



490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401
www.sctainfo.org
(707) 565-5373

Countywide Bicycle & Pedestrian Advisory Committee

MEETING AGENDA

May 26, 2009 1:30-2:30 PM

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

ITEM

1. Introductions
2. Approval of Minutes, March 24– DISCUSSION / ACTION*
3. Approval of Agenda – DISCUSSION / ACTION
4. Public Comment
5. Roundtable Members Reports
6. Sonoma County Travel Model Report (Chris Barney)*
7. Report: Status of Highway 101 Overcrossing (Fabian Favila)
8. Staff Reports:
 - 8.1.1. Quarterly TDA3/TFCA Report*
 - 8.1.2. GIS Map Update Schedule (Chris Barney)*
 - 8.1.3. Status of the Lower Russian River Community Based Transportation Plan*
9. Other Business / Comments / Announcements
10. Adjourn – ACTION

*Materials attached.

The next **SCTA** meeting will be held **June 8, 2009**
The next **CBPAC** meeting will be held **July 28, 2009**

Copies of the full Agenda Packet are available at www.sctainfo.org

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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.

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**Countywide Bicycle & Pedestrian Advisory Committee
 MINUTES
 March 24, 2009**

ATTENDEES

Abrams, Josh	W-Trans
Culver, Christine	Sonoma County Bicycle Coalition
Dadko, Beth	Sonoma Co. Health & Human Services Dept.
Duiven, Scott	City of Petaluma
Favila, Fabian	City of Santa Rosa
Kelly, Susan	City of Sebastopol
Lustig, Marsha Sue	City of Cotati
Perez, Alejandro	Town of Windsor
Roberson, Chip	Citizen Representative from Sonoma
Schmitz, Steven	Sonoma County Transit
Skinner, Geoffrey	Citizen Representative from Sebastopol
Tacata, Eydie	City of Rohnert Park

SCTA Staff present: Lynne March, Chris Barney, Nina Donofrio.

The meeting was called to order at 1:40 p.m. by Vice Chair Fabian Favila in Chair Wendy Atkins' absence

ITEM

1. Introductions

Round table introductions were made.

2. Approval of Minutes, January 27, 2009– DISCUSSION / ACTION*

Mr. Favila noted that he was not present at this meeting, but referred to the minutes and asked Chris Barney if updating of maps is on a schedule. Mr. Barney responded that a time has not been scheduled for this and invited input from the Committee as to when this could take place. He said he would bring a schedule to the next meeting to address this question.

Chip Roberson then moved for approval of the meeting minutes as submitted. Scott Duiven seconded the motion; it passed unanimously.

3. Approval of Agenda – DISCUSSION / ACTION

The agenda was approved as submitted.

4. Public Comment

There was no public comment.

5. Roundtable Members Reports – INFORMATION

City of Sebastopol:

Sue Kelly announced the addition of a new citizen representative for Sebastopol to the Committee. She also announced the formation of a new citizens' group that is not an official City committee, but is very actively involved in "Bike and Walk Sebastopol." The Safe Routes to Schools, bicycle rodeos, and a task force for route planning are among the various activities that have been taking place. The Street Smart Phase 2 project is almost ready to go out to bid. Staff is anticipating receipt of the Regional Bicycle and Pedestrian

Program grant funds in the near future. Phase 3 of this project includes nine additional intersection improvements, which are currently under design and in the encroachment permit stage with Caltrans. A major capital program is in place for the next six months, much of which addresses bicycle and pedestrian issues.

Ms. Kelly next announced that the Sebastopol City Council is hosting a Traffic Town Hall meeting at Parkside School Monday, April 20 from 7:00 to 8:30 p.m.

City of Cotati:

Marsha Sue Lustig reported that the East Cotati Avenue bicycle crossing, which is the link on the Class I bicycle path, is almost completed.

Ms. Lustig next reported that the NCRA has approached the City of Cotati to reconstruct the rail crossing on East Cotati Avenue and to include sidewalks. This is the link to the middle school and high school.

Ms. Lustig announced that the City has applied for funds to re-pave the Class I bicycle lane. She added that staff has decided against applying for TDA3 funds and is allowing these funds to grow until next year, when they will use them in conjunction with other funding.

Ms. Lustig added that the City of Cotati is currently in the 45-day public comment period for their proposed Downtown Specific Plan, which is committed to being a bicycle/pedestrian oriented plan. The hearing will be held April 6. The comment period closes April 13.

Sonoma County Bicycle Coalition:

Christine Culver announced that she had just returned from Washington, D.C. for the National Bicycle Summit. Over 500 attendees were present from all over the country. Meetings took place with Congress member Lynn Woolsey and her aide, staff of Congressman Michael Thompson, Senators Boxer and Feinstein to discuss the upcoming transportation bill and enhancements, and increasing bicycle funding.

Ms. Culver announced that the Coalition will be relocating their office to 750 Mendocino Avenue, Suite 6.

Ms. Culver next reported that Julia of the City of Santa Rosa will be working with the Coalition on Safe Routes to School implementation.

Ms. Culver announced the following events: A "spandex-free" bicycle ride is scheduled for April 4, sponsored by Cotati Creek Critters; the Coalition will be moving their office by bicycle as much as possible on Saturday, April 4; Ms. Culver invited anyone interested in volunteering to attend beginning at 7:30 a.m.; a bicycle clinic on how to advocate for a bicycle-friendly workplace is scheduled on this date at 6:30 p.m. Staff of Winzler-Kelly will address the group to discuss the implementation of bicycle-friendly procedures and accommodations in place at their office. The next clinic will be "Who Needs a Car to Haul That?" and is scheduled for May 19 (this will also be demonstrated during their office move April 4).

City of Sebastopol:

Geoffrey Skinner announced that the Bicycle Path Day had a few attendees in spite of rain, including some musicians on the trail. The Bicycle Rodeo was successful and 25 children attended, also despite bad weather. He also announced that this weekend a Sebastopol Walk is scheduled along the Joe Rodota Trail from Santa Rosa to Sebastopol.

Sonoma County Health & Human Services:

Beth Dadko had nothing to report.

City of Rohnert Park:

In response to Christine Culver's question, Eydie Tacata announced that bicycle lanes on the overcrossing on Highway 101 at Rohnert Park Expressway have been installed; color slurry seal was being considered for these, but would have had to pass extensive review and a design exception procedure through Caltrans.

Since this was funded through TFCA funds, which were due to expire in a month, it was determined that they could not complete the Caltrans review process to have color slurry seal in time to meet the funding deadline. Josh Abrams of W-Trans pointed out that the City had worked diligently with Caltrans on this project to get the bicycle lanes installed.

Town of Windsor:

Alejandro Perez reported that this summer construction is scheduled for Old Redwood Highway pedestrian linkages, installing sidewalks from Old Redwood Highway to the Town Green, making a loop around the Town administration center and Town Green. These will include LED street lights and pedestrian ramps.

Mr. Perez next announced the installation of an in-pavement lighted crosswalk at Windsor Road and Reiman Lane, along the high school, hopefully in late summer. Bicycle lanes are also planned to be installed going north on Windsor Road. Staff is awaiting status of the grant application for this project.

City of Sonoma:

Chip Roberson reported that past mayor Larry Murphy was involved in a serious bicycle collision when he was crossing Highway 121 at Stanley, was hit by a car and is recovering from multiple injuries.

Mr. Roberson announced the launching of a new website, cyclesonoma.com, which is a social network linking various local agencies.

Mr. Roberson next reported that Jeanie Paradiso has stepped in to advocate for cycling issues for citizens in Sonoma, as well as two other citizens.

Ms. Culver added that the Bicycle Coalition will be meeting April 2 with Suzanne Smith of the SCTA and Supervisor Valerie Brown to address issues related to Arnold Drive.

City of Petaluma:

Scott Duiven had nothing to report.

County of Sonoma:

Steven Schmitz of Sonoma County Transit reported that installation of Phase 2 of the "Share the Road" signs is scheduled in unincorporated areas of the County this spring. This will involve the installation of 30 signs at various locations. Construction on Western Avenue is scheduled for the summer of 2010.

City of Santa Rosa:

Fabian Favila announced that they will be conducting their next round of Bicycle/Pedestrian Master Plan public workshops April 1 and 2. Bicycle circle racks have been installed on Fourth and Fifth Street with "pay and display" parking meters.

6. TDA3 "Program of Projects" Recommendation to SCTA – DISCUSSION / ACTION*

Ms. March reported that this Committee recommends projects for this program to the SCTA Board. Funds come from sales taxes. Funding is distributed by population. Each jurisdiction is allowed to accumulate funding and to borrow forward if there are sufficient funds available. She referred to an updated scorecard and noted that one project was cancelled at the request of the City of Santa Rosa; this is the Humboldt Street Bike Boulevard long term improvements, which is #6 on the list of proposed projects. She noted that the Western Avenue project utilized the option to borrow forward, as did Rohnert Park.

Ms. Culver inquired for more information regarding Phase I of the citywide Class III signage project. Mr. Favila explained that this involves installing standard bicycle route signs as part of the Bicycle/Pedestrian Master Plan. Ms. Culver expressed her opinion that this is an unnecessary expense.

Mr. Schmitz expressed his appreciation for the opportunity to borrow ahead for the Western Avenue project. Mr. Favila asked if the County is going to be borrowing two years out in anticipation of what the appropriations would be. Ms. March replied in the affirmative. Further discussion took place regarding

procedures for borrowing ahead and what would happen if funds get cut because of sales tax and as a result, this cannot be repaid in two years. Ms. March noted that this has not happened; it would likely go into a small deficit mode.

Mr. Roberson moved to approve the TDA Program of Projects. The motion was seconded by Sue Kelly and carried unanimously. Ms. March announced that this would be presented to the Board.

7. Routine Accommodations Checklists – DISCUSSION / ACTION*

Ms. March presented MTC routine accommodations checklists for federal stimulus projects. These are advisory in nature. She explained that when the stimulus package was implemented MTC decided to initiate the checklists for these projects. This Committee is utilized to bring this disclosure process to the attention of those who may be interested. She stressed that the stimulus projects had to be proposed quickly and that some may not have bicycle accommodations because these were unable to be accommodated on such short notice. Many of the projects are rehab/overlay projects. Further discussion took place regarding the logistics of meeting the federal time line and qualifications in order to be included in the federal stimulus package. Ms. March also noted that the purpose of this round of the stimulus was to preserve and create jobs in the short term.

8. Staff Reports:

8.1 Count Locations Provided to MTC*

Ms. March explained that each jurisdiction was asked to look at the list provided by MTC and provide a few appropriate count locations for their respective jurisdiction. Chris Barney explained that Sean Co of MTC informed him that there is not a great deal of funding available for taking counts; therefore, they are pursuing this as a volunteer effort. They are working with a bicycle/pedestrian organization in the East Bay and conducting training; they have expressed an interest in conducting training in the North Bay area. He invited anyone interested to participate.

Ms. March noted that Santa Rosa and Petaluma have conducted counts. Mr. Favila confirmed that Santa Rosa conducted counts to establish a baseline and a policy as part of the Bicycle/Pedestrian Master Plan and that going forward they intend to have a policy and routine counting established. Ms. Kelly noted that there would very likely be interest in Sebastopol in volunteering to conduct the count. If MTC is willing to provide training in taking counts she said City staff would be happy to organize this effort.

Ms. Tacata asked if coordination of a regional policy on taking this count is to be spearheaded by the SCTA, by the Bicycle Coalition, or the MTC. Ms. March noted that in the new plans there are references to MTC's count methodology, as well as lists showing each jurisdiction's recommended locations.

8.4 Status of TFCA Program of Projects*

Ms. March presented projects that have been approved by the Board and submitted to BAAQMD. These include bicycle projects for Sebastopol, Sonoma and Rohnert Park. She summarized next steps, at the request of Sue Kelly, as follows: approval by BAAQMD; then SCTA enters into a funding agreement with BAAQMD; followed by fund transfer agreements between SCTA and each sponsor.

8.3 Status of Countywide Bicycle & Pedestrian Master Plan

Ms. March reported that she had spoken with Mr. Favila and Mr. Duiven about bringing Petaluma and Santa Rosa into the Plan. The unincorporated Plan is not due to be adopted until the fall. Staff will be working with Petaluma and Santa Rosa on getting lists of prioritized projects. Chris Barney is doing the mapping.

8.2 Status of Regional Bicycle Plan & Network Update

Ms. March reported that she had copied the committee on comments that had been submitted. This is an update of the lists, costs and parameters of what each jurisdiction considered to be on the regional network. MTC then communicated to Ms. March that in April they will begin a wholesale update of the regional map and plan. MTC will put \$1 billion into building out the regional network; they will not be updating the 2001 Plan. However; if a jurisdiction has a project and wants to utilize a funding source that requires it to be in the regional plan, MTC now has documentation that the jurisdiction had confirmed the project is in the regional network.

9 Other Business / Comments / Announcements

Mr. Roberson announced that staff is working with the Sonoma Valley Visitors Bureau and Sonoma Ecology Center to develop a tourist hike/bike map. It is based on the map for Denver that they saw at the Democratic National Convention. He requested samples of maps from other jurisdictions. Ms. Culver said that this is available in the Press Democrat. This is also available online at the Bicycle Coalition website; there are links to maps for various hikes.

Mr. Roberson then inquired where information is stored regarding membership to the various committees of the SCTA. Discussion followed regarding publishing this information, the similarity of names of committees between the County and different jurisdictions' committees and how to make this information more accessible to the public.

9.1 Sonoma County Bicycle Coalition Workshop Today – **INFORMATION***
See Item #5, Roundtable Members Reports, under Sonoma County Bicycle Coalition.

10 Adjourn – ACTION

There being no further business, the meeting was adjourned at 2:53 p.m.

Staff Report

To: CBPAC

From: Chris Barney, Transportation Planner

Item: Sonoma County Travel Model – Mode Split by Scenario and Trip Purpose, Addition of Smart Growth Scenario Results

Date: 5/26/2009

Issue:

Mode split percentages based on the Comprehensive Transportation Plan (CTP) smart growth land use scenario have been added to the Sonoma County Trips by Trip Purpose and Travel Mode report as requested in the March 2009 Transit TAC meeting.

Background:

The Sonoma County Travel Model provides estimates of current and future travel within Sonoma County. As part of the 2009 CTP update a series of future land use and transportation scenarios were analyzed. One of these scenarios considered the impact of smart growth, or high density and city focused growth, on future countywide travel.

The attached table summarizes Sonoma County trips by trip purpose, travel mode, year, and future land use scenario.

Mode Share Summary:

Some observations are included below:

Trips/Vehicle Miles Traveled (VMT): Overall travel increases from 2005 to 2035. A reduction in the number and average length of trips, and VMT, is observed when considering a more concentrated and dense future land use scenario (smart growth scenario).

Single Occupant Vehicles (SOV): The drive alone mode share is expected to decrease significantly by 2035. Increased congestion and increased availability of alternative travel modes such as expanded HOV lanes, increased transit service, and additional bicycle and pedestrian facilities are the primary factors driving this decrease. It is interesting to note that SOV mode share increases in the 2035 smart growth scenario. Higher densities, fewer and shorter trips, and lower VMT provide some congestion relief making SOV use more attractive and increasing this mode share slightly in this scenario.

Carpooling: The expansion of the HWY 101 HOV system and increased roadway congestion in 2035 lead to large shifts away from SOV use, and increased carpooling in the future. Future

carpooling is shifted slightly to transit and bicycle/pedestrian travel modes in the smart growth scenario because of the assumption that pedestrian, bicycle, and transit supportive densities make these types of travel more attractive.

Transit: Daily transit ridership is expected to increase significantly by 2035 (a roughly 41% increase in daily total ridership from 2005 to 2035). Even considering this large increase in transit ridership, the overall increase in future travel shows a reduced future transit mode share. The addition of transit supportive land use in the Smart Growth scenario provides a 9% increase in daily transit ridership from the baseline 2035 scenario, and a slight increase in overall transit mode share.

Bicycle/Pedestrian: Future bicycle and pedestrian mode share is expected to increase for commute trips, and decrease for all other trip types. Smart growth land use is predicted to encourage increased pedestrian travel. Future mode share decreases could be attributed to the attractiveness of future carpooling and transit opportunities.

Sonoma County Trips by Trip Purpose and Travel Mode

Estimated by SCTM 07 (Sonoma County Travel Model 2007)

Trip Purpose Travel Mode	2005	2005%	2035	2035%	2035 SG	2035SG%
Home-based Work (commute)						
Drive Alone	306,690	76.24%	359,999	67.17%	352,442	66.98%
Shared Ride 2	54,455	10.16%	128,830	24.04%	127,064	24.15%
Shared Ride 3+	23,983	4.48%	27,267	5.09%	26,944	5.12%
Transit	3,790	0.71%	4,029	0.75%	4,454	0.85%
Bicycle	4,055	0.76%	4,750	0.89%	4,646	0.88%
Walk	9,283	1.73%	11,045	2.06%	10,676	2.03%
Total	402,256	75.06%	535,920	100.00%	526,226	100.00%
Home-based School						
Drive Alone	50,462	18.83%	50,928	14.74%	45,444	15.10%
Shared Ride 2	67,543	25.21%	140,094	40.56%	119,599	39.73%
Shared Ride 3+	113,616	42.40%	122,187	35.38%	102,066	33.91%
Transit	2,275	0.85%	2,843	0.82%	3,221	1.07%
Bicycle	4,168	1.56%	3,996	1.16%	3,800	1.26%
Walk	29,872	11.15%	25,349	7.34%	26,865	8.93%
Total	267,936	100.00%	345,397	100.00%	300,995	100.00%
Home-based Other						
Drive Alone	416,905	34.56%	432,849	28.65%	430,392	28.66%
Shared Ride 2	371,527	30.80%	644,486	42.66%	637,959	42.48%
Shared Ride 3+	302,204	25.05%	313,295	20.74%	312,656	20.82%
Transit	6,070	0.50%	8,564	0.57%	9,120	0.61%
Bicycle	12,460	1.03%	12,899	0.85%	12,944	0.86%
Walk	97,070	8.05%	98,605	6.53%	98,816	6.58%
Total	1,206,236	100.00%	1,510,698	100.00%	1,501,887	100.00%
Non-home-based						
Drive Alone	415,661	48.76%	516,832	43.43%	519,724	43.36%
Shared Ride 2	219,956	25.80%	404,022	33.95%	406,051	33.87%
Shared Ride 3+	154,835	18.16%	191,532	16.09%	192,660	16.07%
Transit	1,265	0.15%	1,892	0.16%	2,082	0.17%
Bicycle	4,341	0.51%	5,780	0.49%	5,792	0.48%
Walk	56,401	6.62%	70,062	5.89%	72,400	6.04%
Total	852,459	100.00%	1,190,120	100.00%	1,198,709	100.00%
TOTAL						
Drive Alone	1,189,718	43.60%	1,360,608	37.98%	1,348,002	38.21%
Shared Ride 2	713,481	26.15%	1,317,432	36.78%	1,290,673	36.59%
Shared Ride 3+	594,638	21.79%	654,281	18.27%	634,326	17.98%
Transit	13,400	0.49%	17,328	0.48%	18,877	0.54%
Bicycle	25,024	0.92%	27,425	0.77%	27,182	0.77%
Walk	192,626	7.06%	205,061	5.72%	208,757	5.92%
GRAND TOTAL	2,728,887	100.00%	3,582,135	100.00%	3,527,817	100.00%



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Staff Report

To: CBPAC

From: Lynne March, Transportation Planner

Item: Quarterly Report on Status of TDA3 & TFCA projects not fully expended

Date: May 26, 2009

Expenditure status as of May 18, 2009, of TDA3 and TFCA projects not yet fully expended.

Jurisdiction	Project	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
Cloverdale	TDA3 Bicycle Lanes Striping (07-0010-57)	50,000	0	50,000	6/30/09
Cloverdale	TDA3 Bicycle Lane Striping (09-0010-16)	42,000	0	42,000	6/30/11
Petaluma	TFCA Transit / Bike Marketing Program (07-SON-04)	143,528	57,799	85,729	12/26/09
Rohnert Park	TDA3 Copeland Creek Multi-Use Path Overlay (09-0010-19)	142,000	122,206	19,794	6/30/11
Rohnert Park	TDA3 Copeland Creek Multi-Use Trail (09-0010-20)	30,000	0	30,000	6/30/11
Santa Rosa	TFCA Student Pass Subsidy (07-SON-03)	88,000	83,568	4,432	12/26/09
Santa Rosa	TFCA Student Pass Subsidy (08-SON-03)	88,000	0	88,000	12/19/10
Santa Rosa	TFCA Santa Rosa Free Ride Program (08-SON-04)	189,856	66,858	122,998	12/19/10
Santa Rosa	TDA3 Santa Rosa Bicycle / Pedestrian Plan (08-0010-02)	248,934	80,800	168,134	6/30/10
Santa Rosa	TDA3 Sonoma Ave. Class II Bike Lanes & Public Edu. Campaign (09-0010-21)	31,500	6,951	24,549	6/30/11

Jurisdiction	Project	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
Sonoma County	TFCA Transit Marketing Program (07-SON-01)	158,609	114,334	44,275	12/26/09
Sonoma County	TFCA Transit Marketing Program (08-SON-02)	89,485	0	89,485	12/19/10
Sonoma County	TFCA Cotati Intermodal Facility (08-SON-01)	360,000	0	360,000	12/19/10
Sonoma County	TDA3 Santa Rosa Creek Trail, Reach F (Son. Regional Parks) (08-0010-03)	100,000	0	100,000	6/30/10
Sonoma County	TDA3 Central Sonoma Valley Trail (09-0010-23)	50,000	0	50,000	6/30/11
Sonoma County	TDA3 Share the Road Bicycle Caution Signs (09-0010-24)	5,000	0	5,000	6/30/11
Sonoma County	TDA3 Unincorporated Bicycle & Pedestrian Plan 909-0010-25)	20,000	0	20,000	6/30/11
Sonoma County	TDA3 Arnold Drive Multi-Use Pathway (09-0010-22)	100,000	0	100,000	6/30/11
Healdsburg	TDA3 Foss Creek Pathway Segment 3 (09-0010-18)	110,000	0	110,000	6/30/11
Healdsburg	TDA3 Healdsburg Ave., Grove St., & Rosewood Drive, Class II Bike Lane Restriping (09-0010-17)	18,000	0	18,000	6/30/11
Windsor	TFCA Town Center Bicycle Lockers (08-SON-05)	4,000.	0	4,000	12/19/10
Windsor	TFCA Mitchell Lane Class II Bicycle Lanes (08-Son-06)	10,400	0	10,400	12/19/10

Staff Report

To: CBPAC

From: Chris Barney, Transportation Planner

Item: Bicycle/Pedestrian Map Updates

Date: 5-26-2009

Issue:

What is the schedule and process for updating SCTA Bicycle/Pedestrian Plan maps?

Background:

Updating the maps produced for the Countywide Bicycle and Pedestrian Plan requires a significant amount of SCTA staff time. Staff proposed the following map update schedule and process for updating the Bicycle/Pedestrian maps.

Map Update Schedule:

Each map will be updated on an annual basis during two update periods using the following update schedule.

September 2009:

- Sebastopol
- Cloverdale
- Sonoma
- Petaluma
- Healdsburg
- Cotati

March 2010:

- Windsor
- Rohnert Park
- Unincorporated Sonoma County
- Santa Rosa

Map Update Process:

Map updates will be focused on:

- Updating existing and proposed bike route and pedestrian facility locations
- Updating basemap information (City boundary changes, addition of new schools and parks, etc.)
- Updating map annotation and labels

Staff will provide an electronic version of the current map to one representative from each jurisdiction. This representative will circulate the map for comments within their organization and forward collected comments on to SCTA staff. Marked up versions of the maps and written comments are the most useful types of feedback for updating the maps. Edits based on these comments will be made and an updated draft map will be provided for final comments and review. After this final review and any final edits have been made staff will provide a final draft of the map to each jurisdiction and post the updated map to the SCTA website.

Policy Impacts:

Staff will follow this schedule and process to update the countywide and local bicycle/pedestrian maps on an annual basis.

Fiscal Impacts:

Map updates require staff time and possible printing costs.

Staff Recommendation:

Provide feedback on Bicycle/Pedestrian Map Update schedule and process.

Staff Report

To: Countywide Bicycle & Pedestrian Advisory Committee
From: Lynne March, Transportation Planner
Item: Lower Russian River Community Based Transportation Plan
Date: May 26, 2009

Issue: Status of the Lower Russian River Community Based Transportation Plan?

Background: The Metropolitan Transportation Commission provided funding to SCTA for this planning effort. The plan was conducted with the assistance of Matt Stevens, of The Results Group, for the key outreach component.

MTC's Community-Based Transportation Planning Program is designed to advance the findings of two reports completed for the 2001 Regional Transportation Plan:

1. The Lifeline Transportation Network Report – examined transit needs of the economically disadvantaged and recommended community based planning.
2. The Environmental Justice Report identified a need for planning in low-income communities.

MTC subsequently identified four “Communities of Concern” in Sonoma County based on concentrations of low-income residents. MTC is funding CBTPs for each area:

1. Roseland (1st CBTP, adopted June 2007)
2. The Lower Russian River
3. Parts of Healdsburg (this plan is currently underway)
4. Central Sonoma Valley (to be done in the Autumn of 2009)

The Planning Process and Products

The CBTP program is a collaborative process involving residents of low-income and minority communities, community based organizations that provide services within these communities, transit operators, county Congestion Management Agencies (CMAs) and MTC. Each planning process involves a significant community outreach component to engage the direct participation of residents. The outcome of the planning process is a community-based transportation plan that includes locally-identified transportation needs, as well as solutions to address them. Solutions may include expanding fixed route transit, or

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other transportation services such as shuttles, bicycle options or auto-oriented alternatives. In some cases, new capital improvements such as bus stops, benches, shelters or other enhanced amenities may be identified. Funding opportunities are explored to support the solutions, and an outline for an action plan to implement them is developed.

Lower Russian River CBTP Findings and Recommendations: Please see the attached Executive Summary and ranked list of potential “action plan solutions”

Policy Impacts: The plan is advisory in nature; furnishing guidance to public, non-profit, and private sectors as to public opinion and presenting ideas for potential transportation improvements.

Fiscal Impacts: Solutions arising from these planning efforts (provided that they are consistency with eligibility) are given preference for funding through MTC’s Lifeline Transportation Program

Status: The plan was adopted by the SCTA Board on May 11th. This ADA-accessible version of the plan can be found on the SCTA website at www.sctainfo.org (under reports).

LOWER RUSSIAN RIVER COMMUNITY BASED TRANSPORTATION PLAN

Executive Summary

Funded by the Metropolitan Transportation Commission (MTC) and conducted by the Sonoma County Transportation Authority, this *Lower Russian River Community Based Transportation Plan* focused on outreach to the Lower Russian River community to identify transportation problems and potential solutions. With a population of approximately 8,000, this area of unincorporated Sonoma County known as West County is identified as a “Community of Concern” by MTC based on the percentage of low-income residents. The goal of the plan is to improve transportation options for this low-income population.

The plan describes existing conditions and services, as well as future plans, to provide context to the plan. The methods used for outreach are also described. The key components of the plan, however, are the public outreach findings and “action plan” in Chapter 5 derived from them.

Regarding the findings, the overarching theme provided by area residents and representatives of community-based service organizations is best summed up by the phrase “*Running on Empty*,” specifically many people feel they are about ¼th of a tank away from a crisis. Another overarching theme is that transportation modes that are an alternative to the automobile — transit, bicycle and walking in particular — are difficult to impossible because services and facilities are insufficient or lacking altogether. Many area residents, especially the homeless, seniors, and low-income families, struggle to meet the challenges of daily life with severely constrained resources. Accessing needed services, such as health care, government services, and child care, as well as employment, while living in a geographically isolated community makes these challenges even more difficult. Likewise, the geographic isolation, study area characteristics; relatively low population, and population dispersal makes the provision of services difficult.

Twenty-eight “solutions” have been proposed to improve the mobility and access of low-income people in the study area. These projects and strategies respond to community-identified transportation needs and solutions. Potential solutions were evaluated based on: community support, implementation feasibility, cost/benefit, public health benefits, environmental benefits, and safety/ security. The action plan also provides context to problems and information about barriers to implementation. For the most part, solutions that were the most feasible have already been implemented. Considering the current economic downturn, implementation of some solutions will depend on resumption or augmentation of funding availability. Never-the-less there is value in having long-range plans in place to provide guidance as to what public priorities are, and to offer ideas to the public and private sectors about approaches that can be implemented over time to improve the lives of the area’s low income people by improving their means of transportation.

LOWER RUSSIAN RIVER CBTP SOLUTIONS SHOWING RANKING

1. Class II Bicycle Lanes on Highway 116: Foothill Drive to Duncan Road	1
2. Class II Bicycle Lanes on River Road: Westside Road to Highway 116	2
3. Class I Multi-Use Trails (Off-Road) Trails Feasibility Study	2
4. Add Express Bus Service to Santa Rosa	3
5. Transportation Manager Coordination	3
6. Add Evening Bus Service	4
7. Safe Routes to School (non-infrastructure)	4
8. Install More Shelters and Benches	4
9. Expand Local Bus Service	4
10. Bicycle Education in English & Spanish	5
11. Repair Guerneville Sidewalks	5
12. Decrease Bus Headways	6
13. Signalization of Intersection of Highway 116/Drake & Neeley Roads	6
14. Permit Larger Items on Buses	6
15. Signalization of Intersection of Highway 116 /Mill Street	6
16. Class II Bicycle Lanes on Armstrong Woods Road: Highway 116 to State Park	7
17. Build Sidewalks in Monte Rio	7
18. Build Sidewalks in Guerneville	7
19. Class II Bicycle Lanes on Highway 116: Armstrong Woods Rd. to Foothill Drive	8
20. Permit More Bicycles on Bus	8
21. Casual Car-Pool System	8
22. Volunteer Driver Program for Seniors' Transportation	9
23. Reduce Incidences of Speeding and DUIs	9
24. Class II Bicycle Lanes on Hwy. 116: Mays Canyon Rd. to Armstrong Woods Rd.	9
25. Class III Bicycle Route on Cazadero Highway/Austin Creek Road	10
26. Auto Loan Program	11
27. Build Sidewalks in Rio Nido	11
28. Class II Bicycle Lanes on Highway 116: Duncan Road to Moscow Road	11