts, to touring cyclists on the Pacific Coast Route, to cycling events like the Tour of California, and Wine Country Century, bring revenue to the County. Pedestrians enjoy the County's historic downtowns; local, regional, and state parks; and open space areas.

This *Countywide Bicycle and Pedestrian Master Plan* is a response to the need to engage in coordinated long-range planning to set priorities for improvements and put in place programs and policies to

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## SCTA Countywide Bicycle and Pedestrian Master Plan

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expedite making bicycling and walking safe, pleasant, and feasible options throughout the County. The plan has involved the public in looking at the relevant issues and deciding direction.

### **Benefits of Walking and Bicycling**

#### ***Economic Benefits***

- *Avoids high car ownership costs*
- *Benefits the local economy*
- *Facilitates access to jobs for non-drivers*
- *Walkability increases property values*
- *Pedestrian/bicycling facilities and amenities are a tourism magnet*

Walking and bicycling save money for Sonoma County pedestrians and bicyclists and economically benefit the County as a whole.

*Economic benefits to pedestrians and bicyclists*  
While walking is free and bicycling can be very economical, car ownership is expensive and consumes a major portion of many Sonoma County residents' income. Fuel, maintenance, insurance, depreciation and parking add up to almost 15 percent of the average household's income. When safe facilities are provided for pedestrians and bicyclists, people can walk and bike more and spend less on transportation.

The high cost of car ownership is especially burdensome for Sonoma County residents who are too young, cannot afford or are unable to drive. Having safe walking and bicycling facilities, including convenient access to public transit, ensures that all residents have access to viable modes of transportation.

*Economic benefits to Sonoma County*  
Walkable and bikable areas in communities attract business and tourism dollars. Areas filled with pedestrians and bicyclists feel safe and welcoming. People tend to enjoy the ambiance of such places and linger there to shop, eat and recreate.

In terms of the direct contribution that bicycling makes to the Sonoma County economy, a number of studies in communities across the US have shown that bicycling has a profound economic benefit on areas, such as Sonoma County, that are graced with geography,

topography, and scenery conducive to bicycling. Using a variety of methods, these studies estimate the revenue that accrues from bicyclists. Each demonstrates that bicyclists have a significant impact on the local economy and some go farther and show that this revenue is many times the amount of public funds expended on bicycle facilities.

Sonoma County's multiple organized bicycle races and tours, its standing as a prime bicycling vacation destination, and the dozens of retail and repair shops and bicycle manufacturers all benefit the County economically. Although no estimates have been calculated to date, bicycling brings significant revenue to Sonoma County in a number of arenas.

Although more difficult to estimate, it is equally important to recognize the economic impact of walking to Sonoma County's economy. Studies have shown that walkability increases property values, is a tourist magnet, and increases retail sales. The walkable downtowns in many Sonoma County cities are important tourist destinations, and special events like Santa Rosa's Wednesday night market bring thousands of shoppers downtown each week.

## SCTA Countywide Bicycle and Pedestrian Master Plan

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### *Races and other events*

Bicycling magazine has listed Sonoma County as one of the “Seven Greatest Rides on Earth,” alongside the likes of Tuscany, Italy; Crested Butte, Colorado; and

#### **Quick Facts**

- The cost of operating a sedan for one year is approximately \$9,600.
- The cost of operating a bicycle for one year is approximately \$120.
- Ownership of one vehicle accounts for more than 18 percent of a typical household’s income.
- The average Sonoma County household owned 2.07 automobiles in 2000.

Moab, Utah. Bicyclists come to Sonoma County from all over the world to tour, train, and race on the County’s backroads, which traverse gorgeous and challenging hills and valleys.

Santa Rosa and the County host several high-profile annual bicycle races, including the Tour of California, the Vineman Triathlon, and the Mountain Cougar Classic. Events like these have a huge impact on the local economy because, with the riders, come family, support staff, the press, and thousands of spectators, all of whom patronize Sonoma County restaurants, shops and hotels. Sonoma County cities also host another kind of bicycle race: criteriums, which consist of laps around a short course. Although “crits” tend to attract participants and

spectators from closer to home, racers and their families typically come to Sonoma County from throughout the Bay Area, and contribute to the local economy.

Organized single-day and multi-day bicycle tours are another way in which Sonoma County’s unparalleled scenic roads benefit the local economy. The Wine Country and Healdsburg Harvest centuries and the Terrible Two Double Century each provide maps, rest stops and lots of good food on the day of the event. Participants pay to ride, and often stay overnight before or afterwards, as well. Similar events are hosted by charities, such as the annual Waves to Wine MS Bike Tour, which supports the fight against Multiple Sclerosis, and the Revolution fundraiser, which raises money for disabled athletes.

But not all bicycle tourists come to Sonoma County for a scheduled event. Many are brought to the County by travel companies that specialize in leading bicycle tours in the world’s most scenic locales, or are unaffiliated recreational bicyclists looking for an active vacation in a county known for terrific bicycling. Either way, these bicycle tourists ride, eat and sleep their way through multi-day bicycle tours, helping the County economy along the way.

### *Retail & manufacturing*

There are over 30 bicycle-oriented businesses in Sonoma County, including bicycle shops, manufacturers, and touring companies. The economic contribution these businesses make to the County includes annual sales, rental and service revenue, as well as annual staff salaries. In addition to these bike-only businesses, are many other retail outlets that sell bicycles and accessories, among other products.

*Sources: American Automobile Association, Metropolitan Transportation Commission, Local Government Commission, Pedestrian and Bicycle Information Center, Monterey County Convention and Visitors Bureau, City of Portland Office of Transportation, North Carolina DOT.*

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### **Environmental Benefits**

- Decreases impact to global climate
- Improves air quality
- Reduces water pollution
- Helps maintain beauty of the County

Demonstrating that leaders and residents care deeply about the environment, Sonoma County was the first community in the nation where all local governments pledged by resolution to reduce their greenhouse gas emissions.

Although the Community Climate Action Plan—which will guide countywide emissions reductions efforts—is not complete, the most intensive work will focus on reducing emissions from vehicles, the largest source of air pollution in Sonoma County. More nitrogen oxides (precursors of smog) and carbon dioxide (a “greenhouse gas,” and primary contributor to global climate change) are emitted from cars and light trucks in Sonoma County than from any other source.

Each time a Sonoma County resident, worker or visitor chooses to travel by bicycle or on foot rather than to drive, they are reducing fossil fuel consumption, thereby decreasing their contribution to air pollution and global climate change. Walking and bicycling are the ultimate clean air, zero emission transportation modes, which also reduce water pollution because vehicular oil drips are a significant source of water pollution.

The benefits of walking and bicycling to the environment are particularly strong on short trips—two miles or less. For example, 60 percent of emissions that contribute to smog are released in the first few seconds of a one-mile trip. A 2006 study by Analy High School students revealed that 40 percent of students who live less than one mile from the Sebastopol campus drive alone to school. Although Sonoma countywide data isn’t available, nationally, 13

percent of trips are less than one-half-mile, considered to be a comfortable walking distance, and over one-third of trips are within convenient bicycling distance, less than three miles long. As more motor vehicle trips are replaced with bicycling and walking, Sonoma County’s air will become cleaner, and the County will contribute less to global climate change, making measurable progress towards meeting its greenhouse gas reduction goal.

Pressure to widen roads and provide parking would also diminish if motor vehicle travel declines, thus maintaining the beauty and rural nature of Sonoma County and its community separators.

### **Quick Facts**

- Motor vehicles create roughly 75% of the smog in the Bay Area
- More nitrogen oxides (precursors of smog) and carbon dioxide (a “greenhouse gas,” and primary contributor to global climate change) are emitted from cars and light trucks in Sonoma County than from any other source.
- Between 1990 and 2000, vehicle miles traveled in Sonoma County increased 42.5 percent, more than twice the rate of the county’s 18 percent population increase.
- Vehicular transportation was responsible for 42 percent of total greenhouse gas emissions in Sonoma County in 2000, a 43 percent increase over 1990 levels.
- Sixty percent of emissions that contribute to smog are released in the first few seconds of a one-mile trip.
- Thirteen percent of trips are less than one-half-mile long, considered to be a comfortable walking distance, and over one-third of trips are within convenient bicycling distance, less than three miles long. (National data)

Sources: Metropolitan Transportation Commission, Bay Area Air Quality Management District, Press Democrat, Sonoma County Transportation Authority, National Household Travel Survey.

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### Health Benefits

- Reduces cases of asthma
- Increases physical safety
- Decreases rate of obesity
- Cuts health care costs
- Improves mental health

The myriad health benefits of walking and bicycling in Sonoma County accrue to the pedestrians and cyclists themselves, as well as to other County residents. These health benefits, described below, are a result of both reducing vehicle travel and increasing opportunities for physical activity.

#### *Reduced rates of asthma*

Studies have shown that children living near freeways are more likely to develop asthma than those who live farther from these concentrated sources of air pollution. Asthma is a chronic inflammatory lung disease that causes the airways to become constricted, blocking the free flow of air to the lungs. People with asthma often experience breathlessness, wheezing, coughing, and tightness in the chest. Reducing vehicle traffic—for instance by replacing auto trips with walk and bike trips—will eventually allow rates of asthma and other respiratory ailments triggered by air pollution to decline.

#### *Improved physical safety*

Another health benefit of walking, and perhaps bicycling, is that it becomes safer as it becomes more popular. Called “Safety in Numbers,” a 2004 study of collisions at intersections indicates that as more people walk through a particular intersection, pedestrians at that location are safer. The study showed that if the number of people walking in a given intersection is considered when evaluating how many vehicle-pedestrian collisions occur, the risk that a pedestrian might be hit by a motor vehicle is often lower at intersections with greater pedestrian volumes—even if those intersections experience more collisions.

Walkable and bikable neighborhoods have sidewalks filled with pedestrians and well-used bike facilities, each of which sends a message that the community is safe and friendly. Such districts have plenty of eyes on the street—which translates to a sense of security—and attracts businesses and tourism dollars. Automobile traffic is calmed in these neighborhoods, making it safer for children to play and travel independently.

#### *Reduced rates of obesity and related effects*

In recent years, researchers have documented a high correlation between communities designed primarily with cars in mind and a level of physical activity far below recommended levels. Physical activity is

### Quick Facts

- Almost one in ten Sonoma County residents has been diagnosed with asthma.
- The risk that a pedestrian might be hit by a motor vehicle is often lower at intersections with greater pedestrian volumes—even if those intersections experience more collisions.
- In 2001, over one in five Sonoma County adults reported no moderate or vigorous activity most days of the week. Although this number is lower than the statewide average (29 percent), it represents over 66,000 very sedentary people.
- In 2000, 12 percent of all people killed in Sonoma County collisions were pedestrians or bicyclists, while less than six percent of all trips in the County were on foot or by bike.
- In 2001, almost half of Sonoma County adults were either overweight or obese, an increase of 75 percent over four years.\*
- In 2002, more than one in five Sonoma County schoolchildren was overweight or obese.

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essential for the cardio-vascular health, flexibility and overall fitness and well-being of all Sonoma County residents.

On the other hand, physical inactivity often results in the tendency to be overweight or obese, conditions that have increased dramatically over the past two decades in Sonoma County and throughout the US. Obesity is now widely understood to play a significant role in the most common chronic diseases, including coronary heart disease, stroke and diabetes—each of which is a leading cause of death in Sonoma County. Sadly, obesity is occurring at increasingly younger ages: 40 percent of Sonoma County children ages five-to-19 are overweight or at risk of becoming overweight. If this trend continues, today's children will be the first generation in history with a shorter life expectancy than their parents.

In response to these disturbing trends, the public health profession has begun to advocate for the creation of walkable and bikable communities as one of the most effective ways to encourage active lifestyles. Recent studies have found that people with access to sidewalks are more likely to walk and meet the Surgeon General's recommendations for physical activity. By providing more opportunities to walk and bike for transportation and exercise, transportation agencies can contribute to other public sector efforts to increase rates of physical activity

### *Reduced health care costs*

In California, physical inactivity costs almost \$16 billion annually in medical care, lost employee productivity and worker's compensation costs. Put another way, walking one half-hour three or more times a week saves \$330 in annual health care costs.

Walking times need not be prolonged to gain a health benefit. Walking assists in maintaining the strength and flexibility to sustain the mobility of older adults and assists people of all ages with weight control and overall fitness

### *Improved mental health*

In addition to better physical well-being, physically active people tend to have better mental health, according to the US Surgeon General. Compared with inactive people, the physically active—defined as those who get at least 30 minutes of moderate intensity activity daily (such as a brisk walk)—score higher on tests for positive self-concept, more self-esteem, and more positive "moods" and "affects." More-active people also seem to have better perceived ability to perform activities of daily living, physical well-being and other measures related to quality of life. A few studies even suggest that more-active lifestyles may be linked with higher levels of alertness and mental ability, including the ability to learn.

Walking and bicycling in lieu of driving can also enhance mental health in other ways. These modes allow Sonoma County residents to avoid the stresses of traffic congestion and parking and provide opportunities for chance encounters in the course of an evening stroll or walk to the market, school or transit, which builds a sense of community for everyone.

*Sources: Bay Area Air Quality Management District, Sonoma County Department of Health Services\*, Metropolitan Transportation Commission, California Center for Physical Activity, US Centers for Disease Control, UC Berkeley Traffic Safety Center, The Physician and Sportsmedicine, Injury Prevention, American Heart Association, US Surgeon General, Sonoma County Asthma Coalition.*

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### Transportation Benefits

- Reduces congestion
- Decreases pressure to build roads
- Enhances traffic safety
- Improves transit access
- Increases travel choices

Bicycling and walking benefit all users of Sonoma County's transportation system in a number of important ways:

*Congestion reduction.* As more drivers shift to walking and bicycling—particularly for shorter trips—fewer automobiles will clog local roads. Thirteen percent of trips nationwide are less than one-half-mile long, considered to be a comfortable walking distance, and over one-third of trips are within convenient bicycling distance, less than three miles long. Although thousands of Sonoma County residents walk and bicycle to work every day, almost 80 percent of trips in the County are for school, shopping and other non-commute purposes, many of which are short trips conducive to walking and biking.

*Less pressure to pave.* Because a bicycle creates much less wear and tear on a roadway, and needs just one-twelfth as much parking space as an automobile, more bicycling and less driving can also reduce demand for costly roadway and parking capacity increasing projects. The resulting savings can be invested in pedestrian and bicycle facilities, which can entice even more motorists to try walking and cycling. Reduced parking demand frees up valuable land for amenities that are key ingredients of walkable communities, such as wide sidewalks and pedestrian plazas and seating areas.

*Enhanced safety for everyone.* Roadway improvements to accommodate pedestrians and bicyclists can also enhance safety for motorists. For instance, adding paved shoulders on two-lane roads allows bicyclists and pedestrians to

stay out of traffic lanes, while providing a safe place for disabled vehicles. Measures to slow cars such as curb extensions, high-visibility crosswalks and other traffic calming devices improve safety for all roadway users.

*Sustainable transit access.* Public transit use depends on good walk and bike access, particularly in Sonoma County, where most bus passengers reach their stop on foot or by bike. This includes unobstructed continuous sidewalks in the neighborhoods surrounding all bus stops, secure bicycle parking at major stops, and bike access on buses throughout Sonoma County.

Finding ways to allow pedestrians and bicyclists to avoid having to cross large parking lots—such as accommodating automobiles in discreet structures, as opposed to large surface lots—is another essential

### Quick Facts

- Sonoma County is projected to have the second highest average household (2.18) and per capita (0.84) vehicle ownership rates in the Bay Area by 2010.
- Sonoma County's walk commute rate (3.3 percent) is about even with the region-wide average, while the countywide bicycle commute rate (0.8 percent) is slightly lower than the region-wide average).
- Thirteen percent of trips are less than one-half-mile long, considered to be a comfortable walking distance, and over one-third of trips are within convenient bicycling distance, less than three miles long. (National data)
- More than one-quarter of Americans bicycle at least once weekly and one-half walk.

ingredient to encouraging walk and bike access to transit

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Finally, and perhaps most importantly, housing, shops and offices adjacent to and in the immediate vicinity of transit will create a captive market of passengers who will have the option of leaving their cars at home. Such land use planning is applicable to future SMART rail service should it be implemented in the future

*Travel choices.* By providing safe and inviting bicycling and walking environments, many of Sonoma County's shorter auto trips can shift to non-motorized modes, thereby increasing public demand for bicycle, pedestrian and public transit facilities and amenities. Viable transportation choices provide independence to those who cannot drive due to youth, age, disability or affordability, and create alternatives for those with the option to drive.

*Sources: Metropolitan Transportation Commission, Federal Highway Administration, National Household Travel Survey.*

### **Setting**

With a land area of 1,576 square miles, Sonoma County is the largest and most rural of the San Francisco Bay Area's nine counties. Located in Northern California, it is an area known for its beautiful Pacific Ocean coastline, ancient redwood forests, oak-studded open space, and diverse agriculture, prominently including productive vineyards and wineries. The County, in fact, is nicknamed "Wine County," and as such, supports a healthy tourism industry.

Sonoma County is bounded by the Pacific Ocean to the west, Mendocino County to the north, Lake County to the northeast, Napa County to the east, and San Pablo Bay and Marin County to the south. The County has nine incorporated cities, a number of smaller unincorporated towns and hamlets, and many square miles of low-density rural area. The County's southern border is about twenty-five miles north of San Francisco's Golden Gate Bridge. The main geographical feature is the central Santa Rosa Plain with its Laguna de Santa Rosa. The majority of the County's incorporated communities and major population centers are located within or adjacent to this central plain, which is opportune for intercity travel. This mostly flat plain is bordered by hills. Sonoma County has numerous valleys including Dry Creek, Knights, and Alexander valleys to the north; and Sonoma and Petaluma valleys to the south. The Russian River meanders through the Russian River Valley to the sea through the heart of the County. Elevations range from sea level along the western ocean edge and at San Pablo Bay to over three thousand feet. The higher elevations are found along much of the eastern boundary, which is part of the Coast Range.

Influenced by the ocean and mountain barriers to the hotter inland valleys, Sonoma County's climate is characterized by moderate temperatures and precipitation amounts. Conditions for walking and bicycling are favorable for most of the calendar year. The cooler marine climatic zone stretches along the coast and up the Russian River, and covers the southern area inland to Rohnert Park and Petaluma. The more moderate and warmer climate category is found primarily in the central Santa Rosa Plain area from Sebastopol and the West County to east of Santa Rosa, as well as from Sonoma to the southern border. The third zone, characterized by hot summer temperatures, is found across most of the County north of Healdsburg to Cloverdale, and north of Sonoma along the eastern border.

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### **Historic Land Use and Transportation**

Historically, what is now Sonoma County was originally settled for thousands of years by Miwok, Pomo, and other Coastal Indians. In 1579, Sir Francis Drake mapped the Sonoma/Marin Coast. Much later in the early 1800s, Russian fur traders settled in parts of what is now Sonoma County. The city of Sonoma, the County's oldest, was settled in 1819 by the Spanish. Spanish rule in California then gave way to Mexican rule. Next came the Americans. Pioneers from the eastern United States first came to settle in Cotati in 1828 and Petaluma in 1834.

In 1850, Sonoma County became part of the new state of California. All of the towns were still small. Transportation at that time was generally slow and difficult, dependent mostly on foot or horse power for land travel; and of course, boats for water travel. Land use patterns reflected these transportation options. Sonoma County's older cities, specifically those established prior to the automobile, all retain core areas where pedestrian access was important and a mixture of uses supported local needs. Cloverdale, Healdsburg, Sebastopol, Sonoma, Cotati, Santa Rosa, Petaluma, and to a lesser extent Windsor, all retain such core areas. Rohnert Park is the exception in that it was non-existent prior to the automotive age.

Transportation was revolutionized by the coming of the railroads. By around 1870 rail travel was established in the County. The existing small Sonoma County towns experienced growth spurts as a result of greater opportunities for commerce and personal travel between towns and ports. In particular, timber and agricultural products were transported by train south to more populated areas. A network of rail lines crisscrossed the region. Eventually both passenger and freight rail operations ceased. Railroads fell into disuse or disrepair and many tracks were torn out. Fortunately, some alignments were preserved and later converted into multi-use trails. The main north to south Northwestern Pacific Rail right-of-way remains intact for transportation use, and both passenger and freight rail operations are under consideration again, as well as the potential for shared use of the right-of-way for a multi-use trail.

After the trains, another major transportation mode would alter the patterns of land development and lifestyles of the population. The first mass-produced cars were sold in America in 1901. By 1927, more than 15 million Model T cars had been sold. With availability of the affordable automobile, transportation was revolutionized. Trips that had taken a day by horse and buggy were cut to half that time. Americans could suddenly travel further distances to work, shop, live, recreate and establish businesses. Demand for new roads and then highways grew as the numbers of people owning cars grew and as automotive technology advanced.

An issue common in Sonoma County, and for that matter in many of California's historic cities, is that roadway widths were not built to accommodate today's traffic, as well as parking, bicycles, and pedestrians. Land areas developed after arrival of the automobile were generally oriented to that mode and land uses became segregated. Subdivisions of homes popped up all over the Country that incorporated dependency on the automobile. As development sprawled and the number of car owners grew, use of non-motorized means of travel declined. The low-density and segregated land development that car travel enabled is a legacy. The impacts of low-density on encouraging alternative means of travel are obvious; not only are walking and bicycling distances to desired destinations increased, but transit service becomes less feasible and more costly per rider. The impacts of the separation of uses, likewise

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entail greater dependency on the car. Only in recent times has there been a movement to reintroduce pedestrian orientation in new development and once again mix uses.

Highway 101 was built in the corridor of the old north/south rail line. Evolving from a pack trail to a two-lane road to a freeway, Highway 101 became the County's transportation backbone, cutting through seven of the County's nine cities. Later realignments took the roadway out of downtowns to create freeways. Ironically, while freeways greatly increased vehicular mobility, they have hampered pedestrian and bicyclist mobility. The barriers created by freeways are among the most difficult challenges for bicyclists and pedestrians in many locations.

Another problem to be overcome is the inadequacy of almost all of the older roadways. While some have been upgraded, many provide insufficient width to safely accommodate bicyclists and/or pedestrians. Cities and the County are now in a position of needing to retrofit roadways for the use of pedestrians and/or bicyclists, and/or construct new Class I pathways. Both approaches can be costly, especially when accommodations may mean the need to acquire additional right-of-way; engineer and construct drainage, culverts and bridges; and take projects through the public review, approval and environmental clearance processes.

### **Demographics and Commute Patterns**

#### *Population*

The County population has grown to approximately 482,000 (2007 CA Department of Finance Population Estimate). See Table I for 2007 population estimates. From north to south, Sonoma County's cities are: Cloverdale, Healdsburg, Town of Windsor, Santa Rosa, Rohnert Park, Cotati, and Petaluma, with Sebastopol located in the West County and Sonoma located in the East County. Currently, Santa Rosa claims almost one third of the County's total population. Another approximately thirty percent live in the unincorporated areas of the County, including both rural and urbanized areas. This segment of the population can be found in Roseland; along the coast and Russian River, in the Sonoma Valley, in the West County hills, and across the County in a low-density land use pattern. Petaluma comes in second as a city to Santa Rosa for population at almost 12%. All of the other incorporated cities have less than 9% each of the County total.

<b>Sonoma County</b>	481,765
Cloverdale	8,517
Cotati	7,535
Healdsburg	11,706
Petaluma	56,996
Rohnert Park	42,959
Santa Rosa	157,985
Sebastopol	7,760
Sonoma	9,945
Windsor	26,432
Balance of County	151,930

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Source: 2007 California Department of Finance  
Population Estimates

#### *Future Trends*

While the County population is expected to rise to 535,200 by 2020 according to projections of the Association of Bay Area Governments (ABAG), the growth rate is expected to be slow. Favoring the greater use of walking and bicycling as a viable transportation mode is the general policy direction of the County's jurisdictions, along with voter approved "urban growth boundaries" which focus new growth

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within already urbanized areas rather than sprawling beyond existing city boundaries. Only 10% of the County's growth in the next three decades is expected to occur in rural areas. The "smart growth" of residential infill, mixed uses, orientation to transit, and pedestrian/bicycle infrastructure is prominent in much of the most recent land-use development.

ABAG projections assume that a voter-approved Sonoma Marin Area Rail Transit (SMART) train will eventually be operational along the Northwestern Pacific Rail line. Service between Cloverdale and the Larkspur Ferry Terminal in Marin County is proposed. Rail line operation would encourage mixed use and employment centers near stations, which in turn would encourage walking and bicycling. The SMART proposal also includes the build-out of a nearly county-length, north/south multi-use pathway along the SMART corridor. Such a facility would provide a "spine" for the County's bicycle and pedestrian network, directly linking seven of the County's incorporated communities and countless destinations along the way. The development of the SMART Pathway is a priority recommendation in this Plan and is supported through policy by each of the affected jurisdictions, independent of the viability of future rail operations.

Another favorable trend is that job growth is expected to be good within the County, specifically 56% growth in the next thirty years. This is greater than the expected population rate increase, therefore more people will be able to live closer to their places of employment. This improved jobs/housing balance will facilitate the feasibility to walk or bicycle to work. Over 90% of the job growth is expected to be in the "Urban South," consisting of the cities of Santa Rosa, Petaluma, Rohnert Park, Cotati and Sebastopol. Much of this area furthermore has terrain favorable for walking and cycling ease, being either flat or with gentle slopes.

### *Local Bicycle and Pedestrian Travel Characteristics*

Travel information in each jurisdiction was analyzed to identify mode split and to evaluate travel time to work. The term 'mode split' refers to the form of transportation a person chooses: walking, bicycling, taking a bus, driving, etc. The commute analysis establishes base data on the existing number of bicycle and pedestrian commuters, as well as an indication of the number of potential bicycle and pedestrian commuters in the plan area. This information can then be used by staff and local officials to develop improvement plans and set priorities, with the objective of increasing the percentage of people who choose to walk or bicycle rather than drive a car or be driven.

A review of available demographic and commute statistics was performed in order to better understand the level of walking and bicycling in Sonoma County as a whole. Several data sources were reviewed, including California Department of Finance Population Estimates, the Bay Area Travel Survey, and Journey-to-Work (JTW) Data from the US Census Bureau.

Every ten years, the US Census Bureau attempts to count every person throughout the nation. As part of this survey process, the agency distributes a longer questionnaire to one in eight American households. One of the "long form" questions is, "How did you usually get to work last week?" Respondents who typically use more than one method of transportation are instructed to mark the mode used for "most of the distance." The collective responses to this question form a set of data known as the Journey-to-Work (JTW).

Because of its large sample size, JTW data is considered the most reliable source of transportation mode choice information available. However, while the JTW provides a glimpse of how Sonoma County

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residents travel to and from work, the data source only provides a partial understanding of travel characteristics. This is particularly true in assessing walking and bicycling trips since it does not reflect multi-modal trips or non-work trips. Thus the JTW data misses school, shopping, and recreational trips, which may constitute much of the bicycle and pedestrian travel by the County's senior and student populations and others. The instructions effectively eliminate any record of the pedestrian portion of walk-to-transit and walk-to-carpool trips; the wording leaves the response, for commuters who do not use the same mode every day, up to the respondent; and the survey takes place in the month of March, which can be quite rainy in Sonoma County and a deterrent to walking and bicycling. An overview countywide bicycle and pedestrian mode split data is included in Table 2. Additional analysis of travel characteristics including travel time to work is included in the individual plans.

**Table 2  
Countywide Bicycle and Pedestrian Mode Split Data**

Jurisdiction/City	Population	Employed persons 16 years of age +	Drove Alone #	Drove Alone %	Bike #	Bike %	Walk #	Walk %
Cloverdale	7,087	3,027	2,240	74%	8	0.3%	71	2.3%
Cotati	6,482	3,426	2,714	79%	30	0.9%	64	1.9%
County of Sonoma (unincorporated)	150,072	73,841	52,672	71%	420	0.6%	3,076	4.2%
Healdsburg	10,649	5,100	3,719	73%	61	1.2%	224	4.4%
Petaluma	54,538	27,600	19,899	72%	245	0.9%	714	2.6%
Rohnert Park	42,388	22,119	17,226	78%	213	1.0%	500	2.3%
Santa Rosa	147,532	70,867	54,606	77%	613	0.9%	1,593	2.2%
Sebastopol	8,032	3,882	3,142	81%	41	1.1%	125	3.2%
Sonoma	8,878	4,199	3,252	77%	41	1.0%	301	7.2%
Windsor	22,956	10,966	8,664	79%	72	0.7%	261	2.4%
Countywide	458,614	224,947	168,134	75%	1,744	0.8%	6,929	3.1%
California	33,871,648	14,525,322	10,432,462	72%	120,567	0.8%	414,581	2.9%
United States	281,421,906	128,279,228	97,102,050	76%	488,497	0.4%	3,758,982	2.9%

Notes: Source: *United States Census 2000*, United States Census Bureau, 2000

### **Relationship to Other Transportation Modes and Services**

#### *Transit and Multi-Modal Access*

Convenient multi-modal connections for bicyclists and pedestrians that are well-integrated into the transportation system are a vital component of the bicycle and pedestrian network. Transit has the potential to extend trip ranges for bicyclists and pedestrians to nearby communities and destinations outside of Sonoma County. This is especially important for Sonoma County considering some of the existing barriers to bicycle and pedestrian travel such as distance between some communities, gaps in the existing bicycle and pedestrian networks between urban areas, and heat during the summer months or rain during the winter months. While these obstacles likely serve as deterrents to existing and

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potential trips by bike or by foot, convenient multi-modal access can help to address these issues and extend trip ranges.

Eight agencies provide fixed route bus service in Sonoma County: Sonoma County Transit, Golden Gate Transit, Santa Rosa CityBus, Petaluma Transit, Mendocino Transit Authority, Vine Transit, Healdsburg Transit, and Cloverdale Transit. These agencies accommodate bikes on buses with front loading bike racks. Golden Gate Transit, Mendocino Transit Authority, and Vine Transit provide regional bus service. Sonoma County Transit provides countywide and local inner-city service. Santa Rosa City Bus and Healdsburg Transit and Petaluma Transit provide inner city service.

Approximately fifty bus stops in Sonoma County are equipped with bicycle racks. The Santa Rosa Transit Mall also features six “clam shell” bike lockers. Of the County’s twenty park and ride lots, sixteen are equipped with bicycle racks. (These facilities are listed in Appendix C)

### *The Sonoma Marin Area Rail Transit (SMART)*

The SMART District is a regional transportation district that was established in 2003 by the California Legislature with the passage of California State Assembly Bill 2224 (Nation, District 6). The SMART District was established to oversee the development and implementation of passenger rail service in Sonoma and Marin counties along the Northwestern Pacific Railway. The District holds over seventy miles of railroad right-of-way in public ownership between the cities of Cloverdale and Larkspur, and is charged with planning, engineering, evaluating and implementing passenger train service and corridor maintenance from Cloverdale to Larkspur. Additionally, the development of a multi-use bicycle and pedestrian pathway within, or adjacent to, the rail corridor is included in the project.

The SMART passenger rail project would serve fourteen developing or planned multi-modal train stations between Cloverdale in Sonoma County and the terminal in Larkspur in Marin County, where a connection could be made to San Francisco via the existing ferry service. SMART also proposes to provide a critical north-south transportation route for bicyclists and pedestrians, with approximately 70 miles of multi-use pathway located along or adjacent to the right-of-way between Cloverdale and Larkspur. The SMART Path project will provide a continuous north-south route through Sonoma County comprised largely of Class I multi-use pathway along with short segments of Class II bike lanes or Class III bike routes, where right-of-way constraints occur, to connect seven of the County’s nine cities: Cloverdale, Healdsburg, Windsor, Santa Rosa, Rohnert Park, Cotati, and Petaluma. <http://www.sonomamarintrain.org/>

### *North Coast Railroad Authority (NCRA)*

The NCRA was created by state lawmakers in 1989 to manage the Northwestern Pacific Railway, the 316-mile rail line that extends down the North Coast from Eureka to Napa. The NCRA is charged with overseeing freight operations along the rail line. Rail operations were halted in 2001 after a series of winter storms damaged the tracks and the Federal Railroad Authority deemed the rail line unsafe. Since then, a series of efforts to restore service have occurred without success. Recently, the State Transportation Commission released funds necessary for the NCRA to complete track and intersection repairs. <http://www.northcoastrailroad.org/index.html>

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### **Accessibility for All People**

The Americans with Disabilities Act (ADA) was enacted in 1990, providing rights and protections to individuals with disabilities. To comply in the realm of the pedestrian network, local governments must bring sidewalks, curb ramps and roadway crossings up to a set of specified standards when constructing new facilities or making modifications within existing public rights-of-way. For purposes of facility use and planning, people who use wheelchairs are considered pedestrians. Implementation of this plan will provide many benefits to those people who use wheelchairs or other mobility devices, including those who would like to access transit.

In addition to providing individuals with disabilities with accessible sidewalk, curb ramp and crossing facilities, many ADA requirements help others as well. For instance, in addition to serving people who use wheelchairs, curb ramps facilitate travel by those pushing strollers and inexperienced bicyclists who are not yet ready to ride in the street. Wide sidewalks, and a lack of obstructions, create a nicer environment for all pedestrians. These improvements can also reduce demand for paratransit services (demand-responsive transit for people whose disabilities prevent them from using public transit) by allowing some people with disabilities to access public transit stops.

### **Safety and Security**

Safety is a major concern of both current and potential bicyclists and pedestrians. For those who walk or bicycle, it is typically an on-going concern or even a distraction. For those who avoid walking and/or bicycle riding, concern about safety is one of the most compelling reasons not to do so. In discussing bicycle safety, it is important to separate perceived dangers from actual safety hazards.

Riding a bicycle on the street is commonly perceived as unsafe because of the exposure of a lightweight, two-wheeled vehicle to heavier and faster moving motor vehicles including autos, trucks and buses. Actual accident statistics, however, show that bicyclists face only a marginally higher degree of sustaining an injury than a motorist, based on numbers of users and miles traveled. Death rates are essentially the same for bicyclists as motorists. Collisions between bicycles and vehicles are much less likely to happen than bicycle-with-bicycle, bicycle-with-pedestrian, or collisions caused by physical conditions. Additionally, the majority of reported bicycle crashes show the bicyclist to be at fault; generally, this involves younger bicyclists riding on the wrong side of the road or being hit broadside by a vehicle at an intersection or driveway. For this reason, programs that teach the public how to properly ride bicycles and follow safety rules are very important supports.

Section 21200 of the California Vehicle Code provides that “every person riding a bicycle upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle. In other words, a bicyclist has the same rights to utilize the State roadways as the driver of a motor vehicle. Moreover, bicyclists and pedestrians are entitled to travel on all roads except those that are lawfully prohibited to them (CVC 21960.).

#### *Collision Analysis*

The collision history for the subject agencies were reviewed to determine any trends or patterns that could indicate safety issues. The collision data for 2002-2006 was obtained from the California Highway Patrol (CHP) as published in their State Wide Integrated Traffic Records System (SWITRS) reports.

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The CHP Accident Investigation Unit maintains SWITRS. It was developed as a means to collect and process data elements from a collision scene. The program ensures that local police departments and the CHP utilize and maintain uniform data collection tools and methods to collect and compile meaningful data and statistics which can be used to improve roadway conditions and monitor the effectiveness of enforcement efforts.

It is important to note that SWITRS only includes reported collisions, so may not reflect all conflicts that occur. A comprehensive review of the data was performed to help understand the nature and factors involved in bicycle and pedestrian collisions. A better understanding of these factors may help planners and engineers address some of the physical environments that contribute to these incidents. For example, if it is determined that a high incidence of collisions are occurring in the evening, lighting improvements may help to correct the situation. Conversely, a high incidence of collisions attributed to bicycle riding in the wrong direction or those involving children may be addressed through education and/or enforcement activities.

The following types of data were reviewed with an emphasis on the conditions indicated to better understand the factors that may have contributed to the reported collisions:

- Collisions: This information includes an analysis of the major causes of each collision, the locations of collisions, and the seasonal variation of collisions.
- Conditions: Environmental conditions at or near the collision site at the time of each crash were examined. This included an analysis of weather conditions, lighting conditions, and types of traffic control devices present.
- Demographics: This included a determination, by gender and age, of collision rates for bicyclists and pedestrians.
- Locations: This portion of the analysis includes a citywide map of bicycle and pedestrian collisions and other spatial analyses of different collision types.

During the five-year review period over 36,000 collisions were recorded. Analysis of the data revealed a steady decline in the number of collisions per year. Of this total number, 735 bicycle collisions were recorded and 597 pedestrian collisions were recorded. Similarly, a general decline in the number of bicycle and pedestrian collisions recorded occurred over the five-year review period. During the review period, eleven bicycle fatalities and 27 pedestrian fatalities occurred. *Individual collision history conditions are included in the local agency chapters of the plan. An overview of Countywide Collision Data is included in Appendix D.*

### **Need for Data Collection**

#### *Bicycle and Pedestrian Counts*

One of the challenges facing staff and local decision makers in the area of bicycle and pedestrian planning is the lack of documentation on usage and demand for pedestrian and bicycle facilities. Without accurate and consistent data, it is difficult to measure the positive benefits of bicycle and pedestrian investments, especially when compared to the other types of transportation such as the automobile. In order to

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supplement JTW data, to attain a better understanding of existing usage and travel patterns, and to be able to project demand, regular bicycle and pedestrian counts are recommended.

### *Count Methodology*

In 2003, the Metropolitan Transportation Commission (MTC) developed the *Bicyclist and Pedestrian Data Collection and Analysis Project*. The project resulted in the *Handbook for Bicyclists and Pedestrian Counts*, for MTC. This methodology represents standard guidelines typically used when conducting counts of bicycle and pedestrian activity. Using the procedures outlined in this handbook would ensure consistent results among local agencies for the development of a database, as well as with larger efforts conducted by MTC throughout the region.

The bicycle count methodology has been developed to attain a consistent regional bicycle count and analysis procedure so that trends in usage can be documented. The counting strategy outlined provides an easy and inexpensive method of conducting bicycle and pedestrian counts on a regular basis. The level of detail to be extracted during routine counts is kept to a minimum to reduce ambiguity while still providing useful data. This is not unlike the typical traffic count that reveals little more than the time of day, and direction of travel. Collection of data regarding the motorist's age, trip purpose, length of trip, etc. is relatively rare.

Bicyclist and pedestrian counts can be conducted during three different times of the year: fall, spring and summer. In general, the winter months should be avoided due to poor weather conditions and extended holiday-related vacations. To capture bicycle and pedestrian activity near schools, counts in the fall should start after Labor Day and end before the end of daylight savings time (at the end of October), whereas counts in the spring should start after the beginning of daylight saving time (at the beginning of April) and end before Memorial Day. School districts and/or institutions within each jurisdiction should be contacted to verify when schools will be in session to avoid spring and winter breaks and special school events. Counts at locations that are not near schools can be accurately conducted during the summer months. Further, the summer months often have somewhat lower peak period volumes due to the reduction in work force trips due to vacations except near recreational attractors, such as wineries in Sonoma County, where summertime conditions may represent peak demand. It should be noted that the counting period should be as condensed as possible to ensure the most consistent conditions.

The counts should be conducted on Tuesdays, Wednesdays or Thursdays during non-holiday weeks. If counts must be conducted during holiday weeks, the actual holiday day should be avoided, and the Tuesday after Monday holidays and the Thursday before Friday holidays should also be avoided.

Proposed count locations for each of the participating agencies have been identified through this planning process. The basic criteria used to select count locations included points along and intersections of primary streets in the network, area coverage, population centers, attractors and generators, and community gateways. Proposed count locations are included in Appendix B.

### *Sidewalk Inventories*

Maintaining a database of sidewalk locations and their condition can be an effective tool to identify gaps in the pedestrian network, prioritize maintenance, and take advantage of maintenance and upgrade opportunities, such as those provided by new development or utility trenching. It is recommended that

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the various jurisdictions develop an inventory program and database. Initial inventories are typically accomplished utilizing student interns in either planning or public works departments. The database should then be updated periodically over time to reflect changes to the system.

### **Existing Conditions**

#### *The Pedestrian System*

In the older neighborhoods of cities, sidewalks have been in place for many decades. Historic downtowns have retained their early “walkability,” where a variety of destinations are reachable by foot from residences. Sidewalks or pathways are also in place in almost all of the most recently developed residential, civic, and business developments. System gaps are frequently found in locations between the oldest and the newest development. In areas that were developed during the 1950s to 1980s, the focus was on access by motorists. Pedestrian facilities were frequently not required. Examples of this pattern can be found adjacent sections of commercial development along what were once principal interregional routes, such as Old Redwood Highway, Santa Rosa Avenue, Sebastopol Road, and Cloverdale Boulevard. This pattern has also been prevalent in the County’s unincorporated towns.

Major barriers to safe pedestrian travel are the freeways, particularly Highway 101, and high-speed and/or multiple lane arterials---facilities that place priority of automobile mobility. Crossing on-ramps and off-ramps, traveling under or over freeways, and traversing principal arterials are challenges many pedestrians find difficult. An array of approaches is being used to address this issue by redesigning roadway facilities. Various cities have added bulb-outs to slow traffic and shorten the distances pedestrians travel from curb to curb. Others have put roads on “road diets” to calm traffic speeds. Signal and warning devices, and various pavement marking and median treatments have been implemented. The current re-construction of Highway 101 is creating opportunities to upgrade pedestrian accommodations.

Included in the pedestrian system are: sidewalks, pathways, recreational trails, Class I multi-use trails, and informally, roadway shoulders. Discontinuity in any of these can create a facility gap that makes travel difficult, unsafe or impossible. Public transit access can sometimes be a challenge, as well. Amenities such as landscaping, tree plantings, lighting and street furniture to create pedestrian friendly environments, are also important system components. Land-use is critical to the viability of a pedestrian system; with pedestrian facilities designed to provide safe and pleasant access to attractors like schools, offices, shopping and restaurants.

#### *The Bicycle System*

A range of users must be considered in building a bicycle system. Whereas an experienced rider or bicycle commuter might prefer the shortest and fastest on-road route, a young or inexperienced rider will likely prefer a Class I, separated bicycle facility. Bicycle riders of all ages and abilities, and those who are riding for both recreation and transportation to destinations like work and school, must be considered in system improvement and implementation.

The bicycle system of Sonoma County is as yet incomplete. Comprised of both on-road and off-road facilities, many gaps still exist that break the continuity of bicycle travel. Throughout the County, however, Class I, II and III facilities have been implemented. Class I facilities are separated from

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roadways (such as the Joe Rodota Trail); Class II facilities are on-road bicycle lanes designated with striping and signage and/or pavement markings; and Class III facilities are on-road, “share the road,” bicycle routes indicated just with signage. There are also unpaved recreational trails.

A detailed list of bikeways by facility type and pedestrian infrastructure (where pedestrian data was available) is provided in each of the individual plans. A total of existing bikeways countywide by type is provided below:

- Class I Existing – 77.39 miles
- Class II Existing – 121.01 miles
- Class III Existing – 43.32 miles

### Off-Road Facilities

It is fortunate that across the County, there have been, and are, opportunities to use public right-of-ways to establish trails. Many of the Class I facilities have been, or will be, constructed along creek alignments owned by cities or the County (e.g., Sonoma County Water Agency) and along prior or existing railroad rights-of-way (e.g., existing Joe Rodota Trail; proposed the Northwestern Pacific Railroad (NWPR)/Sonoma Marin Area Rail Transit (SMART) trail). Class I facilities have already been constructed along parts of the NWPR/SMART right-of-way.

The major existing Class I facility in the County is the Joe Rodota Trail (3 miles) leading east to west from Santa Rosa to Sebastopol. It links to the West County Trail, a facility with some gaps as a Class I, which currently extends to Forestville. Passing through scenic areas of the West County, mostly in alignments that were formerly rail lines, these two multi-use trails are utilized by commuters, and recreational users of all ages. The alignment of the proposed SMART trail would intersect the Joe Rodota Trail.

In addition to the facilities utilizing public rights-of-way, others have been, and will be, constructed as part of private developments. For example, Cloverdale has several trails in residential areas that were developed as part of subdivision master planning.

### On-Road Facilities

The County’s roadway system presents many barriers and safety concerns for bicyclists. Many roads are narrow and/or have insufficient shoulder widths; and freeways, high-speed and multiple-lane arterials present challenges for the on-the-road bicyclist.

Incrementally jurisdictions are addressing the inadequacy of almost all of the older roadways, and setting priorities for their improvement. Many roadways still provide insufficient width to safely accommodate bicyclists. There are many examples in rural areas where shoulder widths are sub-standard, and along some roadways virtually non-existent. Cities and the County are now in a position of needing to retrofit roadways for the use of bicyclists. Sometimes roads are widened to include room for bicyclists and sometimes roads are put on “road diets” to create environments more friendly to bicyclists. Gap closures, particularly those on facilities with high demand and those that are part of the regional network, are in general given priority for improvement.

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### Bicycle Parking and End of Trip Accommodations

Bicycle parking, storage, and end of trip accommodations such as shower and changing facilities must not be overlooked when planning and implementing a bikeway system. Bicycle parking includes bicycle racks, bicycle lockers, parking corrals, covered parking, and indoor parking. Effective parking requires properly designed racks, lockers, and shelters, which are sited appropriately for ease of use and convenience. End of trip amenities include locations where commuter cyclists can change clothes and either shower or ‘freshen up’, and then store their bicycling gear.

National bicycle surveys consistently find that inadequate end-of-trip facilities and the fear of theft (bicycles are one of the top stolen items in all communities) are major deterrents to bicycle commuting, and the lack of safe and convenient parking is a problem facing many "would-be" bicycle commuters throughout the County. Left on the street for hours at a time, bikes are too often easy targets for theft and vandalism, as well as damage caused by inclement weather. On-site, indoor bicycle parking provides the best solution. Unfortunately, not all building managers recognize the benefits of allowing employees to bring bikes inside, and some buildings have banned bikes.

Many destinations throughout Sonoma County provide bicycle parking in the form of bicycle racks. While a rack-by-rack inventory of bicycle parking is currently unavailable, in general bicycle parking is provided at major shopping centers, along storefronts throughout our communities’ downtowns, at civic destinations, at transit facilities, park and rides, and public parking garages, at schools and colleges, local and regional parks, and in most new commercial development and office parks. However, long-term bicycle parking in the form of bicycle lockers is provided at only a handful of locations throughout the County. Inventories of existing and proposed bicycle parking locations are identified in the local plan chapters.

### Current Issues, Constraints, and Opportunities

This section provides a brief overview of issues and opportunities related to walking and bicycling throughout Sonoma County.

#### *Issues/Constraints*

- There is a shortage of, and a latent demand for more, dedicated pedestrian and bicycle facilities including sidewalks and paths, improved pedestrian crossings, multi-use trails, bike lanes, bike routes, bicycle parking, and recreational opportunities.
- Concerns over safety, whether real or perceived, limit the level of bicycle use and walking countywide.
- In some cases, state highways serve as both “Main Streets” and intercity connections. As such, these facilities must be multi-modal to serve all members of the communities through which they pass, including the non-driving public.
- Physical barriers including US 101, NWP/SMART rail line, state highways, and various waterways.
- With many competing interests and limited public rights of way, a variety of strategies need to be employed including creative approaches, retrofits, compromise, and sometimes difficult political choices.

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- Funding availability is limited and securing funding can be complex and time consuming.
- Clear and consistent policy direction, and the expertise and resolve to implement and sustain projects and programs are needed for ongoing success.

### *Opportunities*

- This effort presents a new collaboration for planning and implementation of multi-jurisdictional projects and programs.
- There are numerous natural and man-made corridors in the County that are potential locations for Class I multi-use pathways, these include:
  - Railroad right-of-ways such as the Northwestern Pacific/SMART rail line, and historic lines such as Santa Rosa – Petaluma Railroad, Sonoma – Schellville Railroad and others.
  - Sonoma County Water Agency flood channels
  - Laguna de Santa Rosa
  - Utility corridors such as PG&E easements and the Geysers Pipeline
- The availability of dedicated non-motorized transportation funding sources:
  - Measure M, Sonoma County’s dedicated transportation sales tax, administered by SCTA
  - Sonoma County Agricultural Preservation and Open Space District is increasingly focusing on access and recreation
- The major reconstruction of Highway 101 is presenting multiple opportunities to improve associated bicycle and pedestrian crossings.
- In recent times, the development community has been largely responsive to the public’s desire to see pedestrian and/or bicycle facilities built into new development.
- City and County zoning, permitting, and design standards have been put in place to foster infill, and non-motorized accessibility.
- Mandates and guidelines requiring the routine accommodation of bicyclists and pedestrians in the construction and upgrading of facilities serve to accelerate the build-out of the bicycle and pedestrian systems.
- Public involvement in the planning process creates greater awareness of needs, public desires, and solutions. Bicycle and pedestrian advisory groups, cycling groups, and advocacy organizations like the Sonoma County Bicycle Coalition, provide effective means of communicating.
- Programs like Safe Routes to School, and those involving law enforcement to improve motorist, bicyclist and pedestrian behaviors are supportive.

### **Proposed Projects**

Projects have been proposed in each of the jurisdictions for which this planning effort has been conducted. Each individual plan includes a list of existing and proposed projects. Proposed projects have been ranked as high, medium, or low priority, and estimated costs have been assigned. The lists were refined following public reviews and resulted from careful considerations.

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### **Primary Bikeway Network**

A new element of this planning effort has been the designation of a countywide Primary Bikeway Network – a continuous countywide network of on- and off-street bikeways that extend between and through communities. The Primary Bikeway Network consists of a selection of existing and proposed Class I, Class II, and Class III bikeways that provide inter-city and inter-county routes along with connections to other transportation modes, major destinations, jobs, neighborhoods, recreation, and local bicycle networks. The network typically includes a north-south and east-west route through each community. The intention of the network is to focus and collaborate on a set of basic routes that will provide access to major destinations and activity areas. Primary Bikeway Network routes are identified on the countywide map, sub-titled Proposed and Existing City & County Bicycle and Pedestrian Facilities, with a colored highlight around their route designation. Approximately 65 miles of Primary Bikeway Network currently exist and approximately 514 miles of bikeways are proposed on the Primary Bikeway Network.

### **Programs**

The pedestrian and bicycle systems must be comprised of more than transportation surfaces. This Plan includes recommendations for both physical improvements – such as construction projects – and programmatic recommendations such as community outreach and educational campaigns. This section highlights a few of the programs already in place in various jurisdictions and details a number of programs that can be implemented on a countywide basis or locally to support an increase in bicycling and walking throughout Sonoma County.

Effective programs are designed to:

- Engage the community
- Educate bicyclists, pedestrians, and motorists
- Enhance safety

Programs can be effective low-cost measures that can be implemented and maintained by citizenry in partnership with local advocacy groups and a sponsoring agency. The goal of these activities is to improve mobility without placing a large burden on agency staff or local funding resources. However, there are issues worth noting. Implementation requires organizational leadership, funding, follow-through, and maintenance. Drawing on a variety of community resources including public and private partnerships, and maintaining community support will be essential to ensure that the policies, programs, and projects within this Plan are implemented over time.

#### *Existing Programs*

There are a variety of existing programs and activities already in place around the County, which are aimed at improving safety, convenience, and boosting user levels. Some of these existing programs have been in place for years, while others are relatively new. In some cases the programs are city or county funded; in others, they are non-profit or volunteer run. Each entity should take advantage of the success of these existing programs and the benefits they provide to the community and tourists. Existing programs and activities include:

- Safe Kids Sonoma County































































































































