

Milestone #3 Agenda

- 1 Project Overview/Refresh
- 2 Outreach Summary
- 3 Proposed Projects
- 4 Prioritization
- 5 Policies
- 6 Implementation Considerations



Sonoma Countywide Active Transportation Plan

Sebastopol Planning Commission

October 22, 2024

Purpose of Plan Update

All Ages & Abilities

Creating spaces for people to walk, bike, and roll that are low-stress and lower risk to create more opportunities for more people to walk, bike, and roll.

Regional Connections

Identifying and planning regional routes between jurisdictions as part of the larger Countywide ATP.

Implementation

Prioritizing projects and identifying funding to focus and streamline implementation.

Overview

Local Plans:

- Cloverdale
- Cotati
- Healdsburg
- Rohnert Park
- Sebastopol
- Sonoma
- Unincorporated County

Scope of Work



Task 1:
Establishing
Foundation



Task 2:
Technical
Analysis



Task 3:
Engagement &
Coordination



Task 4:
Projects &
Programs



Task 5:
Funding &
Implementation



Task 6:
Draft &
Final Plans



Task 7:
Board Review
& Approval

Our guiding principles are to improve safety, connectivity, equity, and quality of life. Walking, biking, and rolling shall be safe and appealing modes for people of all ages and abilities to use for everyday transportation and recreation.

GOALS AND DESCRIPTIONS

Connected and Reliable

Deliver a continuous active transportation network that links daily activities and housing, and that allows people of all ages and abilities to use a variety of transportation types easily, affordably, and dependably.

Safe and Well-Maintained

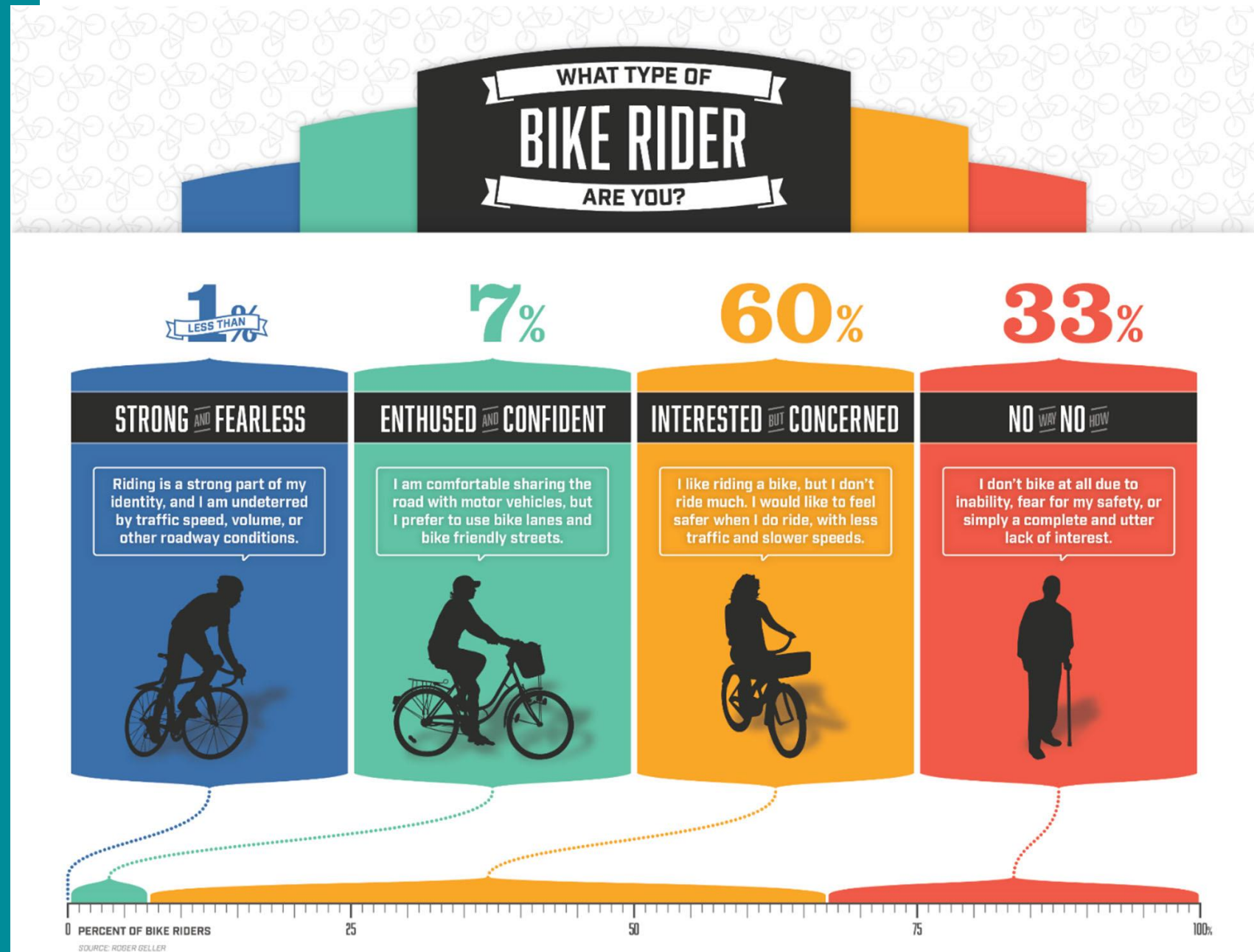
Create and sustain a high-quality and low-stress active transportation network. Employ Vision Zero and Safety Plan policies and strategies to advance this goal.

Community Oriented and Place-Based

Tailor projects to the surrounding community contexts and user profiles. Support a diversity of uses and users and create community through active transportation programs and policies that prioritize walking, biking, and rolling.

All Ages & Abilities

Use analysis techniques like bicycle level of traffic stress to identify needs and opportunities regionally and locally



Incorporate Industry Best Practices



On-Street Bikeway Selection & Design Attributes



Multiuse Paths & Bike Highways



Street Crossings & Intersections



Micromobility & Emerging Technology



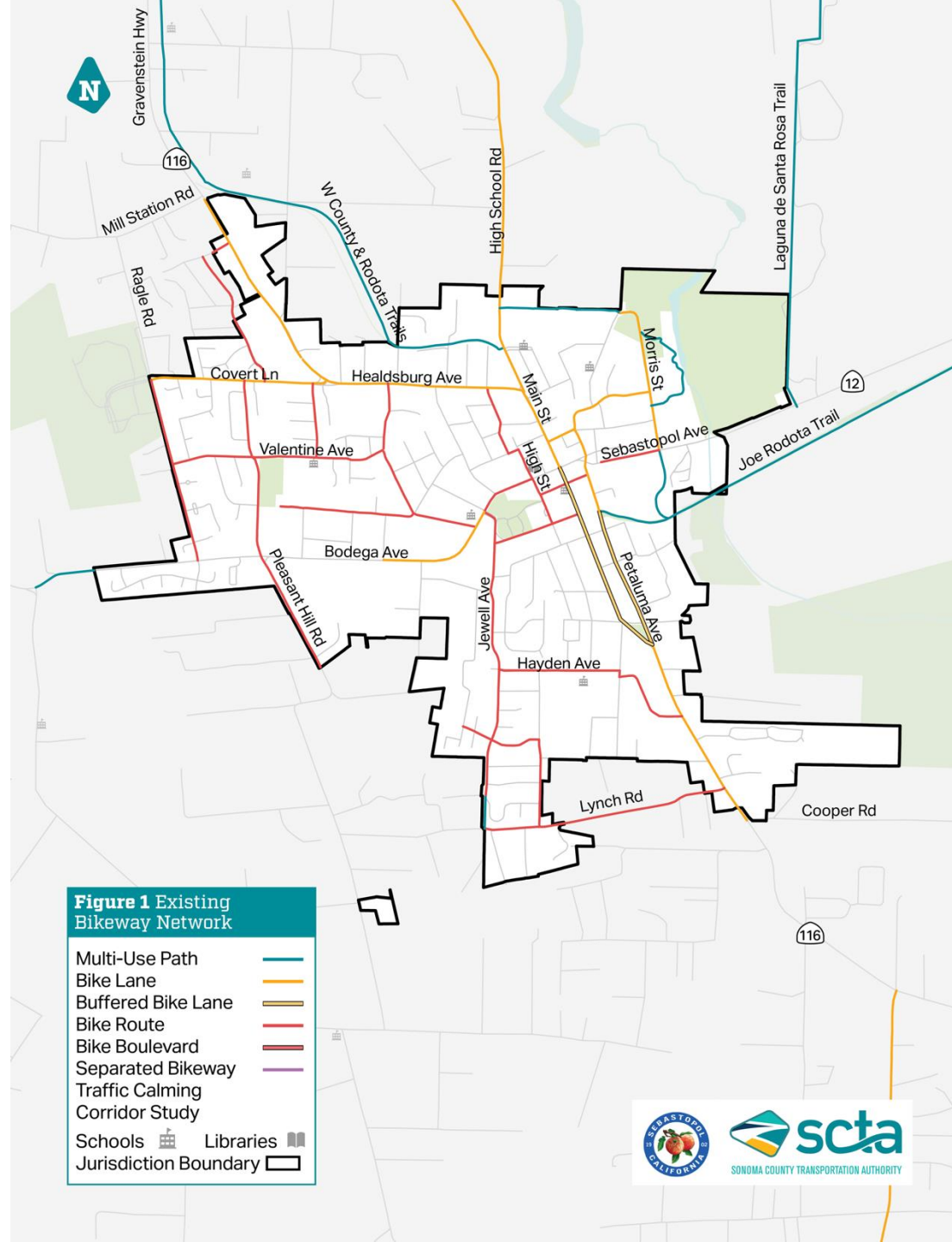
Quick Build Projects



Amenities to Improve User Experience

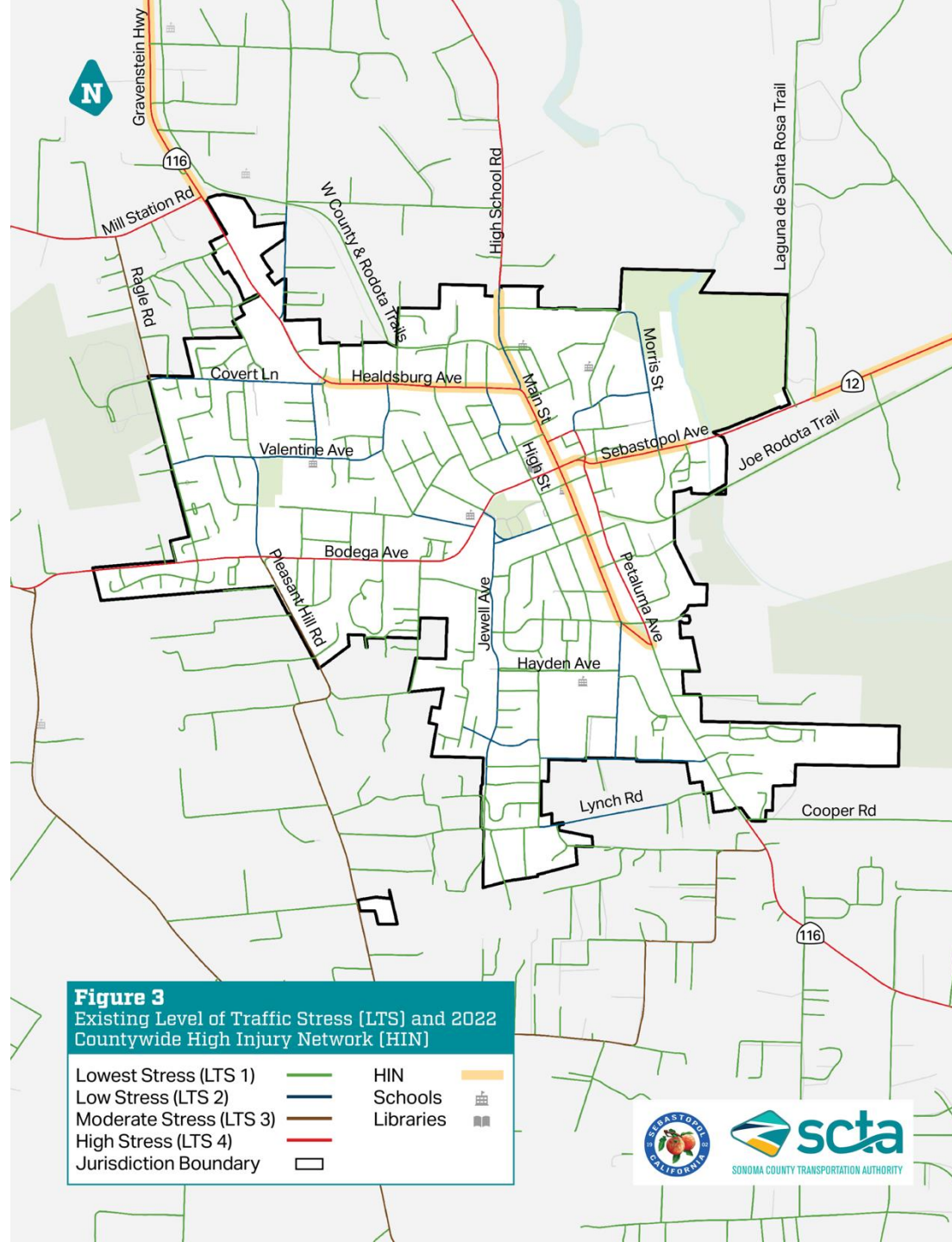
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Existing Bikeway Network



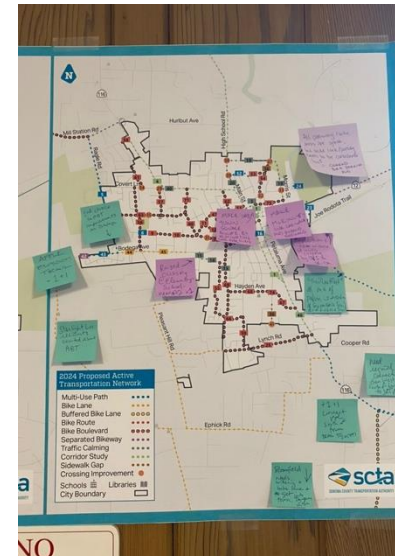
Sebastopol ATP

Existing Bikeway Network



Outreach Summary

- **Planning Commission Presentations:** September 2023 & May 2024
- **Online Web Map and Survey:** Fall 2023 & Spring 2024
- **Pop-up Events:** Farmers Market in November 2023 & Apple Blossom Festival in April 2024
- **Public Workshop:** May 2024 at Center for the Arts



City staff and project team hosting an open house at the Sebastopol Center for the Arts

Bike Facility Selection

Considerations for Selecting Bike Facility Type:

- Community Input
- Speed of Vehicles
- Number of Vehicles
- Space Available on Street or in Right-of-Way

General industry guidance is to provide more separation for people biking as vehicle volume and/or speed increases

Bike Facility Types

Bike Route



Bike Boulevard



Bike Lane



Buffered Bike Lane



Separated Bike Lane



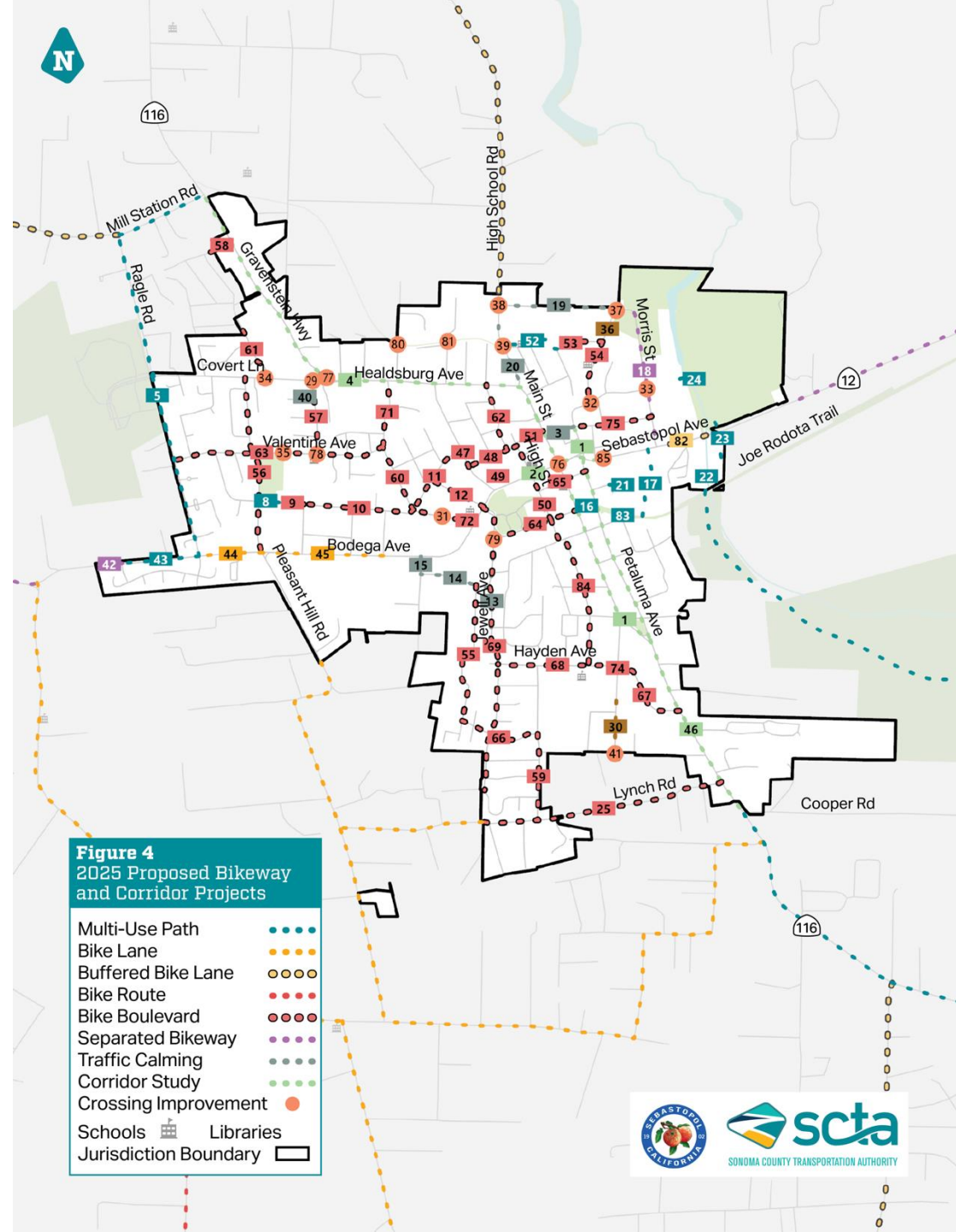
Multi-use Path



Separation Increases

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2025 Proposed Active Transportation Network



Example Tier 1 Projects

5 Ragle Road

Coordinate with County to implement multi-use pathway and bikeway improvements on Ragle Rd.

#16 Willow Street to Trail Connection

Improve trail connection between Willow St and Joe Rodota Trail, including wayfinding. Delineate preferred bicycle route through existing parking lot and improve crossings of Main St and Petaluma Ave.

#23 Seasonal Undercrossing

Build seasonal connection across SR-12, and pedestrian connection between the eastern end of the SR-12 bridge and the trail in the Meadowlark Field section of the Laguna de Santa Rosa Trail.

#18 Morris Street Trail Connection

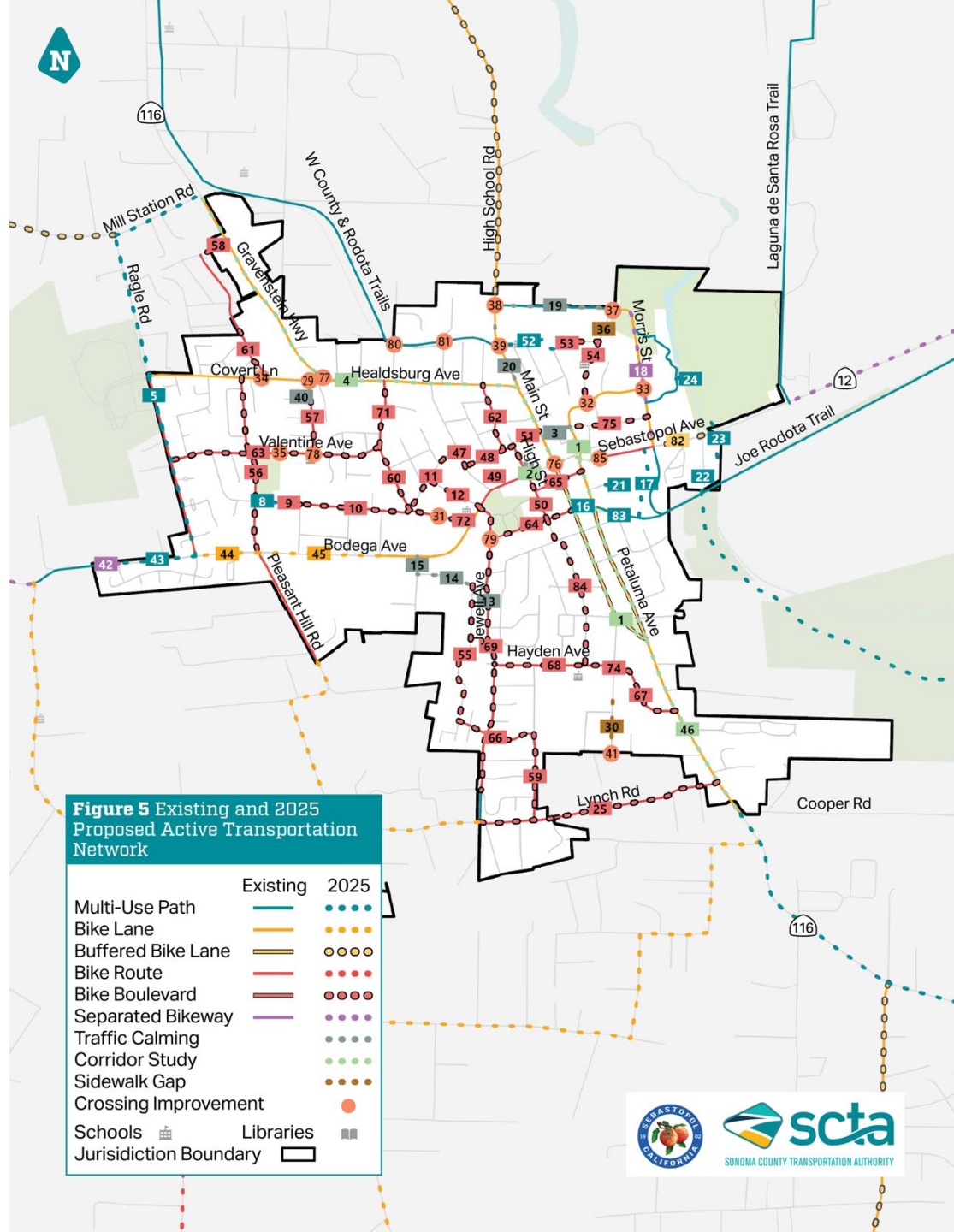
Implement parking protected separated bike lanes. Extend bike lanes to Eddie Lane.

#39 Analy High Entrance

Reconfigure N. Main St/Analy Ave intersection and improve crossings to better accommodate cyclists.

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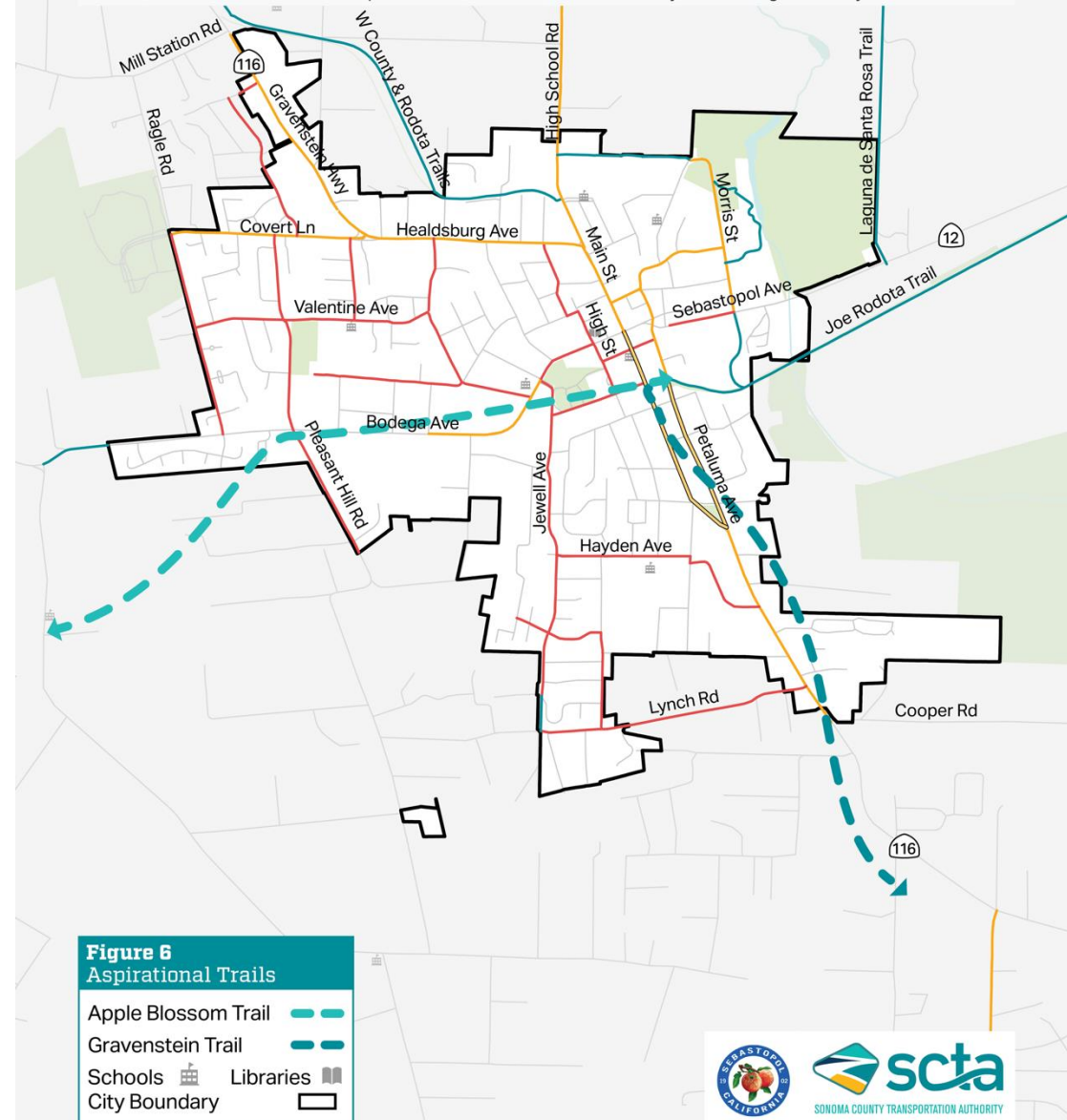
Existing & 2025 Proposed Active Transportation Network



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Aspirational Trails

Figure 6 shows conceptual alignments of potential future trails that have been identified as desired by the community. Specific alignments have not been formalized; the community has expressed interest for these connections to be made by an off-street trail. Advancing these trails will require future study and additional community engagement. The dashed lines shown in the figure are an approximate location only; the final alignment will depend on a number of factors. Examples of factors that would need to be considered include opportunities for land dedication, topography, utilities, maintenance needs and responsibilities, insurance, constructability, and funding availability.



PRIORITIZATION CRITERIA

- **Safety** – Along or parallel to Vision Zero HIN
- **Equity** – Various criteria used for federal, state, and regional definitions
- **Proximity to Existing Transit and Future SMART stations** – 1/4 to 1 mile buffer depending on type of transit stop and bicycle or pedestrian improvement
- **Proximity to Schools/Colleges** – 1/2 mile for walking and 1 mile for biking
- **Regional Priority** – Bicycle project on the SCTA Network or MTC Regional AT Network
- **High Access/Low Stress** - low-stress project in priority geographies identified by County/MTC

Potential Bonus Points for:

- **Public/Local Priority** – Projects with strong support from the community in Round 2 engagement

Equal
Weighting

3 Tiers per
Jurisdiction

PROJECT PRIORITIZATION RESULTS

Tier 1 – High Priority

Tier 2 – Medium Priority

Tier 3 – Low Priority

Tier 1 projects are most aligned with local and regional active transportation goals – they will be prioritized for implementation first.

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Policies

Organized to support each of the three goals.

Generally, include the following types of topics:

- Coordination with other public agencies
- Application of industry best practices and required standards
- Enhancing safety consistent with the LRSP and SCTA's Vision Zero Action Plan
- Facilitating implementation through CIP, private development, other opportunities
- Maintaining existing and newly built facilities
- Broadening access to walking and biking facilities for all ages and abilities
- Supporting countywide education and encouragement programs and activities

Example Policies - GOAL 1: Connected and Reliable

Policy 1-3: Sidewalk Gaps

Prioritize closure of sidewalk gaps that connect people to activity centers, schools, transit, healthcare, parks, and the downtown area, ensuring that streets safely serve seniors, youth, those with disabilities, and all members of the community.

Policy 1-6: Bicycle Parking

Provide adequate bike parking that is available citywide.

Policy 1-11: Funding

Work with federal, state, regional, and local agencies to secure funding to implement the citywide active transportation system. Encourage multi-jurisdictional funding applications to implement the regional active transportation system.

Policy 1-12: Wayfinding

Install wayfinding and directional signage, markers, and stencils on off-street paths, on-street bikeways, local roads, and state routes to improve wayfinding for bicyclists and pedestrians, assist emergency personnel, and heighten motorists' awareness.

Example Policies - GOAL 2: Safe and Well-Maintained

Policy 2-3: Maintenance & Detection

Maintain all bike lane symbols, striping, green paint, and buffer paint and ensure all bike lanes have standard bike symbols. Ensure bike lanes are kept free of trash bins, vehicles, and debris. Ensure bicycle detection functions properly, or exists, at all signalized intersections.

Policy 2-6: Crossing Safety

Improve bicycle and pedestrian safety at controlled and uncontrolled intersections, using proven countermeasures identified by FHWA and other industry resources.

Policy 2-7: Vision Zero

Implement and incorporate actions in SCTA's adopted Sonoma County Vision Zero (VZ) Action Plan.

Policy 2-11: E-Mobility

Consider e-bikes, e-scooters, and other mobility devices when designing bicycle facilities to ensure accommodation through potentially wider facilities as well as forgiving edge treatments (e.g., mountable curbs).

Example Policies - GOAL 3: Community Oriented and Place-Based

Policy 3-2: Transit Shelters

Work with transit providers to offer and maintain all-weather shelters and other amenities at transit stops and transportation centers.

Policy 3-5: Encouragement

Encourage and incentivize more people to walk, bike, and roll through education and encouragement activities such as special events, Bike-to-Work Day, and social media campaigns.

Policy 3-6: Youth Education

Coordinate with School Districts and the Recreation Department to identify opportunities for increased bike and pedestrian education with a focus on youth education.

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Implementation

Funding: Regional & State Sources

Regional Funding Sources	
GoSonoma (Measure M)	https://scta.ca.gov/measure-m/gosonoma/
Transportation Development Act, Article 3 (TDA3)	https://scta.ca.gov/projects/funding/#tda3
Transportation Fund for Clean Air (TFCA)	https://scta.ca.gov/projects/funding/#tfca
State of California Funding Sources	
AHSC – Affordable Housing and Sustainable Communities	https://sgc.ca.gov/programs/ahsc/
ATP – Active Transportation Program	https://catc.ca.gov/programs/active-transportation-program
CleanCA – Clean California	https://cleancalifornia.dot.ca.gov/
HSIP – Local Highway Safety Improvement Program	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
LPP – Local Partnership Program	https://catc.ca.gov/programs/sb1/local-partnership-program
PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/protect
REAP – Regional Early Action Planning	https://www.hcd.ca.gov/grants-and-funding/programs-active/regional-early-action-planning-grants-of-2021
RC:H2B – Reconnecting Communities: Highways to Boulevards	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b
RMRA & HUTA – Road Maintenance and Rehabilitation Account & Highway Users Tax Account	https://www.sco.ca.gov/aud_road_maintenance_sb1.html
SCCP – Solutions for Congested Corridors Program	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program

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Implementation

Funding: Federal Sources

Federal Funding Sources	
CMAQ – Congestion Mitigation and Air Quality Improvement Program	https://ww2.arb.ca.gov/resources/documents/congestionmitigation-and-air-quality-improvement-cmaq-program
RAISE – Rebuilding American Infrastructure with Sustainability and Equity	https://www.transportation.gov/RAISEgrants
RSTG – Rural Surface Transportation Grant Program	https://www.transportation.gov/grants/rural-surface-transportation-grant
SMART – Strengthening Mobility and Revolutionizing Transportation	https://www.transportation.gov/grants/SMART
SS4A – Safe Streets and Roads for All	https://www.transportation.gov/grants/SS4A
STIP – State Transportation Improvement Program	https://catc.ca.gov/programs/state-transportation-improvement-program
STP – Surface Transportation Block Grant	https://www.fhwa.dot.gov/specialfunding/stp/

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Implementation

Monitoring

Measures	Baseline	Data Source	Frequency
Goal: Connected & Reliable			
Miles of bikeway facilities (total)	18.78 miles	City data	Annual
Linear feet of sidewalk gaps (total)	n/a	City data	Annual
Goal: Safe & Well-Maintained			
KSI pedestrian and bike involved collisions with goal those are zero	Ped: 7/Bike: 5	2015-2020; SWITRS	Annual
Number of crossing improvements installed	n/a	City data	Annual
Community Oriented & Place Based			
Number of active transportation improvements within a 1/4 mile of transit/bus stop	n/a	City data	Annual
Number of new or upgraded bike parking facilities	n/a	City data	Annual

Notes:

"n/a" Indicates a baseline number for the measure is not applicable.

Next Steps

- Draft ATP Available for Public Comment through November 30, 2024

Download here: <https://fp.mysocialpinpoint.com/sonoma-county-atp>

- Present Draft ATP to City Council November 19, 2024
- Present Final ATP to City Council for Adoption in Early 2025