



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

## Countywide Bicycle & Pedestrian Advisory Committee

### MEETING AGENDA

**July 28 2009 1:30-2:45 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, May 26– DISCUSSION / ACTION\*
3. Approval of Agenda – DISCUSSION / ACTION
4. Public Comment
5. Roundtable Members Reports
  - 5.1. Commonwealth Club Meeting of 6/3 brief Report by Fabian Favila
6. Complete Streets Checklist Feedback --- DISCUSSION/ACTION\*
7. Staff Reports:
  - 7.1.1. Pedestrian Counts Report by Jazmine Whitlock\*
  - 7.1.2. Quarterly TDA3/TFCA Report\*
  - 7.1.3. Status of the Healdsburg Community Based Transportation Plan Report\*
  - 7.1.4. Way to Go Expo Report\*
8. Other Business / Comments / Announcements
9. Adjourn – ACTION

\*Materials attached.

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The next **SCTA** meeting will be held **Sept 14, 2009**  
The next **CBPAC** meeting will be held **Sept 22, 2009**  
**WAY TO GO! EXPO is AUGUST 12<sup>th</sup>, 5:00- 8:30 p.m. YOU ARE INVITED!**

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.

#### Board of Directors

- ◆ Mike Kerns, Chair, Sonoma County ◆ Jake Mackenzie, Vice Chair, Rohnert Park ◆  
◆ Valerie Brown, Sonoma County ◆ Pat Gilardi, Cotati ◆ David Glass, Petaluma ◆ Sarah Gurney, Sebastopol ◆ Paul Kelley, Sonoma County ◆  
◆ Mike McGuire, Healdsburg ◆ Carol Russell, Cloverdale ◆ Sam Salmon, Windsor ◆ August Sebastiani, Sonoma ◆ Gary Wysocky, Santa Rosa ◆

**COUNTYWIDE BICYCLE & PEDESTRIAN ADVISORY COMMITTEE MEETING  
 MINUTES  
 May 26, 2009**

**ATTENDEES**

Adams, Nancy	City of Santa Rosa Dept. of Public Works
Atkins, Wendy	City of Sonoma
Dadko, Beth	Sonoma Co. Health & Human Services Dept.
Duiven, Scott	City of Petaluma
Favila, Fabian	City of Santa Rosa
Landeros, Mario	City of Healdsburg
Roberson, Chip	Citizen Representative for City of Sonoma
Schmitz, Steve	Sonoma County Transit
Skinner, Geoffrey	Citizen Representative for City of Sebastopol
Tacata, Eydie	City of Rohnert Park

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

The meeting was called to order by Chair Wendy Atkins at 1:37 p.m.

**ITEM**

**1. Introductions**

Round table introductions were made.

**2. Approval of Minutes, March 24– DISCUSSION / ACTION\***

The following changes to be made to the minutes were noted by Fabian Favila: On page 3, under “*City of Santa Rosa*” Mr. Favila’s comments are to be corrected to read: “Bicycle racks have been installed on Fourth Street and Fifth Street.”

On page 3, under Item 6 “TDA Program of Projects” Recommendation to SCTA: Paragraph 2 is to be corrected to read: “Mr. Favila explained that this involves installing standard bicycle route signs on routes that are consistent with the 2001 Bicycle/Pedestrian Master Plan.”

On page 4, under Item 8.1, paragraph 2 is to be corrected to read: “Mr. Favila confirmed that Santa Rosa conducted counts to establish a baseline and a recommendation as part of the Bicycle/Pedestrian Master Plan update...”

Eydie Tacata moved for approval of the meeting minutes with the changes as noted above. Mr. Favila seconded the motion. The motion carried, with Ms. Atkins abstaining as she was absent from this meeting.

**3. Approval of Agenda – DISCUSSION / ACTION**

Lynne March requested the addition of a review of the Routine Accommodation Checklist for McDowell Boulevard in Petaluma and an update on the Way to Go! Expo to the agenda.

Scott Duiven moved to approve the agenda with these changes. Mario Landeros seconded the motion. It passed unanimously.

**4. Public Comment**

There was no public comment.

**5. Roundtable Members Reports**

*Sonoma County Department of Health & Human Services:*

Beth Dadko reported that an effort is under way to implement a countywide Safe Routes to School program. Janet Spilman has met with the group and is working with them to investigate how other counties administer this program. They are also investigating how to sustainable funding and what has worked in other counties. She noted that Sonoma County receives approximately \$45,000 annually through Measure M funding, which is significantly less than many other Bay area counties.

Ms. Dadko announced that Walk and Roll to School Day will be held October 7. The first meeting to coordinate this event is scheduled for June 17.

Eydie Tacata of the City of Rohnert Park inquired where the Safe Routes to School program will be administered. Ms. Dadko responded that this has not been confirmed yet, but it would be reasonable that it would be the SCTA.

*City of Rohnert Park:*

Ms. Tacata had nothing new to report.

*City of Healdsburg:*

Mario Landeros reported that the City of Healdsburg has received a State grant for a Safe Routes to School project. The project includes constructing sidewalks, widening a narrow bridge crossing and connecting a lower-income area to the City sidewalk system, which leads to the junior high and elementary schools. This is currently in the design mode. Staff anticipates construction will start later this year.

*City of Petaluma:*

Scott Duiven reported that staff is awaiting notification on grants for which they have applied.

*Sonoma County Transit:*

Steve Schmitz had nothing new to report.

*City of Santa Rosa:*

Fabian Favila announced that the City has posted some preliminary documents regarding the Bicycle and Pedestrian Master Plan update at the City website: [www.srcity.org/bikeped](http://www.srcity.org/bikeped). This includes an additional map and draft project list. As the plan begins to be rolled out, these will be posted.

Nancy Adams reported that a project has been developed on Aston Avenue for a pathway to Malagua on the fairgrounds. A new signal will be installed at Aston Avenue and Hendley Street. This will serve the Kawana Springs School.

*City of Sebastopol:*

Geoffrey Skinner had nothing new to report.

*City of Sonoma:*

Wendy Atkins reported that staff is working with their traffic consultant, Winzler & Kelly, on task orders requiring environmental review and are examining all Class II bicycle lanes, possible construction of a bridge over Fryer Creek, and signal at the shopping center, in order to prepare for upcoming grant opportunities.

Ms. Adams added that the City of Santa Rosa will be implementing a pilot project on Humboldt Street for the City's first bicycle boulevard. This will likely be in August or September.

**6. Sonoma County Travel Model Report (Chris Barney)**

Mr. Barney reported that the update of the Sonoma County Travel Model has been completed and presented a table showing mode split results projected through 2035. He noted that he had included total mode split results and percentages for smart growth scenarios. This reflects research into higher density areas around

transit stations. Overall, vehicle miles traveled (VMT) are projected to increase but the number and length of trips and VMT is projected to decrease when considering higher density land use/smart growth areas.

Mr. Barney noted that single driver trips are projected to decrease, which is likely due to increased availability of alternative travel modes (e.g. HOV lanes, transit service and additional bicycle and pedestrian facilities). Most of the drive alone share is expected to shift to car pooling.

Mr. Barney noted the need for improved calibration of the model, which would be helped by conducting bicycle and pedestrian counts.

Ms. March asked what the main difference is between the assumptions for 2035 and 2035 smart growth projections. Mr. Barney replied that that 2035 smart growth figures assume that future growth will take place within city limits and not in the County's unincorporated areas. This also reflects much higher densities than the base line land use growth. He also noted that while a significant increase in transit use is projected, transit capacity is capped in the future. Therefore, although a 40% to 50% increase in transit use is projected, in comparison with the number of those driving private vehicles, the future mode share is reduced.

In response to further questions, Mr. Barney explained that rail service is included in the transit mode in this model update. He offered to provide a breakdown by each provider for anyone who is interested.

#### **7. Report: Status of Highway 101 Overcrossing (Fabian Favila)**

Mr. Favila reported that he had checked with the Project Manager on this date. A meeting was held May 7 and the consensus was that the public prefers the Bear Cub alignment option through the junior college. The next step is completion of the feasibility study report. This will address all proposed options. The bridge will be a trestle, single span design. This information will be forthcoming this summer.

#### **8. Staff Reports:**

##### **8.1.1. Quarterly TDA3/TFCA Report**

Ms. March referred to the report, noting its simplified formatting in complying with ADA accessibility standards for Internet posting. Cloverdale funding was due to expire in June and this issue has since been resolved.

##### **GIS Map Update Schedule (Chris Barney)**

Mr. Barney provided a schedule for updating the Bicycle/Pedestrian maps. Each map will be updated on an annual basis during two update periods; in September 2009 and the other in March 2010. The first group (September) are those jurisdictions who had their maps completed first. He requested comments and edits back following review of the digital map that he will be sending each jurisdiction. He invited any jurisdiction needing to have their map updated sooner than what is scheduled to notify him in order to accommodate their request.

In response to questioning regarding payment of staff time and printing costs, Mr. Barney explained that cities helped pay for the initial production. This update is part of SCTA's planning process/budget.

The Committee recognized Mr. Barney's hard work and high quality of the maps he produces.

##### **8.1.2. Status of the Lower Russian River Community Based Transportation Plan\***

Ms. March reported that this is the second CBTP that has been produced in the County. This Plan was conducted in-house. It is available online in a simplified, text-only ADA accessible format. A more comprehensive version with photographs and maps is forthcoming.

Ms. March noted that the study shows a great deal of interest in transportation in this geographic area, given its isolated nature and accessibility issues; the lack of infrastructure for bicycle and pedestrian travel; and a significant low-income population that cannot sustain car ownership. 28 solutions were identified, ranked in order of importance. The first ranking project is also probably the most costly; this would involve installing Class II bicycle lanes on Highway 116 from Foothill Drive to Duncan Road, where the highway has virtually no shoulders, making it hazardous for bicyclists and pedestrians. One of the more feasible high-ranking

projects is to conduct a Class I Multi-Use Trail (off-road) feasibility study to see where possible trails could be installed throughout the community. Other needs involve improving sidewalk infrastructure, particularly for ADA accessibility, and a implementing Safe Routes to School (non-infrastructure) program.

The Healdsburg CBTP is well under way. There is less public interest in the CBTP in this area. The lower income population in this community is largely made up of seniors, and the Latino community, who actively network informally to arrange for car pooling and ride sharing among friends and family. The lower-income Latinos also bicycle and walk extensively. The local transit system has good coverage and the community has a basically sound transportation infrastructure, other than some gaps in sidewalks for pedestrian access.

In response to questions from the Committee, Ms. March explained that the funding source associated with the CBTP is the Lifeline Transportation Program. Lifeline is a program composed of different funding sources and as some of these sources have been eliminated (Job Access Reverse Commute-JARC, and State Transit Assistance-STA), other sources will need to be identified for this program to continue.

Ms. March next explained that Ginny Doyle of the County Health and Human Services Department, Area Agency on Aging Division, is involved with Transportation Manager Coordination. She has been working on the senior volunteer driver program that has been successfully implemented in Sebastopol and the Lower Russian River area and is actively working to establish this program in the Roseland area. This program has the potential to be replicated in other areas of the County.

Further discussion ensued regarding the number of bicycles to be permitted on buses. Steve Schmitz of Sonoma County Transit stated that up to five bicycles are allowed per bus, including both inside and outside on bicycle racks.

#### Other Business / Comments / Announcements

Ms. March referred to a Routine Accommodations Check List for a project that was added to the stimulus program for review. This is for ARRA McDowell Boulevard North Rehabilitation in Petaluma.

Ms. March next announced that the Way to Go! Expo is scheduled to take place August 12 again in conjunction with the Santa Rosa Downtown Market. She noted that the configuration of the Market has changed. Mendocino Avenue will remain open to traffic; therefore, there will not be the space to exhibit as many buses as in previous years. The exhibits will include three buses, five full-sized cars, mini-cars, electric motorcycles, scooters, a rickshaw and bicycles.

Ms. March reported the addition of a new SCTA staff member, David Brennan, former Sebastopol City Manager, as the new Climate Change Program Coordinator.

Wendy Atkins announced that the City of Sonoma has submitted an application to be officially recognized as a "bicycle friendly" city and staff is awaiting the decision.

Chip Roberson expressed the need for education of the public, both bicycle riders and motorists, to share the road safely and be courteous. He reported that he had recently experienced being behind a bus while cycling and having an impatient driver accelerate and envelope him in exhaust fumes. He noted that this had recently happened on three occasions.

Mr. Landeros reported that in April he and another colleague attended the Office of Traffic Safety Summit in San Francisco. One of the attendees he met at the Summit teaches cyclists to become more assertive in making the road part of the transportation community for cyclists as well as for automobiles, and helps educate both cyclists and motorists in sharing the road and following the vehicle code. Mr. Landeros raised the possibility of a similar program being implemented in Sonoma County. Mr. Schmitz explained that this would be handled by the Sonoma County Bicycle Coalition.

Ms. March announced that a half-day training session is scheduled for June 3, 2009, in San Jose, to encourage more people to bicycle to work. Mr. Favila explained that this is being sponsored by the Commonwealth Club and that he will be reporting on this at the next meeting.

10. Adjourn – ACTION

There being no further business, the meeting was adjourned at 2:28 p.m.

## Staff Report

**To:** Countywide Bicycle & Pedestrian Advisory Committee (CBPAC)  
**From:** Lynne March, Transportation Planner  
**Item:** Complete Streets Checklist --- ACTION ITEM  
**Date:** July 28, 2009

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### **Issue:**

How can the Complete Streets Checklist (formerly Routine Accommodations Checklist) be improved?

**Background:** The Metropolitan Transportation Commission (MTC) is asking for feedback as to how to improve the Complete Streets Checklist, and its associated process. The Checklist was required for the first time for American Recovery and Reinvestment Act (ARRA) “projects” earlier this year. MTC has acknowledged that the Routine Accommodation Checklist was a poor fit for many of these projects, which were programmatic in nature.

In some cases, MTC’s questions (below) are more appropriate for the project sponsors, therefore, SCTA has also asked ARRA project sponsors to submit comments to Sean Co of MTC regarding their experience and how the process might be improved.

MTC is posing the following questions

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### “CMA Questions

1. Are the checklist questions appropriate for the project?
2. Was the process to complete the checklist clear?
3. MTC requires that project sponsors make the checklist available to Bicycle and Pedestrian Advisory Committee (BPAC) members. Please describe the process in place to notify the BPACs the checklists are available for review.
4. Please describe how questions from BPAC members on specific projects are addressed.
5. Is there a link from the CMA webpage to the checklist page? MTC hosts the checklist webpage at: <http://rac.mtc.ca.gov/rachecklist>
6. How are comments from BPACs on specific projects addressed?
7. Please add any more comments about the checklist process or the checklist form.”

“BPAC Questions

1. How was the BPAC notified that a checklist was completed and ready for review?
2. If you have specific questions about the project how are those questions addressed?
3. Can you easily find the checklists for your county on the website?
4. Is there any additional information on the checklist that would help in your review of the project?
5. Please add any more comments about the checklist process or the checklist form.”

**Staff Recommendation:** The CBPAC should discuss this request and compile comments for submittal to MTC.

# Staff Report

**To: CBPAC**

**From: Chris Barney and Jazmine Whitlock**

**Item: Bicycle and Pedestrian Counts**

**Date: 7-28-2009**

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**Issue:** Staff has begun collecting Bicycle and Pedestrian Count Data using MTC collection methodology.

**Background:**

**Introduction**

Starting on July 8<sup>th</sup> 2009 through July 17<sup>th</sup> 2009 S.C.T.A. staff began collecting Bicycle and Pedestrian Count Data. M.T.C. collection methodology was used in which we mapped out each intersection naming the North and South streets and the surrounding buildings. We also defined the physical features of the intersection, such as crosswalks and raised medians, the intersection controls (stop signs and signals), lane configurations (shared lanes, exclusive right turn lanes), and pedestrian/bicycle signals (whether it is audible or had a countdown). Days were then set for morning and night data to be collected.

**Complete list of count locations**

See attachment

**Completed counts**

- College Ave. @ Mendocino Ave. (7-9am, 7/8/2009) (4-6pm, 7/14/2009)
- Mendocino Ave. @ Pacific Ave. (7-9am, 7/9/2009) (4-6pm, 7/13/2009)
- Santa Rosa Ave. @ 2<sup>nd</sup> St. (7-9am, 7/10/2009) (4-6pm, 7/16/2009)
- Joe Rodota Pathway @ Prince Memorial Greenway (7-9am, 7/15/2009) (4-6pm, 7/17/2009)

**Example of Count Data**

Mendocino @ College

Time	North Leg		South leg		East leg		West Leg	
	Ped.	Bicycle	Ped.	Bicycle	Ped.	Bicycle	Ped.	Bicycle
7:00	2	1	1	2	4	2	3	4
7:15	1	3	3	1	4	4	3	2
7:30	2	1	2	1	3	3	2	4
7:45	0	2	2	1	5	4	7	1
8:00	1	2	0	1	1	0	5	1
8:15	0	1	0	0	2	0	2	2
8:30	0	3	1	1	2	3	4	1
8:45	1	0	0	1	2	2	3	1
AM Total	7	13	9	8	23	18	29	16
Time	North Leg		South leg		East leg		West Leg	
	Ped.	Bicycle	Ped.	Bicycle	Ped.	Bicycle	Ped.	Bicycle
4:00	3	3	1	1	6	5	2	2
4:15	0	3	1	1	4	1	3	2
4:30	1	4	0	3	1	3	2	2
4:45	2	2	1	4	2	3	6	3
5:00	5	3	2	3	0	1	3	2
5:15	0	6	2	1	2	4	4	3
5:30	2	1	0	1	0	1	4	0
5:45	2	7	1	3	12	6	7	1
PM Total	15	29	8	17	27	23	31	15

**Policy Impacts:** none

**Fiscal Impacts:** none

**Staff Recommendation:** Provide input on priority count locations.

Jurisdiction	Location
Petaluma	East Washington Street B/N McDowell Boulevard and Hwy 101
Petaluma	East Washington Street B/N Lakeville Street and Copeland Street
Petaluma	East D Street B/N Lakeville Street and Copeland Street
Petaluma	Lakeville Street @ Lindberg Lane
Petaluma	Lynch Creek Trail @ Bike/Ped Bridge
Petaluma	Petaluma Boulevard North @ Oak Street
Petaluma	North McDowell Boulevard @ PVH Entrance
Petaluma	Petaluma Boulevard South B/N C and D Streets
Note: Petaluma's Pedestrian and Bicycle Advisory Committee has been collecting counts at the above locations since 2004.	
Rohnert Park	Rohnert Park Expressway @ Commerce Boulevard
Rohnert Park	Rohnert Park Expressway @ Snyder Lane
Rohnert Park	Roberts Lake Road @ Golf Course Drive
Rohnert Park	Country Club Drive @ Southwest Boulevard
Note: Rohnert Park's list is in priority order	
Sebastopol	North Main Street at West County Trail/Analy Avenue
Sebastopol	S. Main Street @ Joe Rodota Trail / Burnett Street
Sonoma	Broadway @ W. Napa Street
Sonoma	Broadway @ Newcomb Street
Sonoma	Spain Street @ Second Street West
Sonoma	East MacArthur Street and Fifth Street East
Cotati	Old Redwood Hwy/Hwy116/Commerce
Cotati	Hwy 116/Redwood Drive
Cotati	Old Redwood Hwy @ Cotati Avenue
County	Highway 116/Main Street at Armstrong Woods Road in Guerneville
County	Highway 1 at Bay Hill Road in Bodega Bay
County	Highway 116 at Mirabel Road in Forestville
County	Petaluma Hill Road at Snyder Lane
County	Highway 12 at Boyes Boulevard
Healdsburg	Dry Creek Road/Grove Street
Healdsburg	Powell Avenue/Johnson Street

Healdsburg	Healdsburg Avenue/Mill Street/Vine Street
Healdsburg	Healdsburg Avenue/Front Street
Healdsburg	Healdsburg Avenue/Grove Street
Healdsburg	Center Street/Matheson Street
Healdsburg	Healdsburg Avenue/Grant Avenue (Park-and-Ride Lot at southerly city limits)
Cloverdale	None
Windsor	Windsor Road/Windsor River Road
Windsor	Old Redwood Highway/Conde Lane/Windsor River Road
Santa Rosa	Santa Rosa @ 2nd Street
Santa Rosa	Mendocino Avenue @ Pacific Avenue
Santa Rosa	Mendocino Avenue @ Steele Lane
Santa Rosa	Sonoma Highway (Hwy 12) @ Calistoga Road
Santa Rosa	College Avenue @ Mendocino Avenue
Santa Rosa	Joe Rodota Pathway @ Prince Memorial Greenway
Santa Rosa	Guerneville Road @ Range Avenue
Santa Rosa	Guerneville Road @ Range Avenue
Santa Rosa	South Wright Road @ Joe Rodota Pathway
Santa Rosa	Dutton Avenue @ Joe Rodota Pathway
Santa Rosa	Petaluma Hill Road @ Kawana Springs Road
Santa Rosa	Yulupa Avenue @ Bethards Drive



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# Staff Report

**To: Countywide Bicycle & Pedestrian Advisory Committee**

**From: Lynne March, Transportation Planner**

**Item: Quarterly Status Report for TFCA and TDA3 projects not fully expended**

**Date: July 28, 2009**

This quarterly report provides the status as of July 15, of TFCA and TDA3 projects that have not yet been fully expended.

Jurisdiction	Project	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
Cloverdale	TDA3 Bicycle Lane Striping (09-0010-16)	42,000.00	21,120.72	20,879.28	06/30/11
Petaluma	TFCA Transit/Bike Marketing Program (07-SON-04)	143,528.00	57,798.83	85,729.17	12/26/09
Rohnert Park	TDA3 Copeland Creek Multi-Use Path Overlay (09-0010-19)	142,000.00	122,205.95	19,794.05	06/30/11
Rohnert Park	TDA3 Copeland Creek Multi-Use Trail (09-0010-20)	30,000.00	-	30,000.00	06/30/11
Santa Rosa	TFCA Student Pass Subsidy (07-SON-03)	88,000.00	83,568.44	4,431.56	12/26/09
Santa Rosa	TFCA Student Pass Subsidy (08-SON-03)	88,000.00	-	88,000.00	12/19/10
Santa Rosa	TFCA Santa Rosa Free Ride Program (08-SON-04)	189,856.00	66,857.83	122,998.17	12/19/10
Santa Rosa	TDA3 Santa Rosa Bicycle / Pedestrian Plan (08-0010-02)	248,934.00	80,800.00	168,134.00	06/30/10

Santa Rosa	TDA3 Sonoma Ave. Class II Bike Lanes & Public Education Campaign (09-0010-21)	31,500.00	6,951.26	24,548.74	06/30/11
Sonoma County	TFCA Transit Marketing Program (07-SON-01)	158,609.00	135,528.35	23,080.65	12/26/09
Sonoma County	TFCA Transit Marketing Program (08-SON-02)	89,485.00	-	89,485.00	12/19/10
Sonoma County	TFCA Cotati Intermodal Facility (08-SON-01)	360,000.00	-	360,000.00	12/19/10
Sonoma County	TDA3 Santa Rosa Creek Trail, Reach F (Son Regional Parks) (08-0010-03)	100,000.00	-	100,000.00	06/30/10
Sonoma County	TDA3 Central Sonoma Valley Trail (09-0010-23)	50,000.00	-	50,000.00	06/30/11
Sonoma County	TDA3 Share the Road Bicycle Caution Signs (09-0010-21)	5,000.00	-	5,000.00	06/30/11
Sonoma County	TDA3 Unincorporated Bicycle & Pedestrian Plan (09-0010-25)	20,000.00	9,543.90	10,456.10	06/30/11
Sonoma County	TDA3 Arnold Drive Multi-use Pathway (09-0010-22)	100,000.00	-	100,000.00	06/30/11
Healdsburg	TDA3 Foss Creek Pathway Segment 3 (09-0010-18)	110,000.00	-	110,000.00	06/30/11
Healdsburg	TDA3 Healdsburg Ave., Grove St., & Rosewood Drive, Class II Bike Lane Re-striping (09-0010-17)	18,000.00	-	18,000.00	06/30/11
Windsor	TFCA Town Center Bicycle Lockers (08-SON-05)	4,000.00	-	4,000.00	12/19/10
Windsor	TFCA Mitchell Lane Class II Bicycle Lanes (08-SON-06)	10,400.00	-	10,400.00	12/19/10

## Staff Report

**To: Countywide Bicycle & Pedestrian Advisory Committee (CBPAC)**  
**From: Lynne March, Transportation Planner**  
**Item: Healdsburg Community Based Transportation Plan**  
**Date: July 28, 2009**

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**Issue:** What is the status of the Healdsburg Community Based Transportation Plan?

**Background:**

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

The Lifeline Transportation Network Report – examined transit needs of the economically disadvantaged and recommended community based planning.

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:

Roseland (1st CBTP, adopted by SCTA June 2007)  
The Lower Russian River (adopted by SCTA in May 2009)  
Parts of Healdsburg (this plan is currently underway)  
Central Sonoma Valley (to be begun 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. Matt Stevens of The Results Group is assisting with the "outreach component" of the three 2009 CBTPs.

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 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.

### Status of Healdsburg CBTP:

The third and final Stakeholders Committee meeting was held on July 16<sup>th</sup>. Potential implementing entities had taken on “homework” to transform the public outreach into proposed projects and strategies that could address identified problems to benefit the targeted low-income populations (primarily seniors and Latinos). Several problems already had projects planned by the city to address needs. The remaining “Solutions” that evolved from the outreach findings were discussed and ranked. The following twenty solutions were prioritized by the stakeholders.

SOLUTIONS SHOWING RANKING		
HIGH PRIORITY		RANK
Expand Healdsburg Transit’s fixed route weekend service		1
Marketing/education program to increase bus ridership		2
Taxi Voucher Program with the local taxi company		2
Safe Routes to Schools		3
Expand Healdsburg Transit’s fixed route service into evening hours.		3
Add SCT Route 60 express service between Healdsburg and Santa Rosa.		4
Community Transportation Manager/Volunteer Driver Program		4
Maintain existing Healdsburg Transit’s fixed route service		5
MEDIUM PRIORITY		
Bicycle Education Campaign and Street Skills Classes		6
Add sidewalks along the southern end of Healdsburg Avenue		7
Increase SCT Route 60 frequency between Healdsburg and Santa Rosa.		8
Bus Voucher Program		9
Class II bicycle lanes along March Avenue		10
Class II bicycle lanes on Westside Road		10
Install more shelters and benches at bus stops		10
Extend Healdsburg Transit’s fixed route service out Fitch Mountain Rd.		10
Improve roadway crossings in area of Safeway		10
LOWER PRIORITY		
Extend Healdsburg Transit’s fixed route to end of Parkland Farms Blvd.		11
Relocation of downtown SCT Healdsburg Route 60 southbound bus stop		11
Add benches and shade structures along Foss Creek Pathway		11

The next step in the planning effort is the conduct of the public meeting on July 27 at the Healdsburg Public Library (6:30-8:30 p.m.). Feedback will be taken at that time.

## Staff Report

**To:** Countywide Bicycle & Pedestrian Advisory Committee (CBPAC)  
**From:** Lynne March, Transportation Planner  
**Item:** 2009 Way to Go! Expo  
**Date:** July 28, 2009

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**Issue:** What is the status of planning for the 2009 Way to Go! EXPO?

**Background:** SCTA will be presenting its 4<sup>th</sup> annual transportation alternatives fair on August 12<sup>th</sup> between 5:00pm and 8:30pm at the Santa Rosa Downtown Market. The Way to Go! Expo staging area will be on the east side of Old Courthouse Square (rather than the west side as last year). The market configuration has changed this year --- moving east and opening Mendocino Avenue to traffic.

This is SCTA's "signature event," a win-win opportunity to deliver a high-value community event that is enjoyable and educational; and an opportunity to be visible as an organization working for the benefit of the public.

The overall goal of the event is to provide information to people about transportation options, as well as why alternatives to single-occupancy driving of gasoline powered cars could/should be considered. Reasons include doing one's part to reduce greenhouse gases and protect the climate; saving money; increasing one's personal fitness; and helping to mitigate local traffic congestion and air pollution.

Participants include both transportation providers and an array of entities interested in fostering sustainable transportation practices. The following lists those who have committed to make the EXPO happen:

- Smart Center of San Francisco: smartcars (Bringing a SmartCar)
- ZAP World (Bringing ZAP cars and scooters)
- AAA's Greenlight™ Initiative (Bringing a hybrid)
- Rickshaw Rudy's (Bringing a rickshaw)
- Ultra Motor (Bringing an Urban Freedom electric bicycle)
- Revolutionmoto (Bringing Vespas and other scooters)
- North Bay Electric Auto Association (Bringing an electric car)
- Blue Sky Center: eMotors. Make Mine Electric, K-Tech Automotive
- Electric Motor Sports (Bringing electric motorcycle)
- Manly Honda (Bringing an Insight and a Fit)
- Hansel Ford (Bringing a Ford Escape Hybrid)

SMART train  
Amtrak  
IWALK  
Volkssport: Sonoma County Stompers  
Caltrans District 4 Pedestrian Coordination  
Caltrans District 4 Bicycle Coordination  
Sonoma County Bicycle & Pedestrian Planning  
SCTA Countywide Bicycle & Pedestrian Planning  
Santa Rosa Bicycle & Pedestrian Planning  
Sonoma County Bicycle Coalition  
NorCal Bike Sport (Bringing bicycles)  
The Bike Peddler (Bringing bicycles)  
Trek Bicycle Store (Bringing bicycles)  
Santa Rosa Police Department Bicycle & Pedestrian Safety Program  
Sierra Club  
Sonoma County Water Agency  
Sonoma County Transportation & Land Use Coalition  
Sonoma County Agricultural Preservation & Open Space District  
Sonoma County Department of General Services: Energy & Sustainability  
Leadership Institute for Ecology & the Economy  
Sonoma County Climate Protection Campaign  
GO LOCAL Sonoma County  
LITE Initiatives  
Bay Area Air Quality Management District  
American Lung Association  
Sonoma County Area Agency on Aging  
Council on Aging of Sonoma County  
Sonoma County Transit (Bringing an Orion bus)  
Volunteer Wheels  
Santa Rosa CityBus (Bringing the Transit Information Center & a CityBus)  
MV Transportation  
Petaluma Transit  
Petaluma People Services Center  
Golden Gate Transit  
Whistlestop Wheels  
Sonoma County Airport Express  
511.org  
Santa Rosa Public Works  
Santa Rosa Fleet Services  
.....and, of course, SCTA!

**Staff Recommendation:** Come support and enjoy this fun and informative community event.