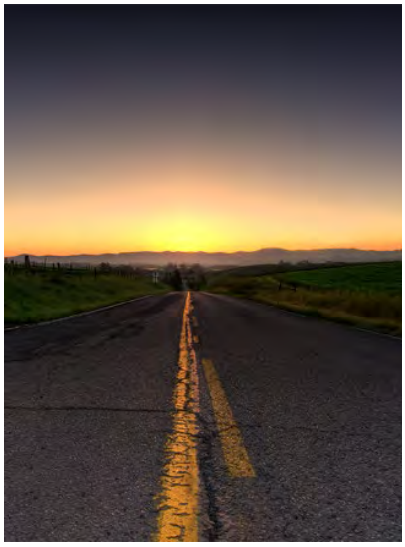
Countywide Active Transportation Plan for Sonoma County

SONOMA COUNTY TRANSPORTATION AUTHORITY



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Countywide Active Transportation Plan (ATP) Volume I

Public Draft: October 2024

FEHR PEERS

The planning process for the Countywide Active Transportation Plan for Sonoma County was funded by a Caltrans Sustainable Communities Planning Grant.


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1. Executive Summary

Sonoma County Transportation Authority (SCTA) is committed to supporting its partner agencies' ability to enhance people's opportunities to walk, bike, and roll as a means for safe transportation throughout Sonoma County. The Countywide Active Transportation Plan (Countywide ATP) provides a coordinated vision and goals as well as support in the form of policies, programs, and industry resources to help create a transportation network where people of all ages and abilities can participate in active transportation.

The Countywide ATP considers walking and biking conditions today and how SCTA and its member agencies can improve those conditions through planning, policy, programs, and project implementation. The Countywide ATP was developed along with local active transportation plans for the following jurisdictions in the county:

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

The City of Petaluma, City of Santa Rosa, and the Town of Windsor were independently creating their own active transportation plans. As part of the Countywide ATP development, SCTA coordinated with these three local jurisdictions as it relates to the countywide Regional Routes identified in this Plan as well as cross-jurisdictional planned improvements. Local plans for City of Petaluma, City of Santa Rosa, and the Town of Windsor, once adopted locally, may be incorporated into the Countywide ATP **Volume II** through an administrative amendment.

This Plan is organized into two volumes. **Volume I** provides a countywide perspective of:

- vision and goals;
- context and conditions today;
- community and stakeholder engagement to develop this Plan;
- priorities related to projects, policies, and programs; and
- information to support implementation of the countywide and local active transportation plans.

Volume II contains the local active transportation plans for the cities of Cloverdale, Cotati, Healdsburg, Rohnert Park, Sebastopol, Sonoma, and unincorporated Sonoma County. The local active transportation plans are both part of the Countywide ATP umbrella and exist as their own stand-alone plans, which are formally adopted by each respective jurisdiction. As referenced above, local plans for City of Petaluma, City of Santa Rosa, and the Town of Windsor, may be amended into **Volume II** once adopted by their respective local governing bodies.

Collectively, the content of this Countywide ATP reflects a vision where people of all ages and abilities have access to safe, connected, and robust facilities for walking, biking, and rolling.

2. Introduction

Active transportation refers to "human-powered" modes of travel like walking, biking, or using mobility devices. Even when we drive or ride transit, each trip we make begins or ends with active transportation.

Sonoma County Transportation Authority (SCTA) and its partner agencies are committed to fulfilling their respective roles in planning, funding, building, and maintaining a transportation system capable of serving each individual in meeting their daily needs. In their efforts to meet these goals, SCTA and its partner agencies are helping the state reach its goals to improve public health, reduce dependency on single occupancy vehicles, and counter climate change.

The Countywide ATP provides a foundation for enhancing existing local active transportation networks and creating a countywide regional, low-stress network. The overall intent of this Plan is to improve the quality of life in Sonoma County for everyone by making walking, biking, and rolling safe, convenient, and comfortable. Thus, making active transportation a choice people can make as they meet their daily needs.

Plan Purpose and Need

The SCTA Countywide Active Transportation Plan is the foundation for enhancing active transportation throughout Sonoma County. The previous SCTA Countywide Bicycle and Pedestrian Master Plan (BPMP), adopted in 2008 and updated in 2014, identified a general expansion of walking and biking facilities. Since the 2014 BPMP update, several changes and advancements have been made in the state of active transportation planning practices.

For example, SCTA adopted Vision Zero in 2021, which is a countywide commitment to eliminate traffic fatalities and serious injuries through engineering, programs, policies, and education. Nearly all of the local jurisdictions within Sonoma County subsequently adopted the Vision Zero Action Plan locally. The Countywide ATP also considers the recent policy changes at both the national and state level that acknowledge the need for more robust infrastructure, programs, and policies to make walking and biking safer.

With those and other similar advancements in mind, this Plan focuses on the following:

- **All Ages and 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 Coordination** – Identifying and planning regional routes between jurisdictions as part of the Countywide ATP.
- **Implementation** – Prioritizing projects and identifying funds to focus and streamline implementation.

The facility recommendations for the countywide regional routes as well as many of those reflected in the local active transportation plans focus on advancing infrastructure changes

to provide more separated and protected spaces for people walking, biking, and rolling particularly where vehicle speeds and/or volumes are relatively high. This is consistent with industry practice in active transportation planning, and with the Safe System Approach that is part of the National Safety Strategy announced by USDOT in 2022 as well as Caltrans' commitment in the most recent Strategic Highway Safety Plan.

Plan Development Process

The Plan was developed to serve as a resource for local agencies to plan and implement walking and biking improvements, and for SCTA to prioritize and implement improvements of countywide significance. The content of the plan and its recommendations were informed by several inputs:

- Existing data related to walking and biking
- Local plans developed in parallel with the countywide plan
- Identified barriers to walking, biking, and rolling
- Input from community members through a thorough engagement process
- Input from local advisory and decision-making bodies
- Input from countywide advisory and decision-making bodies

Benefits of Active Transportation

Prioritizing walking, biking, and rolling, particularly in relation to access to transit, allows people to travel to and from their daily needs—jobs, schools, medical appointments, retail centers, recreational areas—and generally through their community. Investing in well-designed active transportation facilities with supporting policies and programs can lead to meaningful, sustained benefits such as improved safety outcomes, comfort, health, air quality, economic vitality, and quality of life. Increased walking and bicycling will also support the county's commitments to state climate goals, including the reduction of vehicle miles traveled (VMT).

Walking, biking, and other forms of active transportation are essential for public health. The benefits of active transportation include the following:

- Connecting people to schools, retail, recreational, and transit centers, jobs, and other members of the community
- Improving public health by reducing disease and obesity rates
- Reducing air pollution and greenhouse gas production
- Supporting local businesses and economic vitality
- Creating more vibrant and lively streets
- Saving people money on gas and car maintenance

Health

In recognition of the importance of physical activity for health, the United States Surgeon General and the Centers for Disease Control (CDC) encourage communities to design streets to make walking and biking safe and easy.[1] Using active modes of transportation is a low-cost and effective way to incorporate physical activity into daily routines. Benefits to both physical and mental health from moderate amounts of daily exercise include lowered risk of heart disease, adult-onset diabetes, high-blood pressure, and stress, as well as more energy, flexibility, and muscle strength. Physical activity can also help reduce obesity and asthma rates.

Equity

Actives transportation provides affordable alternative options for anyone that cannot or prefer not to drive. Thus, allowing them to travel freely and meet their daily needs independently. Those who benefit most from improvements to walking and biking include children (particularly going to/from school); older adults and people with disabilities; and low-income families, for whom the cost of owning and operating a car can be prohibitive. These reflect some of the recurring concerns we heard through community engagement as part of this Plan's development. Particularly for aging residents living in rural communities and/or smaller cities in the county where easier access to countywide or regional transportation options would have a significant positive impact on their daily quality of life; as well as for families where the absence of safe, convenient transportation for school-aged children to travel to/from school is a burden.

Economy

Active transportation can benefit the bottom line of households, businesses, and cities. Investing in active transportation will lead to broader economic benefits such as lower transportation costs for everyone and increased property values in neighborhoods with traffic calming. Additionally, investing in cities will save on street maintenance costs due to a reduction in roadway wear and tear, less parking requirements, and by creating an attractive environment to live and work. For Sonoma County, building out a truly low-stress active transportation network is an opportunity to further capitalize on the tourism that helps local businesses as well as fund community amenities and preserve open space.

Livability

Quality of life will be significantly improved by enabling people to make shorter trips on foot or by bicycle. When people shift their travel behavior away from riding their cars and choose to travel by foot or on a bike, they are more likely to interact with neighbors, form connections, and feel a sense of community. Local streets are then transformed into calm, safe space where the increase of pedestrian and bicyclist activity leads to better mental health. The most discussed, and perhaps most critical, environmental benefits of active transportation are reduced air pollution and emissions of greenhouse gases. Finally, there are significant environmental benefits. The shift in travel mode leads to energy savings,

[1] Centers for Disease Control (CDC), "The 3 D's: Design. Develop. Deliver." Retrieved from https://www.cdc.gov/physicalactivity/inactivity-among-adults-50plus/ infographic.pdf

reduction in noise and water pollution, and leads to the protection of agricultural and open spaces.

Relevant Plans

The following is an overview of existing policies and programs at the state and local levels. These plans and documents contain goals and policies as well as specific requirements related to active transportation. The following summarizes the plans and identifies how they will support the efforts of this ATP.

State Plans and Policies

Caltrans District 4 Bike Plan (2018)

In 2018, Caltrans District 4 completed a Bike Plan that evaluated needs along and across Caltrans facilities throughout the nine-county Bay Area. The Bike Plan includes a list of priority improvements to address the needs identified. The effort considered safety, equity, and existing and future biking demand. As of August 2024, Caltrans District 4 is in the process of updating the 2018 Bike Plan. The effort identifies Caltrans' District 4 vision as, "By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably bike for their everyday transportation needs." It includes goals focusing on safety, mobility, and equity.

The Countywide ATP and local ATPs support and align with the District 4 Bike Plan. SCTA has been coordinating and collaborating with District 4 as their Bike Plan is being updated to share findings, community input, and identify desired projects on Caltrans-owned facilities that align with SCTA as well as local agency planned projects.

Caltrans District 4 Pedestrian Plan (2021)

In 2021, Caltrans District 4 completed a Pedestrian Plan that evaluated existing walking conditions along and across Caltrans facilities throughout the nine-county Bay Area. The Pedestrian Plan includes a list of location-based needs and prioritized needs. The Pedestrian Plan shares a similar vision as the Bike Plan stating, "By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs." The Pedestrian Plan also focuses on four goals: mobility, safety, equity, and preservation.

The Countywide ATP and local ATPs support and align with the District 4 Pedestrian Plan through both the vision and goals at the countywide level as well as through local projects, policies, and identification of priorities.

Caltrans Complete Streets Evaluation Policy

The Caltrans Complete Streets Evaluation Policy focuses on providing comfortable, convenient, and connected complete streets facilities for people walking, biking, and riding transit or passenger rail unless an exception is documented and approved.

Countywide Plans

Moving Forward 2050: Sonoma County Comprehensive Transportation Plan

In September 2021, SCTA and Regional Climate Protection Agency (RCPA) adopted Moving Forward 2050: Sonoma County Comprehensive Transportation Plan. Moving Forward 2050 identifies transportation needs and projects over the next 30 years. The vision is "Connecting people and places as we transition our transportation network to zero-emissions by 2050." The guiding principles for Moving Forward 2050 are to improve safety, equity, and quality of life.

The Countywide ATP and focus on developing an all ages and abilities network, enhancing regional connectivity through coordination, and enabling implementation – all align with the Moving Forward 2050 vision to reach zero emissions. Similarly, the goals of the Countywide ATP also support both the vision and guiding principles identified in Moving Forward 2050.

Go Sonoma: Strategic Implementation Plan

The Go Sonoma: Strategic Implementation Plan details policies and guidance, and also serves a programming and planning document to implement the expenditure plan approved by voters. The plan provides background information regarding how Go Sonoma is different than Measure M funds. It also describes SCTA's approach to implementation, as well as forecasts and programming. It enumerates twenty policies that will guide SCTA and Go Sonoma project sponsors in implementation. Finally, it includes the most current information regarding projects being funded by Go Sonoma funds. Go Sonoma funds will be critical for advancing the active transportation projects identified through the Countywide ATP development.

Sonoma County Vision Zero Action Plan

In March 2022, SCTA completed a countywide Vision Zero Action Plan inclusive of a Vision Zero resolution to eliminate traffic fatalities and serious injuries on public roadways by 2030. Subsequently, each local jurisdiction within the county also adopted the Vision Zero goal. The plan itself includes goals and actions that align with the Countywide ATP. For example, the plan includes goal and supporting actions to create safe speeds and build and maintain safe streets for all. The high injury network (HIN) developed as part of the Vision Zero Action Plan was also used within the Countywide ATP development.

Shift Sonoma County

The Shift Plan was last updated in 2017. The primary goals of the plan are to: (1) Reduce greenhouse gases from transportation; (2) Reduce vehicle miles traveled; (3) Promote safety and health; and (4) Promote economic vitality. The plan defines and evaluates several specific strategies to shift transportation choices away from single occupant internal combustion engine vehicles towards cleaner, healthier, and more efficient modes. These strategies are transportation demand management programs, shared mobility, and electric vehicles.

As of August 2024, SCTA is in the process of updating and creating a new transportation demand management plan that includes a focus on first/last mile connections to transit.

Sonoma County Greenhouse Gas Inventory

The Greenhouse Gas Inventory was last updated in September 2020. The Sonoma County Regional Climate Protection Authority (RCPA) established a baseline communitywide GHG inventory for calendar year 2010 and a backcast inventory for 1990 as part of the Climate Action 2020 and Beyond (CA2020) development process. The RCPA completed this 2018 and 2020 inventory update to help track progress towards achieving the short and long-term emissions reduction goals established in CA2020. Key findings from the inventory included transportation continues to be the largest source of emissions for the county at about 60% of total emissions. It also found that emissions related to transportation continue to rise.

Sonoma County Integrated Transit Service Planning Study

In June 2024, SCTA completed an integrated transit service planning study that included all major transit and bus operators in the county: Santa Rosa CityBus, Sonoma County Transit, and Petaluma Transit, as well as Golden Gate Transit and SMART. The goal of the study is to identify ways in which to increase the efficiency of delivering high quality transit service while coordinating across different agencies providing those services.

Sonoma County Travel Behavior Study

The Sonoma County Travel Behavior Study (TBS), published in 2020, presents an analysis of vehicular travel during 2017 and 2018 that occurred within Sonoma County and the greater region, it analyzes critical gateways around the county boundary and extended distance visitor travel trends. The TBS Addendum document provides updated travel behavior for 2017, 2019, and 2022. These studies utilize Caltrans traffic counts, origin-destination mobile device data from StreetLight Data, Inc., and supplemental data, including the U.S. Census. StreetLight quantifies vehicle trips associated with residents, employees, and visitors, where those trips start and end, the length of those trips, travel times, and time of day. In the context of the Countywide ATP, this information helps identify the proportion of trips and types of trips that may be most likely to shift to non-auto modes with adequate investment and changes in infrastructure.

Local Plans

Relevant local plans were reviewed to consider strategies for developing a complete and connected walking and bicycling network that promotes walking and bicycling access and safety. This ATP aims to link ideas from local plans and align with them in both incorporated and unincorporated areas; however, it is the responsibility of each jurisdiction to fully implement their respective plans.

3. Vision & Goals

The vision and goals statements were developed to be consistent with SCTA's Comprehensive Transportation Plan, Moving Forward 2050, and were refined based on input provided by SCTA's Countywide Bicycle and Pedestrian Advisory Committee, other regional committees, and the local agencies engaged in updating their respective ATPs as part of the countywide effort. The countywide active transportation vision is as follows:

> *"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."*

The countywide active transportation goals are the following:

1. **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.
2. **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.
3. **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.

4. Countywide Context & Conditions Today

Community Characteristics and Travel Patterns

Sonoma County has a population of approximately 482,650 distributed over 1,575 square miles.[2] The Pacific Ocean defines the western boundary of the county and the Mayacamas Mountains generally defines the eastern boundary between Sonoma and Napa counties. Mendicino County borders Sonoma County to the north and Marin County is to the south. Approximately seven miles of Sonoma County traverse the northern shoreline of San Pablo Bay. Sonoma County is known for its natural beauty, mountains, forests, rivers, valleys, and meadows, and the recreational opportunities the environment affords, as well as vineyards and wines, and agriculture including sustainable farming and organic produce. Across the varied terrain there are numerous cities and communities that call Sonoma County home.

Population Demographics

Table 1 summarizes population, median age, and median household income information by local jurisdictions within the county.

Table 1. Countywide Population, Median Age, Median Household Income

Location	Population	Median Age (years)	Median Income
City of Cloverdale	8,964	42	$96,894
City of Cotati	7,545	38	$107,321
City of Healdsburg	11,481	48.5	$94,799
City of Petaluma	59,682	43.5	$108,527
City of Rohnert Park	44,461	35.4	$93,322
City of Santa Rosa	177,185	40.9	$95,403
City of Sebastopol	7,503	48.8	$98,185
City of Sonoma	10,702	54.7	$96,090
Town of Windsor	26,320	41.9	$128,115
Unincorporated Sonoma County	128,807	37.8 to 60.3[1]	$80,159 to $115,046[2]

Source: Census Reporter, accessed here: https://censusreporter.org/profiles/05000US06097-sonoma-county-ca/
Notes:
[1] Reflects range of median age for the following communities in unincorporated Sonoma County (listed in order from youngest to oldest median age): Boyes Hot Springs, Forestville, El Verano, Guerneville, Geyserville, Penngrove, Occidental.
[2] Reflects range of median household income for the following communities in unincorporated Sonoma County (listed in order from lowest to highest): Guerneville, Occidental, El Verano, Boyes Hot Springs, Penngrove, Forestville, Geyserville.

[2] https://censusreporter.org/profiles/05000US06097-sonoma-county-ca/

Many of the cities and communities in Sonoma County have sprung up along state and national highways. The cities of Petaluma, Cotati, Rohnert Park, Santa Rosa, Healdsburg, Cloverdale, the Town of Windsor, and unincorporated communities of Penngrove and Geyserville are all located along the US 101 corridor that runs north-south through the valley between the coastal mountain range and Mayacamas Mountains. The City of Sonoma and unincorporated communities of Verano, El Verano, Boyes Hot Springs, Eldridge, and Glen Ellen are situated along state route (SR) 12 in the southeastern part of the county. The City of Sebastopol is nestled east of the coastal mountain range at the intersection of SR 12 and SR 116. The communities of Forestville, Guerneville, Monte Rio, and Duncan Mills lie along SR 116 as it makes its way west into the Russian River Valley and out to the Pacific Ocean. Along the coast there are numerous oceanside communities situated along SR 1 including Sea Ranch to the north, Fort Ross, Jenner, Salmon Creek, and Bodega Bay in the southern coastal part of the county. Nestled in the coastal mountain range are the communities of Bodega, Valley Ford, Freestone, and Occidental.

Travel in the County

Travel across the county is largely dependent on access to the state highways. Areas such as the northwestern portion of the county and within the coastal mountain range are more remote, less developed, and without direct or easy access to such roadway facilities. Transportation to work data captured in the most recent Census indicates travel in the county is predominantly auto-dependent.

Table 2 summarizes transportation to work data for the county compared to the state and nation.

Table 2. Transportation to Work Data

Mode	Sonoma County	California	United States
Drove Alone	71.9%	65.5%	68.7%
Carpooled	8.4%	9.8%	8.6%
Public Transit	0.9%	2.7%	3.1%
Bicycle	0.8%	0.7%	0.5%
Walked	2.4%	2.4%	2.4%
Other	1.1%	1.7%	1.5%
Worked at Home	14.6%	17.2%	15.2%

Source: Census Reporter, accessed here: https://censusreporter.org/profiles/05000US06097-sonoma-county-ca/

SCTA and local agencies throughout the county are coordinating with **Sonoma-Marin Area Rail Transit (SMART) to bring passenger rail service to the north bay**. The system currently includes stations in in the Sonoma County Airport area, Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato, San Rafael, and Larkspur. **SMART's system also includes a bicycle and pedestrian pathway along the rail corridor**. Future extensions are planned for Windsor, Healdsburg, and Cloverdale. The full project will provide 70 miles of passenger rail service,

connecting SMART passengers with jobs, education centers, retail hubs, and housing along the Sonoma-Marin corridor, and a bicycle-pedestrian pathway.[3]

The expansion of passenger rail service as well as the parallel bicycle and pedestrian pathway along the rail corridor will introduce more transportation options to residents and visitors of Sonoma County.

As described in SCTA's Moving Forward 2050, an average household in Sonoma County with a median household income of $81,018 spent over 20 percent of its household budget on transportation in 2019.[4] Data in Sonoma County's Greenhouse Gas Inventory indicates transportation contributes approximately 57% of total county emissions, making it a critical area of focus for greenhouse gas reductions.[5] Furthermore, the Sonoma County Travel Behavior Study shows on an average day (weekday and/or weekend day) **60% to 62% of trips are less than five miles in length in Sonoma County**.[6] Investing in more options to allow people of all ages and abilities to travel without a personal vehicle, particularly for shorter trips, will help ease the burden of transportation household costs as well as make significant strides toward the countywide goal of zero transportation emissions by 2050.

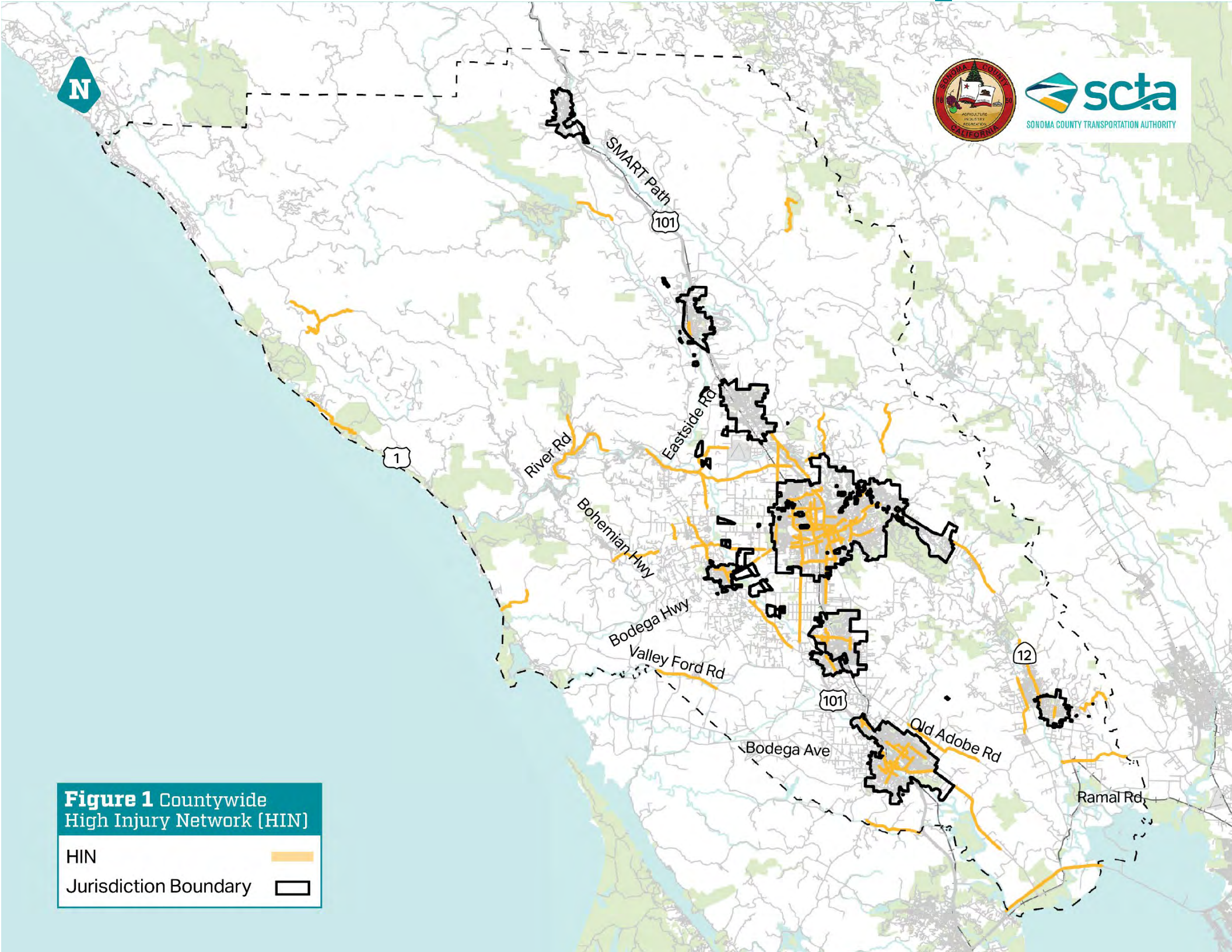
Road Safety

In March 2022, SCTA adopted a countywide Vision Zero Action Plan and committed to the goal of eliminating traffic fatalities and serious injuries on public roadways throughout the county by 2030. Subsequently, SCTA's partner agencies also adopted the Vision Zero goal. SCTA maintains a Sonoma County Vision Zero Data Dashboard to help track safety data trends as well as progress toward the goal.[7]

The Countywide ATP integrated the countywide High-Injury Network (HIN) that was developed as part of the Vision Zero Action Plan. The HIN was used to help identify locations that need improvement by overlaying it with level of traffic stress analysis to understand where there is a history of severe collisions as well as existing roadway characteristics that make walking and/or biking more stressful. The HIN was also used to prioritize infrastructure projects where projects which address locations on the HIN and/or provide safer, parallel routes for walking or biking were given a higher priority.

Figure 1 provides a countywide perspective of the HIN developed as part of the Vision Zero Action Plan that was incorporated into the Countywide ATP. Many roads on the HIN tend to be along higher speed, higher volume roadways particularly in areas where there is a concentration of destinations or land uses. In addition to incorporating the HIN, the policies in the Countywide ATP and local agency ATPs align with the policies and actions identified in the Vision Zero Action Plan—particularly those related to creating safe speeds, building and maintaining safe streets for all, and reducing private vehicle use.

[3] https://sonomamarintrain.org/about-smart
[4] https://scta.ca.gov/wp-content/uploads/2021/09/SCTA-CTP21_v8.pdf
[5] https://scta.ca.gov/wp-content/uploads/2022/02/2018-GHG-Report-FINAL-9-25.pdf
[6] https://scta.ca.gov/wp-content/uploads/2022/02/Sonoma_TBS_2-7-2020_web.pdf
[7] https://sonomacounty.maps.arcgis.com/apps/dashboards/50b37f3a9002463a82f79766e3155b35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SMART Path
101
Eastside Rd
River Rd
1
Bohemian Hwy
Bodega Hwy
Valley Ford Rd
101
Bodega Ave
Old Adobe Rd
12
Ramal Rd
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Figure 1 Countywide High Injury Network (HIN)
HIN
Jurisdiction Boundary

Existing Active Transportation Network Characteristics in Sonoma County

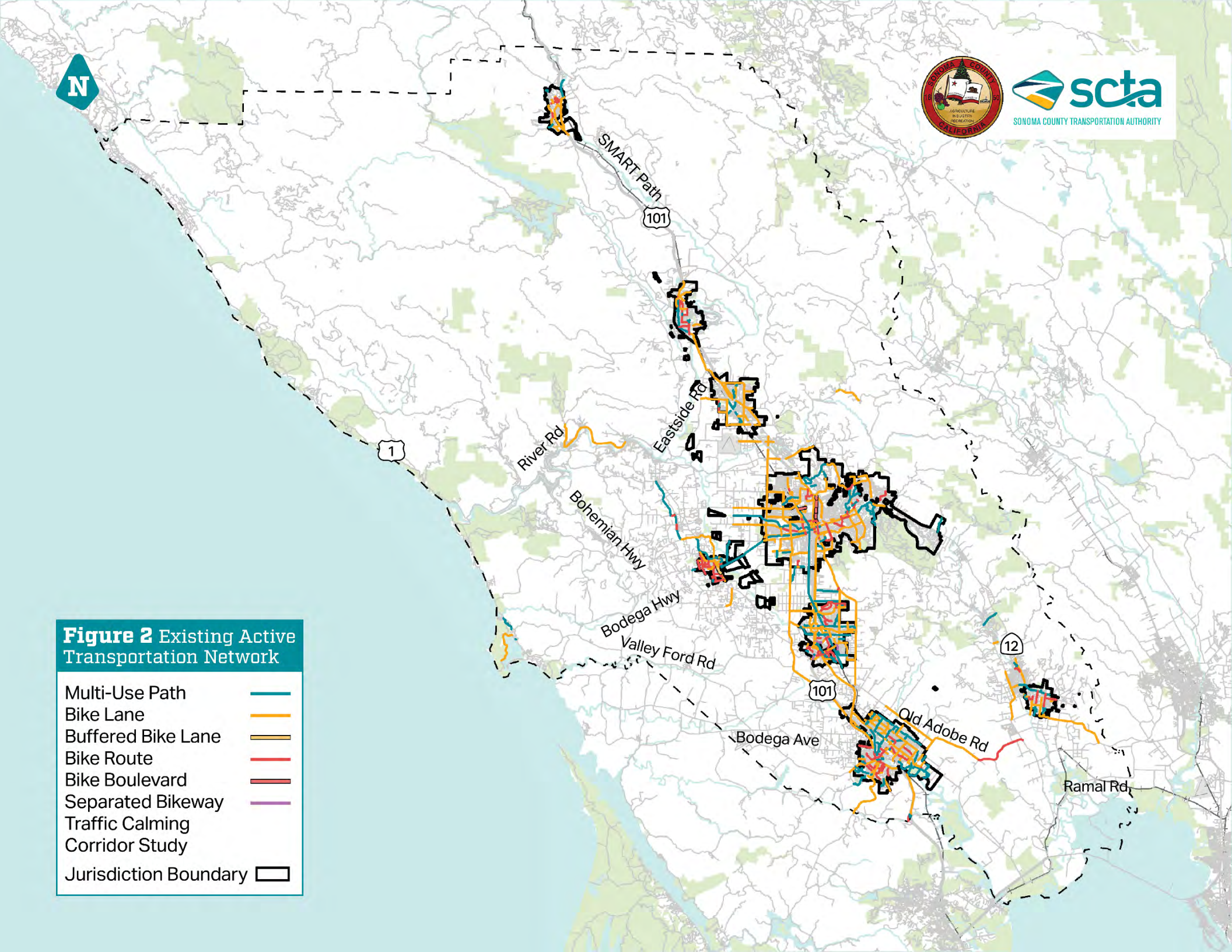
The 2014 Countywide Bicycle and Pedestrian Master Plan focused on multi-use paths, bike lanes, designating bike routes, and sidewalk improvements. Over the ten years since that countywide and corresponding local plans were adopted, SCTA and its local partners have made steady progress in implementing those improvements. Figure 2 provides a countywide view of the existing active transportation network. Maps showing areas of the county in more detail can be found in **Volume II** within the local agency active transportation plans. Table 3 summarizes the number of miles of existing facility types by local jurisdiction.

Table 3. Existing Facility Types by Local Jurisdiction

Location	Multi-Use Path	Bike Lanes	Bike Routes	Separated Bike Lane
City of Cloverdale	1.1 miles	6.3 miles	1.6 miles	
City of Cotati	2.1 miles	4.8 miles	2.9 miles	0.3 miles
City of Healdsburg	3.3 miles	4.6 miles	4.7 miles	
City of Petaluma	23.2 miles	27.5 miles	12.1 miles	
City of Rohnert Park	14.0 miles	19.6 miles	7.0 miles	1.2 miles
City of Santa Rosa	25.1 miles	64.3 miles	13.4 miles	
City of Sebastopol	1.5 miles	4.9 miles	6.7 miles	
City of Sonoma	3.9 miles	3.6 miles	2.8 miles	
Town of Windsor	3.0 miles	16.0 miles	0.8 miles	
Unincorporated Sonoma County	26.5 miles	82.1 miles	4.3 miles	

Source: Sonoma County Transportation Authority, 2024

A combination of network analysis, staff input, and community input was used to identify improvements to the existing walking and biking facilities. As noted above, the countywide HIN as well as the use of Local Road Safety Plans (LRSP) were used to understand priority locations based on the history of severe collisions. Countywide level of traffic stress analysis was also conducted to understand where the combination of existing vehicle volumes, speeds, and road characteristics create a higher stress, less desirable environment for biking and walking. Figure 3 provides a countywide view of the level of traffic stress analysis. Maps showing areas of the county in more detail can be found in **Volume II** within the local jurisdiction active transportation plans.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Bodega Hwy
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12
Old Adobe Rd
Bodega Ave
Ramal Rd
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Figure 2 Existing Active Transportation Network
Multi-Use Path
Bike Lane
Buffered Bike Lane
Bike Route
Bike Boulevard
Separated Bikeway
Traffic Calming Corridor Study
Jurisdiction Boundary

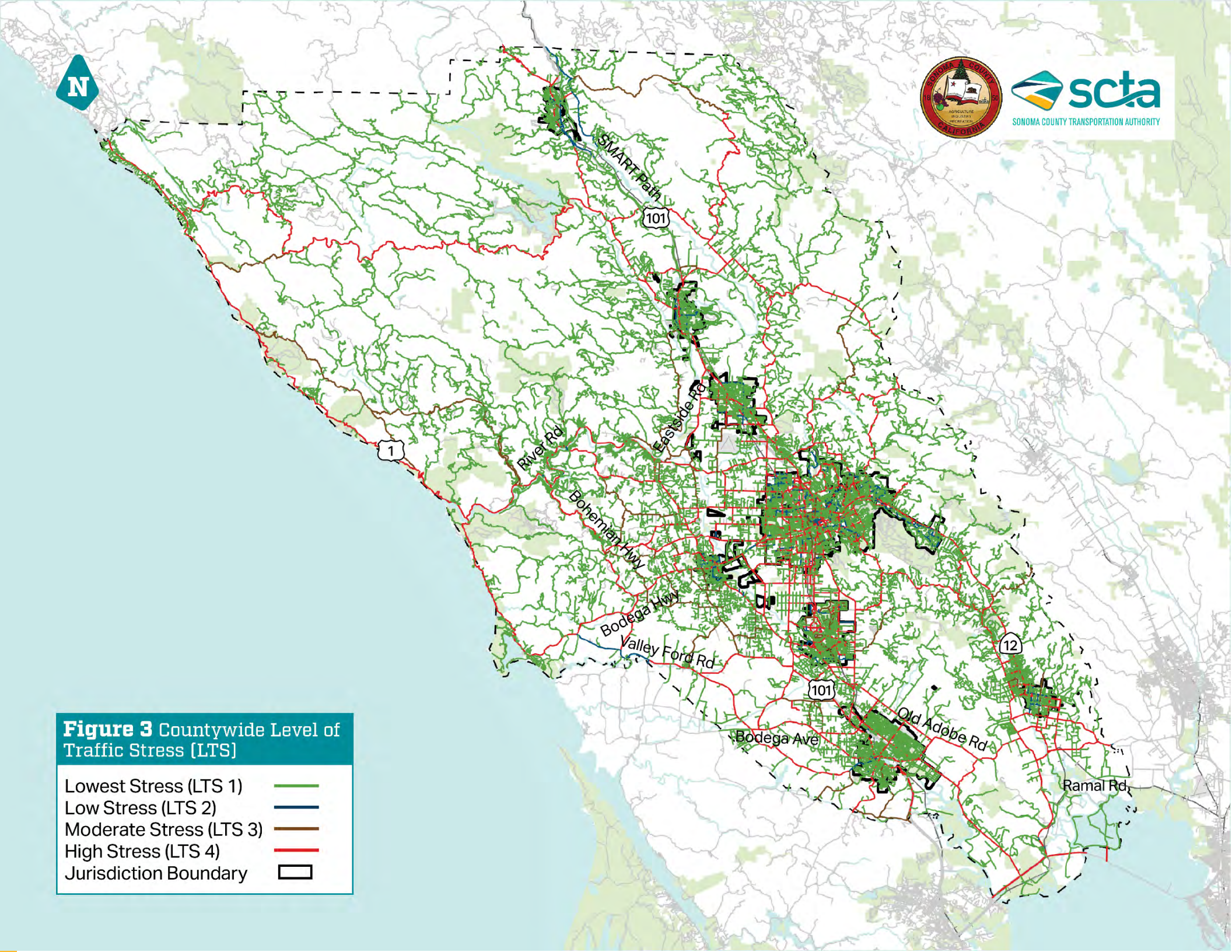

Figure 3 Countywide Level of Traffic Stress (LTS)

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Defining Level of Traffic Stress

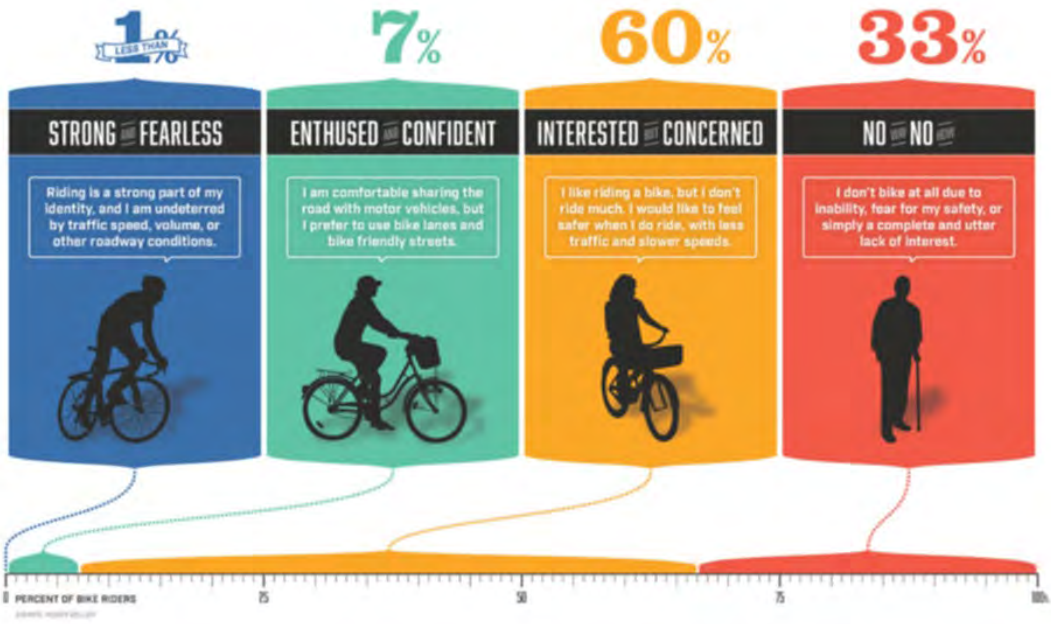
Level of Traffic Stress (LTS) analysis takes different travel corridor characteristics into consideration, including the number of travel lanes, speed of traffic, number of vehicles, presence of bike lanes, width of bike lanes, and presence of physical barriers providing protection from traffic. Based on these variables, a bike facility can be rated with an LTS ranging from 1 to 4.

The least stressful (most comfortable) facilities are assigned an LTS 1 rating. Facilities with this rating are typically shared-use paths, separated bikeways, low-volume and low-speed bike routes, and bike lanes on calm and narrow streets. The most stressful (least comfortable) facilities are assigned an LTS 4 rating. Facilities with this rating are typically major arterials with multiple lanes of traffic (with or without bike lanes in some cases, depending on speeds) or narrower streets with higher speed limits.

Appealing to All Ages and Abilities

The review of existing and previous planned active transportation networks revealed a key finding: a consistent community desire to have biking and walking facilities separated from moving vehicles and to slow down moving vehicles. This was consistent input from community members even for existing or planned designated bike routes that may at a countywide level appear lower stress due to assumed lower vehicle volumes, but which in fact are experienced as higher stress due to the speeds at which motorists drive them. This aligns with increasing industry acknowledgement and attention to the different "types" of people who bike or may bike and the recognition that infrastructure has to change to create a network that is attractive, accessible, and safe for bike riders of all confidence levels. Figure 4 illustrates this concept.

Figure 3. Different Types of Bike Riders



This key finding is consistent with the community input received during community engagement events and it is also aligned with current industry practices. This shows a clear need for additional bike facilities as proposed in this plan via buffered bike lanes, separated bike lanes, and bike boulevards. Buffered bike lanes and separated bike lanes provide more separation from moving vehicles. Bike boulevards intentionally change the roadway to slow vehicle speeds below 25 mph and deter non-local vehicle traffic to create a lower stress environment for active transportation.

This Countywide ATP recognizes the following types of active transportation facilities:

- Multi-Use Paths (Class I) are fully separated bike and pedestrian paths. They follow their own alignment, sometimes parallel to a street, waterway, and/or other configuration through open space or undeveloped areas. Interactions with vehicles are limited to street trail crossings.
- Bike Lanes (Class II) are on-street bike facilities that use a white line or stripe (i.e., longitudinal pavement marking) to designate space on the street for bicyclists that is adjacent to a vehicle lane.
- Buffered Bike Lanes (Class IIB) increase space between the bike lane and vehicle travel lane(s) using a painted buffer. The painted buffer is often made up of two parallel white lines with diagonal white lines painted between them. Green pavement markings can be used at driveways or intersections to draw attention to where vehicle paths cross bicyclists' paths.
- Bike Routes (Class III) are shared facilities between bicyclists and motor vehicles. Bicyclists ride in the vehicle lane. Bike routes are sometimes used to provide a connection to another bike facility or designated bike route. "Sharrows" (shared-lane

markings) may be used to alert motorists to the presence of on-street bicyclists. Signs may also be used to mark the route.

- Bike Boulevards (Class IIIB) are streets designed to give priority to people walking and biking. Bicycle boulevards are streets with one vehicle lane in each direction and traffic calming treatments are used to slow vehicle speeds to under 25 mph and discourage non-local vehicle traffic. Treatments can include some combination of speed tables, raised crosswalks, speed humps, traffic diverters, chicanes, curb extensions at crosswalks, and/or neighborhood traffic circles at intersections. Advisory Bike Lanes could be an alternative facility for existing or planned bike boulevards (or bike routes).[8]
- Separated Bike Lanes (Class IV) are on-street bike facilities that include physical separation between bicyclists and vehicle traffic. Ideally, the physical separation provides protection to the bicyclist through use of materials such as concrete medians (with or without landscaping), planters, and/or the bike lane could be separated by a curb to raise the bike lane to either sidewalk height or an intermediate height. Green pavement markings can be used at driveways or intersections to draw attention to where vehicle paths cross bicyclists' paths as well as additional intersection treatments to enhance safety.
- Sidewalks and Pedestrian Paths are designated spaces for people to walk or move with the assistance of mobility device (e.g., wheelchair). They are separated from vehicle and bicycle traffic with a minimum passable width of five feet.

Strengthening Connections to Transit

The review of existing conditions, current travel patterns, and community input revealed a second key finding: a desire to have stronger connections to transit. As shown above in Figure 4, there is an estimated one third of the population for whom biking as a mode of transportation is not feasible. For those individuals, walking or rolling connections to transit are critical for providing transportation options to meet daily needs. Figure 5 provides a countywide view of transit service. Maps showing areas of the county in more detail can be found in **Volume II** within the local jurisdiction active transportation plans.

SCTA is actively investing in improved and coordinated transit service across the county. The Sonoma County Integrated Transit Service Planning Study identifies ways to increase the efficiency of providing high quality transit service. The planning study, completed in June 2024, was inclusive of bus and transit operators in the county: Santa Rosa CityBus, Sonoma County Transit, Petaluma Transit, Golden Gate Transit, and SMART. The study includes recommendations related to paratransit, fixed route, microtransit, and overlapping service corridors.[9]

[8] fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf
[9] https://scta.ca.gov/wp-content/uploads/2024/06/Integrated-Transit-Plan-Final-Report-Rev-061324.pdf

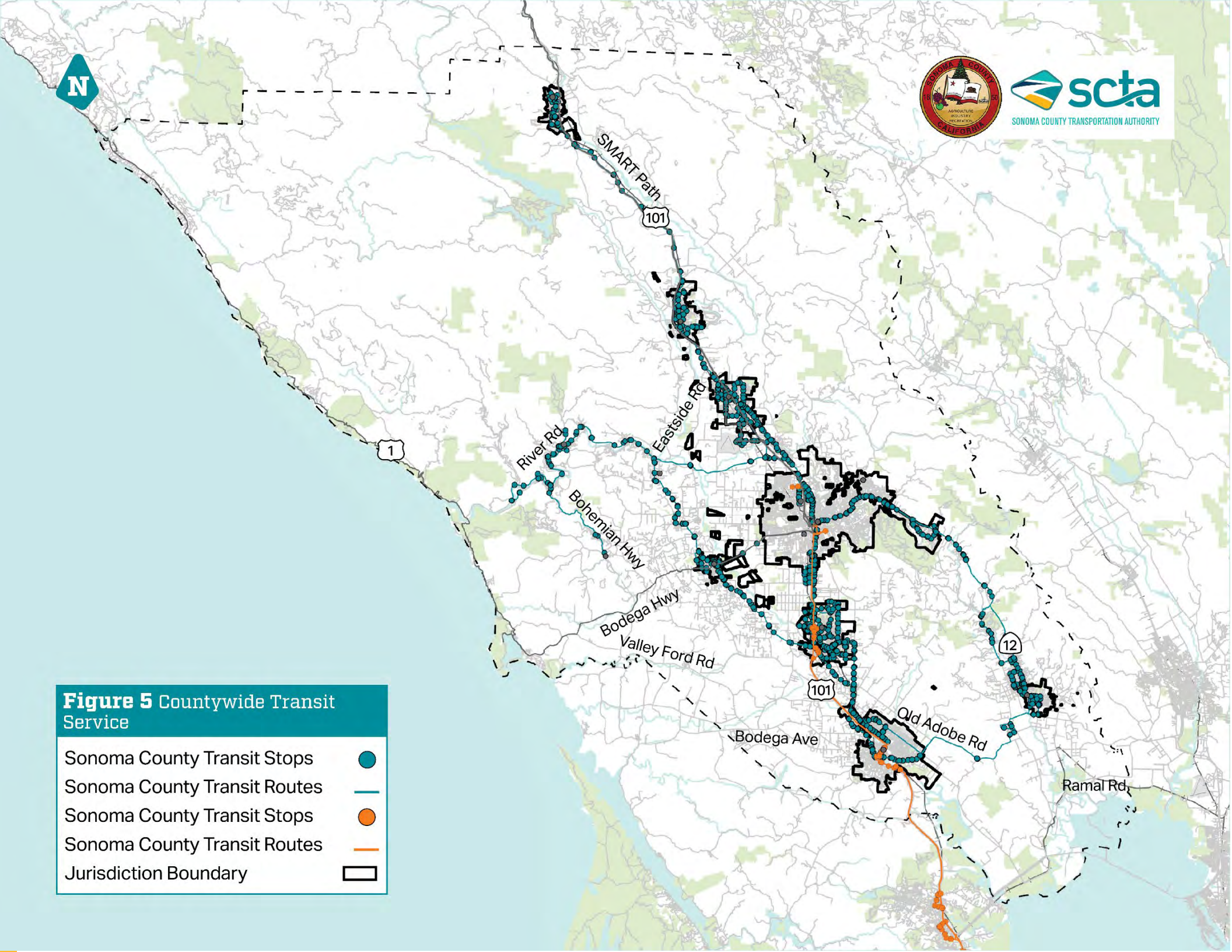


Figure 5 Countywide Transit Service


Southwest Blvd

5. Community & Stakeholder Engagement

Community and stakeholder engagement was organized into several different sets of activities to inform the Countywide ATP throughout its development. One set of activities focused on informing and engaging local and countywide advisory bodies and committees. A second set of activities focused on engaging focus groups on specific topics related to active transportation in venues where individuals could speak in greater depth about the challenges and needs they experience on a regular basis. Finally, a third set of activities focused on engaging the general public via a project website as well as through pop-up events and in-person community open houses.

Advisory Bodies & Committees

Over the course of the Countywide ATP development, the project team provided three milestone updates to several local and countywide advisory bodies and committees. The following describes the general timing and topics included in each milestone update.

Milestone #1 (Fall 2023)

Provided an overview of scope, schedule, and role/input desired from the specific advisory body or committee. Presented summary of existing conditions assessment and overview of approach to technical analysis. Discussed draft vision and goals.

Milestone #2 (Spring 2024)

Provided update on public engagement activities and input received. Presented draft recommendations for projects, programs, and policies. Discussed approach to project prioritization and draft project priorities.

Milestone #3 (Fall 2024)

Presented the draft plan and provided overview of public review comments received to-date.

Specific Meeting Dates with Advisory Bodies & Committees

Table 4 summarizes the specific bodies and committees who received the update as well as the date of the update.

Table 4. Summary of Milestone Updates to Advisory Bodies & Committees

Advisory Bodies & Committees	Milestone Update #1	Milestone Update #2	Milestone Update #3
Regional Committees			
SCTA Planning Advisory Committee (3rd Thursday; 9 to 10:30am)	October 19, 2023	April 18, 2024	October 24, 2024*
SCTA Technical Advisory Committee (4th Thursday; 1:30pm to 3:00pm)	October 26, 2023	March 28, 2024	October 24, 2024
SCTA Citizens Advisory Committee (Last Monday 4-5:30pm)	Include in engagement activity announcements	March 25, 2024	October 28, 2024
Vision Zero Advisory Committee and Core Team	November 7, 2023	May 7, 2024	November 5, 2024
Local Advisory Bodies			
Unincorporated Sonoma County: SCBPAC (3rd Wednesday every other month at 6pm)	October 18, 2023	March 20, 2024	October 16, 2024
City of Cloverdale: Planning Commission (1st Tuesday at 6pm)	October 11, 2023	April 2, 2024	November 5, 2024
City of Cotati: Planning Commission (1st and 3rd Monday at 6pm)	June 19, 2023	November 6, 2023	PC: March 4, 2024 CC: March 12, 2024
City of Healdsburg: Active Transportation Plan Advisory Committee	September 19, 2023	April 18, 2024	CC: October 7, 2024 October 24, 2024
City of Rohnert Park: Planning Commission + BPAC (2nd Thursdays at 6pm)	October 12, 2023	May 23, 2024	November 14, 2024
City of Sebastopol: Planning Commission (2nd Tuesday at 6pm)	September 12, 2023	May 14, 2024	November 12, 2024
City of Sonoma: Planning Commission (3rd Thursday at 6pm)	September 21, 2023	March 21, 2024	October 17, 2024

Source: Fehr & Peers, 2024
Notes:
**SCTA PAC members will be invited to attend the final update as part of the TAC meeting on this date.*

Following each milestone update, input from the advisory body and/or committee was incorporated into the subsequent steps to develop the Countywide ATP.

Focus Group Discussions

The project team organized two focus group discussions. One in coordination with Latino Service Providers that focused on youth travel needs, held in January 2024. The second in coordination with Sonoma County's Paratransit Committee that focused on travel needs for persons with disabilities, held in March 2024.

Youth Focus Group

Latino Service Providers (LSP) and project team staff held a youth focus group with 15 interns from LSP. Interns ranged in age from 18–25 years old. In the focus group, most were students (some were Santa Rosa Junior College students, and some were high school students). Participants often had responsibilities outside of school, including picking up/dropping off siblings and/or traveling to/from jobs. Most participants had a vehicle they used to get around.

The project team introduced SCTA, RCPA, the Active Transportation Plan, and the planning process to provide context to the students. The participants then shared their experiences getting around in Sonoma County. Below are the key takeaways from a discussion about barriers to using active transportation and potential solutions shared by students. Participants then shared their program ideas for consideration in the Countywide ATP.

Barriers to Using Active Transportation

Participants noted the following barriers to using transit:

- Bus is unreliable, requires significant planning
- Routes can be confusing, and some stops lack sidewalk accessibility
- If the bike rack on the bus is full and you cannot get on with a bike, you may need to wait an hour for the following bus
- Bus stops are too far from their origin and/or destination

Participants noted the following barriers to biking and walking:

- If they bike, it is often out of necessity, not a group that rides for recreation
- Sweaty and slower
- Biking in the city is challenging, unfamiliar, and many areas are unlit or poorly lit
- Not knowing how to ride a bike or where to get one
- Fear of biking, including road rage, roundabouts, and lack of sidewalks
- Concern about being able to store a bike securely
- A bike cannot carry as much as a car
- Too hot, too cold, too rainy
- Destinations are too spread out not to drive
- Parents did not let them bike by themselves growing up
- Lack of sidewalks
- Freeway necessitates out of direction travel as a barrier and/or is noisy, uncomfortable to cross at cross streets

Potential Solutions and Ideas

The participants showed interest in trying to use non-auto modes but had a plethora of reasons for why they do not walk, bike, or ride transit very often. Many were vehicle dependent, and having that vehicle allowed them to go to school in a different city, work somewhere that is 20 minutes away by car, or cross a freeway without looking for a pedestrian bridge.

Overarching themes centered around access, safety, and convenience. Below is a tally of programs and solutions participants shared with the project team.

- 12 of the 15 participants recommended improved lighting.
- 9 of the 15 participants recommended bus education.
- 8 of the 15 participants recommended improved road quality and maintenance of bicycle/pedestrian facilities.
- 7 of the 15 participants recommended bike education, including how to ride a bike and the rules of the road.
- 6 of the 15 participants recommended more bike paths, and paths that reduce cycling distances between destinations.
- 5 of the 15 participants recommended adding more space between active modes and vehicle lanes.
- 4 of the 15 participants recommended adding flashing beacons at crossings.
- 3 of the 15 participants recommended speed reductions, additional bike storage, and more (wider) sidewalks.
- 2 of the 15 participants recommended installing bike repair stations, improved visibility, improved signage and wayfinding, safety stations, and incentives to bike.

Persons with Disabilities Focus Group

Sonoma County's Paratransit Committee assisted the project team by inviting community members to a focus group. The group had eight participants representing different views from across the county regarding travel barriers and challenges for people with disabilities. Participants came from Healdsburg, Cloverdale, Sebastopol, Santa Rosa, Cotati, and Rohnert Park.

The project team introduced SCTA, RCPA, the Active Transportation Plan, and the planning process to provide context to the participants. The participants then shared their experiences getting around Sonoma County. Below are the key takeaways from a discussion about barriers to using active transportation. Participants then shared their program ideas for consideration in the Countywide ATP.

Barriers to Using Active Transportation

Participants noted the following barriers related to transit:

- Unclear or unreliable information regarding transit schedules and bus arrivals.
- Infrequent shuttle and bus service.
- Lack of access to paratransit service; can require scheduling up to three days in advance.
- Lack of coordination between transit routes, particularly when service is provided by different transit providers.
- The challenges with transit also deter people from walking more often. Some participants noted that they would walk one-way into town if they knew they could get a reliable transit ride back, or vice-versa.

Participants noted the following barriers to biking:

- Concerns about safety; previous experience being hit while biking.
- Uneven roadway surfaces and steep cross-slopes make biking with a modified bike (to accommodate disabilities) infeasible.

Participants noted the following barriers to walking:

- Lack of accessible/auditory pedestrian signals to be able to cross the street.
- Obstructions left on the sidewalk are particularly difficult for blind pedestrians and those traveling in a wheelchair with an assisted mobility device. Obstructions can be parked cars, bicycles, garbage receptacles, etc.

Potential Solutions and Ideas

The participants expressed a clear need for better conditions for people with disabilities to be able to walk or roll to access better transit service as well as local neighborhood destinations. Many struggle to get daily needs met and when walking, biking, rolling, or transit are not possible end up with the extra costly burden of paying for TNC rides such as Uber or Lyft.

The group identified the following potential solutions:

- Educating residents, visitors, and road users to help keep sidewalks and pathways clear of obstructions.
- Emergency ride home or guaranteed ride home program specifically for access to jobs and medical care. Could include vouchers for TNC ride share programs.
- Increased paratransit service, both geographically as well as throughout the year.
- Consistent infrastructure upgrades to make sidewalks, paths, and intersections consistently ADA accessible with curb ramps, auditory signals, etc.
- Community-based means for coordinating support for rides for daily needs as well as in the event of an evacuation.

Engaging the General Public

Public engagement was organized into three phases. **Phase I: Needs and Concerns** focused on gathering input from across the county on active transportation topics as well as specific locations where people felt the need for improvements and/or expressed concerns about current conditions. **Phase II: Projects and Priorities** focused on sharing draft projects and policy and program ideas to solicit input from community members. **Phase III: Draft Plan** gave community members the opportunity to review the full contents of the draft Countywide ATP inclusive of the local agency active transportation plans and provide input. The **Technical Appendix** includes a compilation of the public comments received online, electronically and at in-person events.

Phase I: Needs and Concerns

The initial phase of engagement occurred in Fall 2023. It included online engagement as well as in-person events throughout the county. The project team solicited feedback on residents' lived experiences with active transportation and asked them to identify needs, barriers, and opportunities for active transportation travel. All engagement materials and the website were prepared in both English and Spanish.

Healdsburg Housing and Community Resource Fair

The project team attended 13 events throughout unincorporated and incorporated Sonoma County. Events in unincorporated Sonoma County included areas around Santa Rosa, Forestville, and Glen Ellen and the countywide Sonoma County Bicycle Coalition Advocacy Summit. Pop-up events in incorporated areas took place in Rohnert Park, Sonoma, Healdsburg, Cotati, Sebastopol, and Cloverdale. The project team posted information for the public-facing engagement events on the project's online engagement platform, Social Pinpoint. Events included farmers' markets, a walk and roll to school day, grocery stores, community listening events, bicycle rides with local advocates, and a State of the Latinx Community Address. Most tabling events were 2–4 hours long and engaged visitors through large-format maps of the surrounding roadway network and posterboards with QR codes linking to the online map and survey.

The project's Social Pinpoint page was linked directly from the SCTA website. The page introduced the project and let users place pins on a map indicating where accessibility, walking, or biking improvements are needed. The project team also included a survey that asked respondents their home zip code, their current active transportation behavior, their use of mobility devices, key destinations they walk or bike to, and ideas for programs or services that would encourage them to walk, bike, and roll

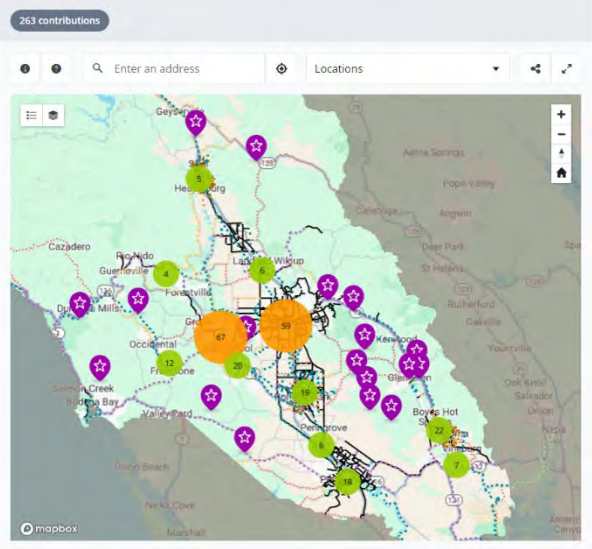
more often. The interactive map and survey were active from September through November 2023.

The planning team promoted the Social Pinpoint page via community-based organization partners (Sonoma County Bicycle Coalition, Latino Service Providers, Community Action Partnership, Burbank Housing, and Corazon Healdsburg), SCTA's website and social media, and in-person engagement events.

Through the 13 different events, the project team spoke face-to-face with an estimated 450 people. Between online and in-person engagement, approximately 1,200 map contributions and 500 survey responses were collected.

Phase II: Projects and Priorities

The second phase of engagement occurred in Spring 2024. It included online engagement as well as in-person events across the county. The project team sought feedback on draft projects, priorities, and ideas for policies and programs.



Online engagement took place via the project's Social Pinpoint page and included an interactive map that displayed the draft projects, and enabled respondents to place pins on the map next to projects they supported and/or wanted to provide additional comments regarding. In Phase II, a total of 263 comments were provided via the online interactive map.

There were ten pop-up events held throughout the county. One pop-up event was held in each of the participating cities: Cloverdale, Cotati, Healdsburg, Rohnert Park, Sebastopol, and Sonoma. Four pop-up events were held in the following unincorporated county communities: Guerneville, Occidental, Forestville, and Boyes Hot Springs. There was also a community open house hosted by respective city staff and the project team in each of the participating cities: Cloverdale, Cotati, Healdsburg, Rohnert Park, Sebastopol, and Sonoma. At the pop-up events and open houses, attendees were able to review and provide input on draft project maps, project lists, project priorities, as well as ideas for policies and programs. Input was interactive via Post-It notes and stickers on maps and informational boards to capture feedback and input.

Phase III: Draft Plan

The third phase of engagement occurred in Fall 2024. It focused on online engagement in which the draft Countywide ATP as well as each of local ATPs were shared for public review and comment. The draft plans were posted on the project's Social Pinpoint page as well as SCTA's website and each participating local agency posted their draft local ATP on their website as well. A common email address was provided for community members to submit their comments.


FOSS CREEK PATHWAY
HEALDSBURG
Plaza Park 0.2
Skate Park 0.9
Railroad Park 0.8

6. Countywide Priorities

SCTA's countywide priorities for advancing active transportation are (1) identifying and supporting the development of low-stress regional routes; (2) supporting its local agency partners in defining an all ages and abilities active transportation network; and (3) providing countywide coordination for programs and policies that support active transportation.

Regional Routes

Enhancing the safety and comfort of existing active transportation facilities as well as expanding the infrastructure and spaces available for active transportation modes are critical to creating opportunities for people of all ages and abilities to walk, bike, and roll; and ultimately critical to the county reaching its vision zero traffic fatalities and serious injury goal by 2030 as well as its zero-transportation emissions goal by 2050.

With those countywide goals in mind, this Plan identifies Regional Routes that connect across jurisdictional boundaries using existing and planned SMART stations as well as centers of commerce as multimodal anchors indicative of likely origins/destinations. Figure 6 illustrates the countywide Regional Routes overlayed onto MTC's Active Transportation (AT) Corridors. Figure 7 illustrates the planned projects needed to realize a low stress set of countywide Regional Routes.

Considerations in identifying the Regional Routes included the following:

Alignments along existing roadways or built multi-use paths. As a result, today some of the Regional Routes may be higher stress, but projects, as part of this Countywide ATP, have been identified to create low-stress connections. See Figure 7 and Table 5.

Focusing on a core set of Regional Routes. This core set of routes will serve as a backbone from which SCTA and its agency partners can expand in the future. Therefore, not all of the MTC AT Corridors have a Regional Route identified; those may be areas for future expansion.

North-South and East-West Connections. The Regional Routes prioritize a north-south backbone that follows the SMART pathway and Great Redwood Trail, and then focuses east-west connections to (1) connect incorporated areas or more populated rural areas to one another with Regional Routes meeting at existing/planned SMART stations or town/city centers; (2) connecting communities to the coast; and (3) providing a cross-county connection to Napa.

Use of Regional Routes. The 60 to 62 percent of trips that are less than 5 miles in length tend to occur within the incorporated or populated areas of the county. The opportunity with the Regional Routes is to place emphasis on connections to transit service within incorporated or populated areas and to provide longer connections for those who are able to travel from one city or populated area to another via bike or e-bike (or similar, personal e-mobility device).

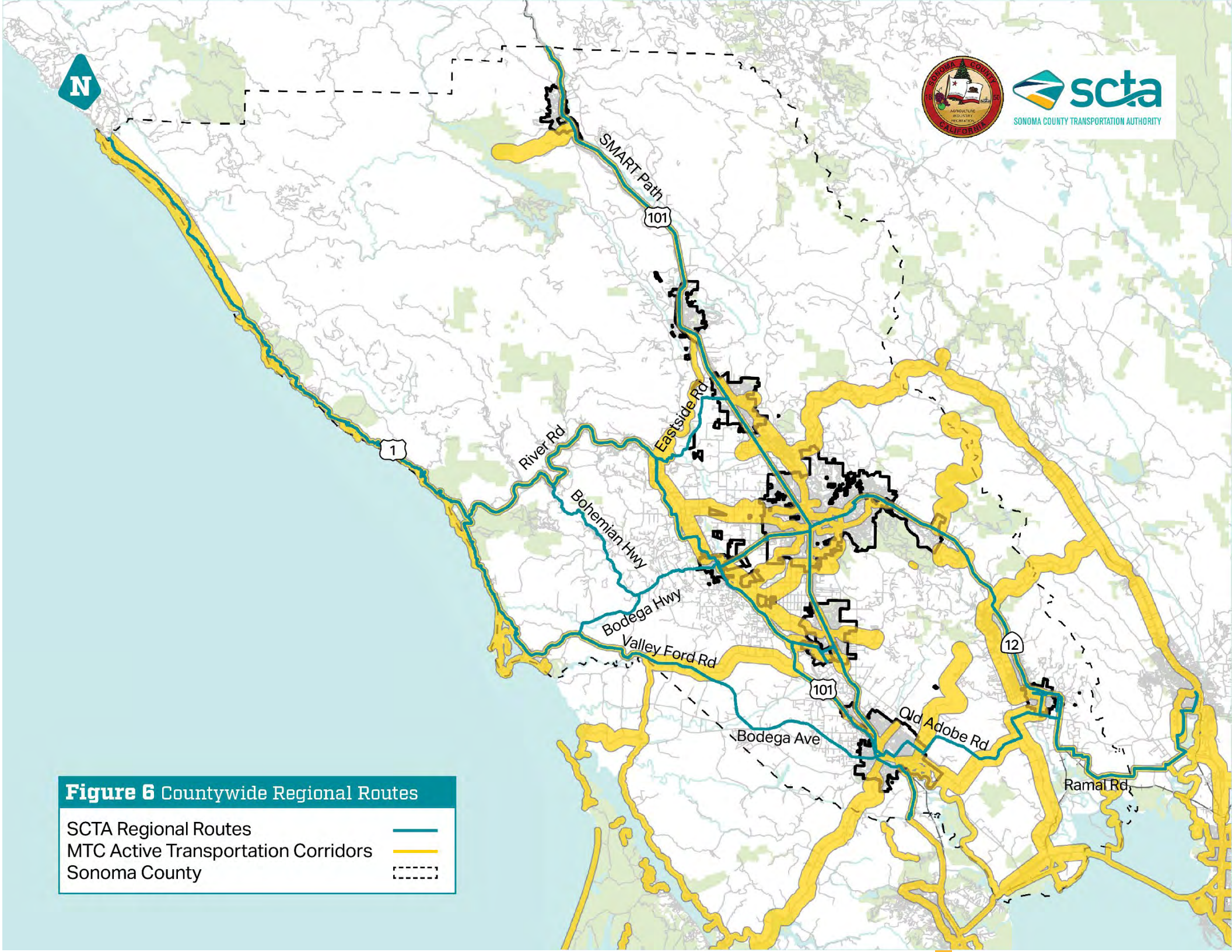


Figure 6 Countywide Regional Routes

SCTA Regional Routes
MTC Active Transportation Corridors
Sonoma County

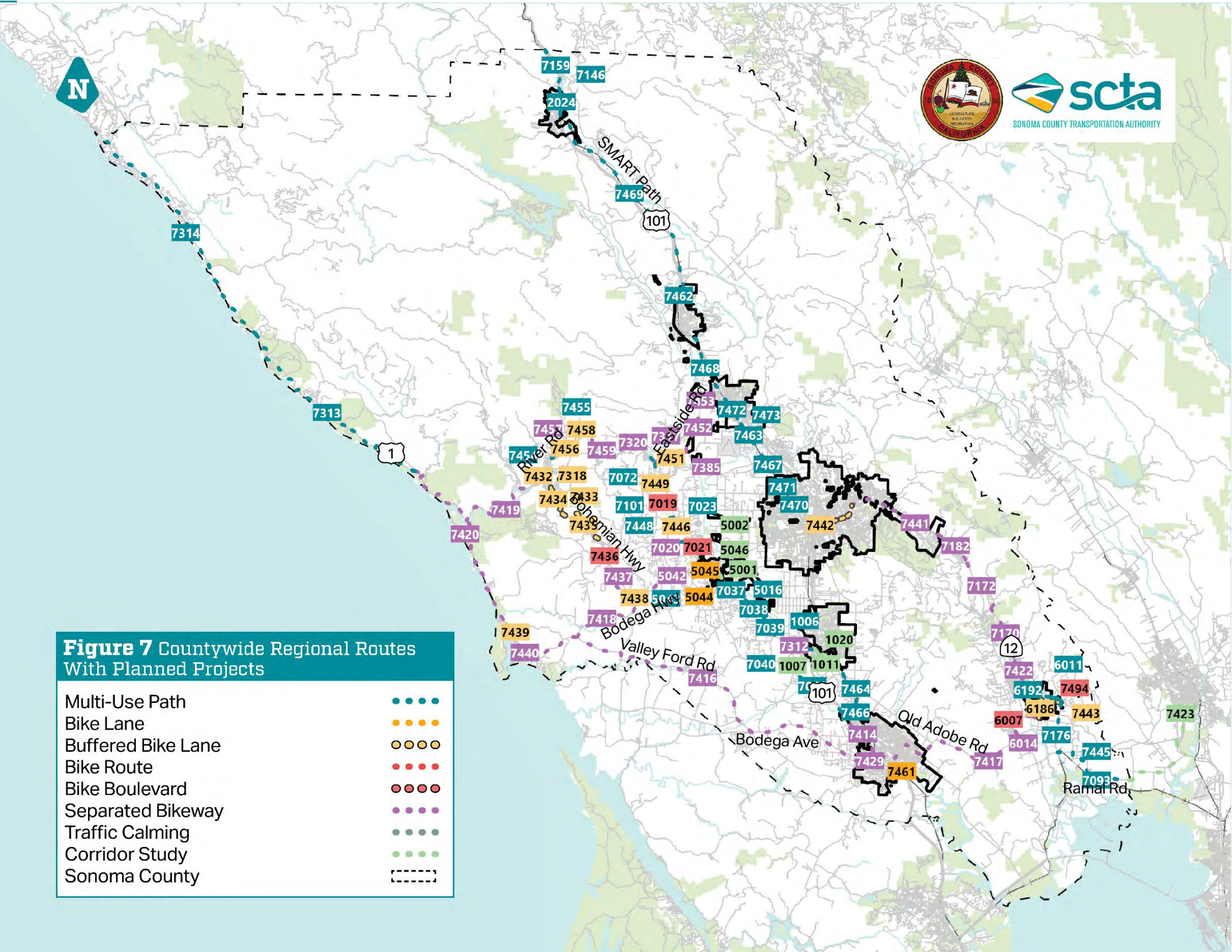


Figure 7 Countywide Regional Routes With Planned Projects

Table 5. Regional Routes Planned Projects

Project #	Jurisdiction	Project Location	Project Description	Priority
1006	Cotati	SR 116	Create multi-use path parallel to SR 116 with connectivity to the citywide network.	Tier 1
1007	Cotati	SR 116/US 101	Interchange study to improve multi-modal safety and reduce level of traffic stress for people walking and biking through US 101 interchange. Study to include potential relocation of NB on-ramp from Commerce Boulevard to the existing NB off-ramp terminus.	Tier 2
1011	Cotati	Old Redwood Highway	Conduct study to identify and develop low-stress multi-use path or separated bike lanes on or adjacent to Old Redwood Highway from southern city limits to Gravenstein Way. As part of study, create a low-stress, separated bike lanes or Woonerf adjacent to Old Redwood Highway between St. Joseph Way and William Street.	Tier 1
1020	Cotati	E Cotati Avenue	Create low-stress protected facility on E Cotati Avenue, reduce lane widths to calm traffic and provide space for wider or protected bike lanes, and/or determine alternate low-stress route.	Tier 1
2024	Cloverdale	Main St from N Main St and E 2nd St to S Main St and Lake St	Install multi-use path	Tier 1
5001	Sebastopol	Main St between Keating Ave and Petaluma Ave and Petaluma Ave between McKinley St and S Main St (one-way couplet)	Planned grant-funded "Sebastopol Main Street Planning and Redesign Project" corridor study, to assess feasibility of low-stress facilities, traffic calming, two-way circulation, and/or low-stress alternate routes. Planned pedestrian safety modifications include HAWK signal at Petaluma Ave/McKinley St, Rectangular Rapid Flashing Beacon (RRFB) at Petaluma Ave/Weeks Way, and crossing enhancements at Burnett St, Keating Ave, and Walker Ave along SR 116 (HSIP crossing projects currently in design).	Tier 1
5002	Sebastopol	Sebastopol Ave between Main St and Barnes St and Bodega Ave between Main St and High St	Planned grant-funded "Sebastopol Main Street Planning and Redesign Project" corridor study.	Tier 1

Project #	Jurisdiction	Project Location	Project Description	Priority
5016	Sebastopol	Willow St to Trail Connection from Willow St/S Main St to Trail Access on Petaluma Ave	Improve trail connection between Willow St and Joe Rodota Trail. Delineate preferred bicycle route through existing parking lot and improve crossings of S Main St and Petaluma Ave. Consider raised crossings, if feasible, to slow traffic on SR 116 and prioritize people walking and biking to/from trails. Improve connection between trail and bike lanes on SR 116 (e.g., S-curve) so that bicyclists do not need to make a 90-degree turn.	Tier 1
5042	Sebastopol	Bodega Ave from City Limits to Valley View Drive	Install separated bike lanes that connect to existing County-maintained path (across Atascadero Creek bridge).	Tier 2
5043	Sebastopol	Bodega Ave from Valley View Drive to Ragle Rd	Install multi-use path	Tier 1
5044	Sebastopol	Bodega Ave from Ragle Rd to Pleasant Hill Rd	Install bike lanes (Bodega Bike Lanes Project, Phase 3).	Tier 1
5045	Sebastopol	Bodega Ave from Pleasant Hill Rd to Nelson Way	Install bike lanes (Bodega Bike Lanes Project, Phase 2).	Tier 1
5046	Sebastopol	Gravenstein Hwy S / SR 116 from S Main St/Petaluma Ave couplet to city limits	Potential bicycle/pedestrian enhancements to be evaluated as part of upcoming Priority Development Area and Sustainable Transportation grant-funded studies along SR 116. Planned crossing enhancement at Hutchins/SR 116 (HSIP project currently in design).	Tier 1
6007	Sonoma	Spain St from 5th St W to 2nd St E	Install bike boulevard. Convert angled parking to parallel.	Tier 1
6011	Sonoma	Lovall Valley Road from 4th St E to 7th St E	Install bike boulevard inclusive of traffic calming treatments.	Tier 1
6014	Sonoma	Napa Road from SR 12 to city limits (to the west)	Install bike lanes.	Tier 1
6186	Sonoma	Broadway (SR 12) from Napa Road/Leveroni Road to Napa Street (SR 12)	Install buffered bike lanes. An enhancement to existing bike lanes.	Tier 1
6192	Sonoma	Sonoma City Trail Full Extents	Widen existing Sonoma City Trail, may be limited by right of way.	Tier 3
7019	Unincorporated	Ross Station Road/Ross Branch Road West County Trail connection	Improve West County Trail on-street facilities. Include wayfinding and shoulder widening to connect West County Trail segments.	Tier 3

Project #	Jurisdiction	Project Location	Project Description	Priority
7020	Unincorporated	Bowen Street from Graton Road to Grey Street	Install bicycle boulevard.	Tier 2
7021	Unincorporated	Grey Street between Railroad Street and Bowen Street	Install bicycle boulevard and crossing improvements. Candidate for repaving.	Tier 1
7023	Unincorporated	West County Trail connector along Occidental Road from West County Trail (east of Atascadero Creek) to West County Trail (east of SR 116)	Install multi-use path to close critical gap in West County Trail.	Tier 1
7037	Unincorporated	Petaluma-Sebastopol Trail: SR 116 from Sebastopol City Limits to Bloomfield Road	Petaluma-Sebastopol Trail: Low-stress facility (multi-use path or separated bike lanes) per Petaluma-Sebastopol Trail study (preferred alignment on northside of roadway).	Tier 2
7038	Unincorporated	SR 116 from Bloomfield Road to Llano Road	Install multi-use path per Petaluma-Sebastopol Trail study (preferred alignment on northside of roadway).	Tier 3
7039	Unincorporated	SR 116 from Llano Road to Laguna Connector (Gossage Creek)	Install multi-use path per Petaluma-Sebastopol Trail study (preferred alignment on northside of roadway).	Tier 2
7040	Unincorporated	Petaluma-Sebastopol Trail: SR 116 from Laguna Connector (Gossage Creek) to Stony Point Rd	Petaluma-Sebastopol Trail: Low-stress facility (preferred alignment on northside of roadway) (multi-use path or separated bike lanes) per Petaluma-Sebastopol Trail study. Intersection improvements at SR 116/Stony Point to prioritize bicycle/pedestrian safety.	Tier 1
7041	Unincorporated	Stony Point Road SR 116 to Petaluma City Limits	Install multi-use path per Petaluma-Sebastopol Trail study (preferred alignment on westside of roadway).	Tier 1
7072	Unincorporated	Lower Russian River Trail: River Road from Mirabel to SR 116 in Guerneville, and SR 116 from River Road to SR 1 in Jenner.	Install multi-use path along River Road and SR 116 from east of Mirabel Road to SR 1.	Tier 2
7093	Unincorporated	Bay Trail Alignment from 8th St East and SR 121 (Fremont Drive) to Hudeman Slough Wetland Enhancement Project	Install multi-use path.	Tier 2

Project #	Jurisdiction	Project Location	Project Description	Priority
7101	Unincorporated	Mirabel Road	Install multi-use path.	Tier 3
7146	Unincorporated	SMART Pathway from McCray Rd to North Cloverdale City Limits	Install multi-use path.	Tier 3
7159	Unincorporated	Great Redwood Trail from McCray Rd to Mendocino County Line	Install multi-use path.	Tier 2
7170	Unincorporated	SR 12 from Arnold Drive to Agua Caliente Rd	Implement separated bike Lanes.	Tier 1
7172	Unincorporated	SR 12 from Kunde Winery Rd to Arnold Drive	Implement separated bike lanes.	Tier 1
7176	Unincorporated	8th St East from Napa Street to SR 121	Sonoma Schellville Trail: Install multi-use path.	Tier 2
7182	Unincorporated	SR 12 from Santa Rosa City limits to Kunde Winery Rd	Implement separated bike lanes.	Tier 1
7312	Unincorporated	Gravenstein Highway from Stony Point Road to 450 feet west of Cotati city limits	Implement separated bike lanes.	Tier 2
7313	Unincorporated	Sonoma Coast Trail from Meyers Grade Road to Kruse Ranch Road	Sonoma Coast Trail: Install multi-use path per Sonoma County Local Coastal Plan.	Tier 3
7314	Unincorporated	Sonoma Coast Trail from Kruse Ranch Road to Shoreline Highway	Sonoma Coast Trail: Install multi-use path per Sonoma County Local Coastal Plan.	Tier 1
7317	Unincorporated	River Rd from Mirabel Rd to Wohler Rd	Implement separated bike lanes.	Tier 2
7318	Unincorporated	SR 116 from Bohemian Hwy to Ridgecrest Drive	Implement buffered bike lanes.	Tier 2
7320	Unincorporated	River Rd from Westside Rd to Scenic Dr	Install separated bike lanes.	Tier 1
7385	Unincorporated	Eastside Rd from Trenton-Healdsburg Rd to Wholer Rd	Install buffered bike lanes.	Tier 2
7414	Petaluma	Regional Route: N-S Petaluma	Install separated bike lanes.	Tier 2

Project #	Jurisdiction	Project Location	Project Description	Priority
7416	Unincorporated & Petaluma	Regional Route: W Petaluma	Install separated bike lanes.	Tier 1
7417	Unincorporated	Regional Route: Petaluma-Sonoma	Install separated bike lanes.	Tier 1
7418	Unincorporated	Regional Route: Santa Rosa-Sebastopol-Bodega Bay	Install separated bike lanes.	Tier 3
7419	Unincorporated	Regional Route: Santa Rosa-Sebastopol-Jenner	Install separated bike lanes.	Tier 2
7420	Unincorporated	Regional Route: N-S SR 1	Install separated bike lanes.	Tier 1
7422	Unincorporated	Regional Route: Sonoma-Santa Rosa	Regional Route: Sonoma-Santa Rosa. Enhance existing bike lanes to separated bike lanes.	Tier 2
7423	Unincorporated	Regional Route: Sonoma-Napa	Conduct study to determine appropriate low stress facility. Conduct in coordination with Napa County.	Tier 1
7429	Unincorporated	Bodega Avenue to Petaluma SMART Station	Regional Route: Study to implement low stress connection to SMART station as part of Regional Route.	Tier 2
7432	Unincorporated	SR 116 from 22035 SR 116 to Bohemian Highway and the Monte Rio Bridge	Implement buffered bike lanes.	Tier 2
7433	Unincorporated	Monte Rio Bridge	Near-term implement bike route. Long-term provide parallel pedestrian and bike bridge.	Tier 1
7434	Unincorporated	Bohemian Highway from Monte Rio Bridge to Main St	Implement buffered bike lanes.	Tier 1
7435	Unincorporated	Bohemian Highway from Main St to Occidental Camp Meeker Road	Install buffered bike lanes.	Tier 1
7436	Unincorporated	Bohemian Highway from Occidental Camp Meeker Road to 1st St	Implement bike route.	Tier 1
7437	Unincorporated	Bohemian Highway from 1st St to Freestone Rd	Implement separated bike lanes.	Tier 2
7438	Unincorporated	Bohemian Highway from Freestone Rd to Bodega Highway	Implement buffered bike lanes.	Tier 2
7439	Unincorporated	SR 1 from Bay Hill Road to Smith Brother Rd	Implement buffered bike lanes.	Tier 3

Project #	Jurisdiction	Project Location	Project Description	Priority
7440	Unincorporated	SR 1 from Smith Brother Rd to 1,000' west of Harbour Way	Implement separated bike lanes.	Tier 1
7441	Unincorporated	SR 12 from southern Santa Rosa City Limits to Mission Boulevard	Implement separated bike lanes.	Tier 1
7442	Unincorporated	Mission Blvd from SR 12 to Montgomery Dr, Montgomery Dr from Mission Blvd to 2nd St, 2nd St from Montgomery Dr to D St. D St from 2nd St to 3rd St. 3rd St from D St to Wilson St.	Implement separated bike lanes.	Tier 1
7443	Unincorporated	East Napa Street from 7th St East to 8th St East	Implement buffered bike lanes.	Tier 1
7445	Unincorporated	SR 121 from 8th St East to Burndale Road	Install multi-use path.	Tier 3
7446	Unincorporated	Graton Rd from West County Trail to Bowen St	Install buffered bike lanes.	Tier 2
7448	Unincorporated	Green Valley Road from West County Trail to West County Trail	Install multi-use path.	Tier 1
7449	Unincorporated	Front St from West County Trail to Mirabel Road	Implement buffered bike lanes.	Tier 1
7451	Unincorporated	Wohler Rd from River Rd to Eastside Rd	Implement buffered bike lanes.	Tier 1
7452	Unincorporated	Eastside Rd from Trenton-Healdsburg Rd to Windsor River Rd	Install separated bike lanes.	Tier 1
7453	Unincorporated	Windsor River Road from Eastside Road to Windsor City Limit	Install separated bike lanes.	Tier 2
7454	Unincorporated	River Road from Ridgecrest Dr to Old Monte Rio Rd	Install multi-use path.	Tier 2

Project #	Jurisdiction	Project Location	Project Description	Priority
7455	Unincorporated	River Road from Old Monte Rio Rd to Armstrong Woods Rd	Install multi-use path.	Tier 1
7456	Unincorporated	River Road from Armstrong Woods Rd to Pocket Canyon Highway	Install buffered bike lanes.	Tier 1
7457	Unincorporated	River Road from Pocket Canyon Highway to Rio Nido Road	Install separated bike lanes.	Tier 1
7458	Unincorporated	River Road from Frio Nido Road to Canyon Two Road	Install buffered bike lanes.	Tier 1
7459	Unincorporated	River Road from Canyon Two Road to Sunset Avenue (eastern intersection)	Install separated bike lanes.	Tier 1
7461	Unincorporated	SMART Pathway Alignment from Miller Road to Kastania Road	Install bike lanes.	Tier 1
7462	Unincorporated	SMART Pathway from Grove St to Healdsburg Ave	SMART Pathway: Multi-use Pathway (Implemented by SMART)	Tier 1
7463	Unincorporated	SMART Pathway from Shiloh Road to Airport Boulevard	SMART Pathway: Multi-use Pathway (Implemented by SMART)	Tier 1
7464	Unincorporated	SMART Pathway from East Railroad Ave to Petaluma Hill Road	SMART Pathway: Multi-use Pathway (Implemented by SMART)	Tier 1
7466	Unincorporated	SMART Pathway from Southpoint Boulevard to Petaluma Hill Road	SMART Pathway: Multi-use Pathway (Implemented by SMART)	Tier 1
7467	Unincorporated	SMART Pathway from San Miguel Road to Airport Boulevard	SMART Pathway: Multi-use Pathway (Implemented by SMART)	Tier 1
7468	Unincorporated	SMART Pathway from Windsor River Road to Front St	SMART Pathway: Multi-use Pathway (Implemented by SMART)	Tier 1
7469	Unincorporated	SMART Pathway from Healdsburg City Limits to 500' south of Citrus Fair Drive	SMART Pathway: Multi-use Pathway (Implemented by SMART)	Tier 1

Project #	Jurisdiction	Project Location	Project Description	Priority
7470	Santa Rosa	SMART Pathway from West Steele Lane to Guerneville Road	SMART Pathway: Multi-use Pathway (Implemented by SMART)	Tier 1
7471	Santa Rosa	SMART Pathway from West Steele Lane to San Miguel Road	SMART Pathway: Multi-use Pathway (Implemented by SMART)	Tier 1
7472	Windsor	SMART Pathway from Mitchell Lane to Windsor Road	SMART Pathway: Multi-use Pathway (Implemented by SMART)	Tier 1
7473	Windsor	SMART Pathway from Shiloh Road to 18th Hole Drive	SMART Pathway: Multi-use Pathway (Implemented by SMART)	Tier 1
7494	Unincorporated	7th St E from Lovall Valley Road to Denmark St	Install bike boulevard.	Tier 2

The projects above are also incorporated into the relevant local jurisdiction ATP. The first digit of the project number indicates the local agency (1 = Cotati, 2 = Cloverdale, 3 = Healdsburg, 4 = Rohnert Park, 5 = Sebastopol, 6 = Sonoma, 7 = Unincorporated County or Petaluma, Windsor, Santa Rosa). Rows highlighted in blue indicate they are on Caltrans right-of-way and will require coordination for implementation.

All Ages & Abilities Infrastructure

Considerations for Facility Type

As mentioned earlier in this Plan, the bikeway facilities are organized into several distinct facility types (see pages 19 and 20 for descriptions). The transportation planning and engineering profession is evolving toward using multi-use paths, buffered bike lanes, bike boulevards, and separated bike lanes as often as possible to increase safety and comfort for people biking. Those facility types provide more separation between bicyclists and moving vehicles and/or effectively slow vehicle speeds to under 25 mph.

Roadways across the county are varied. In unincorporated areas and/or at the edges of city limits they wind through hills, mountains, along cliffs, at the base of canyons, alongside rivers, across rolling stretches of agricultural lands, and interface with suburban and urban built environments at boundaries with incorporated cities and serve as main streets for unincorporated communities. Within incorporated areas, the roads themselves become more suburban and urban in character serving multimodal destinations, some more recently developed, and others over 100 years old.

Many roadways within the county are constrained or limited in width due to these varying conditions and land uses. As a result, existing roadway width may not be consistently or readily available to add or enhance separate or designated space for people walking and

biking. This Plan both acknowledges those existing constraints and identifies planned projects that will enhance safety as well as comfort for a broad range of people interested in riding their bike. As a result, the planned projects referenced in the Countywide ATP and contained in the local ATPs reflect the desired facility type and improvements. Implementation of the planned projects will take time and investment, and in some instances may be phased with easier to implement near-term changes while project development and funding is pursued for more significant long-term investments.

Given the above considerations, the bikeway facility selection was informed by several factors:

- Existing Bike Facilities
- Level of Traffic Stress Analysis based on Existing Bike Facilities and Roadway Characteristics
- Planned Bike Facilities Identified in the 2014 Bicycle and Pedestrian Master Plan
- Desire for Low Stress Routes between Unincorporated Communities as well as to/from and within Incorporated Areas
- Industry Guidance Regarding Bikeway Selection
- Community and Stakeholder Input

The primary industry guidance used to inform bikeway selection were (1) Bikeway Selection Guide (FHWA 2019),[10] and (2) Urban Bikeway Design Guide (NACTO 2017).[11] Both sets of guidance identify approximate vehicle volume and speed thresholds at which increased space and/or separation for people biking is recommended. The thresholds are identified under different general land use contexts (urban, suburban, rural town, and rural). The FHWA guide explicitly considers rural conditions relative to the NACTO guide. As such the FHWA guidance was more heavily used to inform planned projects. Generally, the planned projects are consistent with both FHWA and NACTO guidance. Table 6 and Table 7 summarize the thresholds based on the Bikeway Selection Guide (FHWA 2019).

[10] https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
[11] https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/choosing-ages-abilities-bicycle-facility/

Table 6. Bike Facility Selection for Urban, Suburban, Rural Town Centers[1]

Bike Facility Type	Prevailing Vehicle Speed (mph)	Vehicle Volume (vehicles per day)
Multi-Use Paths[2]	n/a	n/a
Bike Lanes[3]	25 to 30 mph	3,000 to 6,500
Buffered Bike Lanes[3]	25 to 30 mph	3,000 to 6,500
Bike Routes[4]	Under 25 mph	Less than 3,000
Bike Boulevards[4]	Under 25 mph	Less than 3,000
Separated Bike Lanes[5]	30 mph and Higher	6,500 and Above

Notes:
(1) Table content summarized based on information in FHWA's Bikeway Selection Guide.[12]
(2) Multi-use paths are off-street and follow their own alignment. They can be useful for providing parallel, low-stress routes to existing streets regardless of those streets volumes or speeds.
(3) Buffered Bike Lanes are preferred over Bike Lanes.
(4) Bike Boulevards are preferred over Bike Routes.
(5) Separated Bike Lanes physically separate bikes from moving vehicles using treatments that provide protection such as medians, planters, or raising the bike lane to a height similar to a sidewalk.

Table 7. Bike Facility Selection for Rural Roadways[1]

Bike Facility Type	Vehicle Volume (vehicles per day)
Multi-Use Paths[2]	n/a
Bike Lanes[3]	1,000 to 2,000
Buffered Bike Lanes[3]	2,000 to 10,000
Bike Routes[4]	Less than 1,000
Bike Boulevards[4]	Less than 1,000
Separated Bike Lanes[5]	10,000 and above

Notes:
(1) Table content summarized based on information in FHWA's Bikeway Selection Guide.[13]
(2) Multi-use paths are off-street and follow their own alignment. They can be useful for providing parallel, low-stress routes to existing streets regardless of those streets volumes or speeds.
(3) Buffered Bike Lanes are preferred over Bike Lanes.
(4) Bike Boulevards are preferred over Bike Routes.
(5) Separated Bike Lanes physically separate bikes from moving vehicles using treatments that provide protection such as medians, planters, or raising the bike lane to a height similar to a sidewalk.

The above considerations for facility type are consistent with SCTA's Vision Zero commitment and state and federal adoption of Safe System Approach. Both of those industry initiatives emphasize the importance of removing severe conflicts by separating vulnerable road users in space from moving vehicles as well as slowing or managing vehicle speeds to reduce the risk of severe or fatal injury collisions. The approach is also consistent with the need to create an active transportation network used by a wider range of the population. This will also help SCTA and its partners reach the zero transportation emissions goal by 2050.

[12] https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
[13] https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

Planned Projects

In **Volume II Local Agency Active Transportation Plans**, each local ATP includes planned active transportation projects within their jurisdiction. Table 8 summarizes the number of miles and/or number of planned facilities by local jurisdiction.

Table 8. Summary of Planned Facilities by Local Jurisdiction

Location	Multi-Use Path (miles)	Bike Lanes (miles)	Buffered Bike Lanes (miles)	Bike Routes (miles)	Bike Boulevards (miles)	Separated Bike Lanes (miles)	Sidewalk (Linear Feet)[1]	Crossing Improvements (# of Crossings)
City of Cloverdale	4.55	2.33	0	0	4.44	0.89	63800	13
City of Cotati	6.1	1.2	0	0	2.5	1.9	20400	6
City of Healdsburg	2.43	1.26	1.16	2.25	4.54	1.96	108300	31
City of Petaluma	-	-	-	-	-	-	-	-
City of Rohnert Park	6.64	0.19	2.93	0.49	3.32	10.19	0	18
City of Santa Rosa	-	-	-	-	-	-	-	-
City of Sebastopol	1.8	0.52	0.14	0	8.06	0.51	1300	17
City of Sonoma	2.49	0.71	3.77	0	4.62	0.32	54400	17
Town of Windsor	-	-	-	-	-	-	-	-
Unincorporated Sonoma County	297.24	107.41	175.65	11.15	110.62	100.39	6800	19

Source: Fehr & Peers, 2024
Notes:
[1]Rounded to the nearest hundred.
"-" Indicates information not available at time of plan development. Local active transportation plan being developed independently by local agency.
n/a = data not available

The planned projects were informed and developed through an iterative process using available data, industry guidance summarized above, input from local agency staff, and input from stakeholders and community members. An overview of the process follows.

(1) Identify low stress gaps to address missing connections and opportunities to enhance existing facilities based on initial level of traffic stress analysis and comparison to existing facilities and 2014 planned facilities. (October–November 2023)

(2) Identify initial draft projects based on gaps and opportunities, input from local agency staff, advisory bodies and committees, and input from the general public. (November 2023–March 2024)

(3) Refine draft projects based on (1) SCTA Regional Routes identified to provide low stress routes between unincorporated communities and to/from incorporated areas; (2) industry guidance regarding bikeway selection considering vehicle volume and speed incorporating

SCTA travel demand model volume estimates and posted speed information; (3) input from local agency staff. (February–April 2024)

(4) Present and share draft projects to/with advisory bodies and committees as well as the general public for review and comment. (April–June 2024)

(5) Refine draft projects based on comments received and follow-up with local agency staff. (June–August 2024)

(6) Present and share the draft plan to/with advisory bodies and committees as well as the general public for review and comment. (October–November 2024)

(7) Finalize planned projects, as part of final plan preparation, based on comments received. (December 2024)

There are instances where planned projects may require widening of roadway to create the necessary width to implement the described project or facility type. For those and all planned projects, each local jurisdiction will need to undertake additional project development to advance projects toward implementation.

Engineering Resources

SCTA is committed to supporting its local agency partners in advancing their planned active transportation projects. Table 9 provides a list of available resources local agency staff can use when advancing and designing the planned active transportation projects. Design recommendations in the resources can be considered best practices and offer options for a wide range of contexts.

Table 9. Catalog of Resources

Resource	Description
California Manual on Uniform Traffic Control Devices (CA MUTCD)	State standards on traffic signs, road surface markings, and signals.
A Policy on Geometric Design of Highways and Streets (Green Book)	National guidance on roadway geometric design
AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2nd Edition	Guidance on the planning, design, and operation of pedestrian facilities
FHWA Small and Rural Multimodal Networks	Reference guide on active transportation facilities in small towns and rural areas
Caltrans DIB -94 Complete Streets: Contextual Design Guidance	Design guidance to support implementation of complete streets projects on roads owned by Caltrans
FHWA Bikeway Selection Guide	Guidance on selecting and designing different types of bikeways based on street and land use contexts
FHWA Separated Bike Lane Planning and Design Guide	Guidance for planning and designing separated bike lanes under different contexts
NACTO Guides: Urban Street Design Guide, All Ages and Abilities Guide	Reference guides on best practices for street design

Resource	Description
NCHRP Report 926 – Guidance to Improve Pedestrian and Bicyclist Safety at Intersections	Step-by-step process for selecting intersection safety treatments
FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations	A reference guide on what type of crosswalk and crossing treatments are most applicable in a given location
Public Rights of Way Accessibility Guidelines (PROWAG)	Guidelines that provide best practices for accessibility
LRFD Guide Specifications for Design of Ped Bridges	Guide Specifications address the design and construction of typical pedestrian bridges

Source: Fehr & Peers, 2024

The following provides information regarding engineering treatments. SCTA encourages local agency staff to use engineering treatments consistent with established industry resources and guidance published by reputable organizations such as the Federal Highway Administration (FHWA), National Association of City Transportation Officials (NACTO), American Association of State Highway Transportation Officials (AASHTO), California Department of Transportation (Caltrans), and California Manual on Uniform Traffic Control Devices (CA MUTCD).

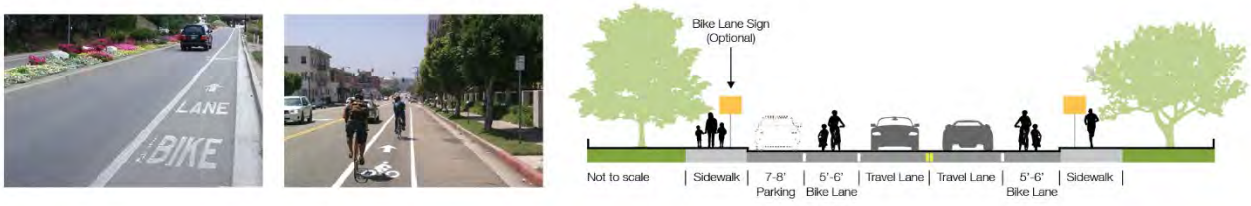
Bicycle Facility Toolbox

Multi-Use Paths

Completely separated right-of-way for exclusive use of bicycles and pedestrians

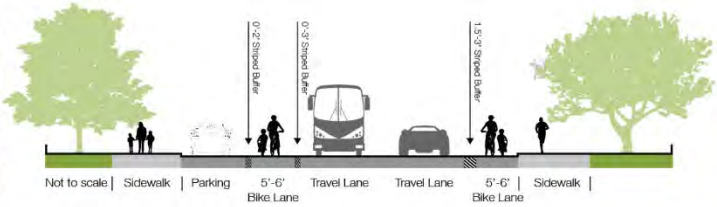
Bike Lanes

On-street striped lane for one-way bike travel



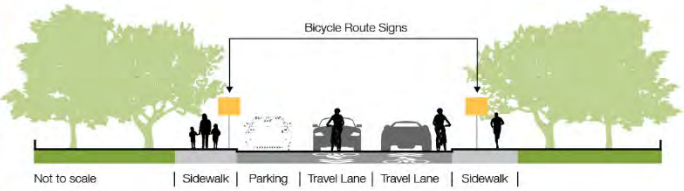
Buffered Bike Lanes

Modified on-street bike lane with painted buffer



Bike Routes

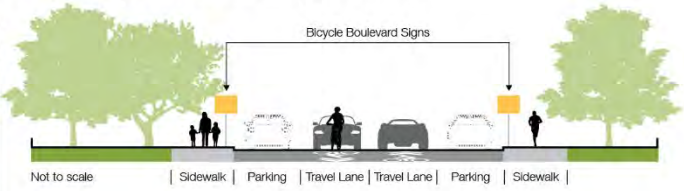
Shared on-street facility



Bike Boulevards

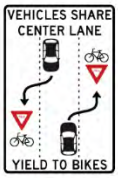
Shared on-street facility with improvements to prioritize bicycle traffic

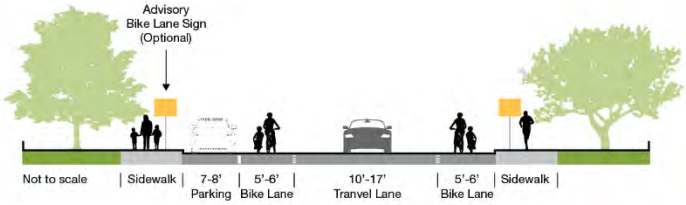
Photo: Adam Fukushima, Small Town & Rural Design Guide



Advisory Bike Lane

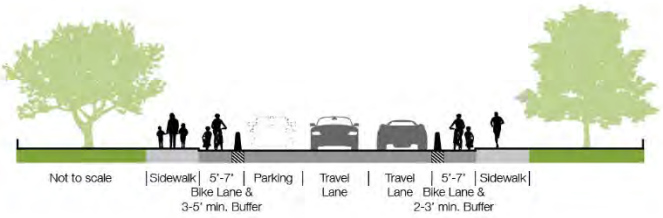
An alternative to a bike boulevard or bike route.





Separated Bike Lanes

Physically separated bike lane



Pedestrian Facility Toolbox

Along Streets: Space for Walking

From left to right: Neighborhood Narrow Sidewalk, Residential Ribbon Sidewalk, Paved Shoulder, Shared-Use Path

Along Streets: Sidewalk Widths

Residential Areas=6' Minimum; Downtown/Mixed-Use Area=8' Minimum.
Sidewalk should be on both sides. Sidewalk should not be obstructed.

Along Streets: Frontage Zone

Immediately adjacent to the property line, wide frontage zones with shade and activities enhance pedestrian comfort. On commercial streets, the frontage zone should be a minimum of 2 feet.

Along Streets: Furnishing Zone

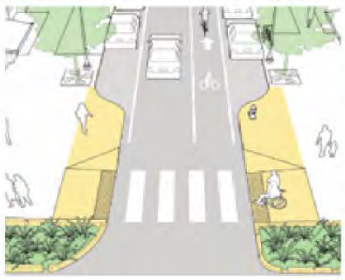
Between the curb and walking areas, the furnishing zone buffers traffic and hosts street elements like furniture and landscaping.

Along Streets: Lighting

Key considerations: Scale of the lights, spacing of lights, lamp type, color temperature, smart management, adding character.

Along Streets: Curb Buffer

Parklets provide space to sit and enjoy the space adjacent to the sidewalk. Curb extensions extend the sidewalk to shorten crossing distances and also make pedestrians more visible to approaching vehicles. Both help to reduce vehicle speeds.



Along Streets: Pervious Pavement

Improve water quality. Reduce ponding. Maintenance agreements are necessary to establish responsibility for the upkeep of the facility.



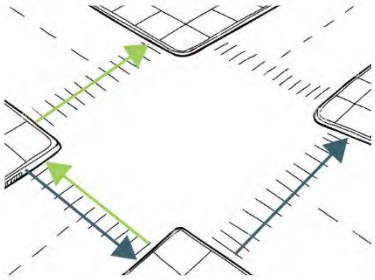
Along Streets: Watershed & Bioswale

Improve water quality. Reduce ponding. Maintenance agreements are necessary to establish responsibility for the upkeep of the facility.



At Crossings: Pedestrian Friendly Signal Timing

Crossing Time - 3.5 feet / seconds →
Leading Pedestrian Interval – 3 seconds →




At Crossings: Accessible Pedestrian Push Buttons

Accessible Pedestrian Signal (APS) & Touchless Pedestrian Push Button.



At Crossings: Uncontrolled Crosswalks

FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations recommends crossing enhancements for uncontrolled crossings based on characteristics such as vehicle speeds, vehicle volume, and number of vehicle lanes. Enhancements include treatments such as Rectangular Rapid Flashing Beacons (RRFBs), pedestrian refuge islands, and others.

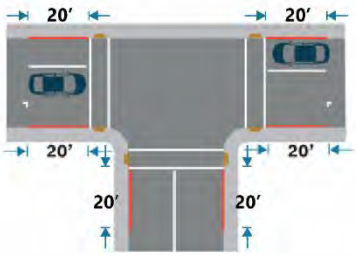

At Crossings: High Visibility Crosswalk Striping

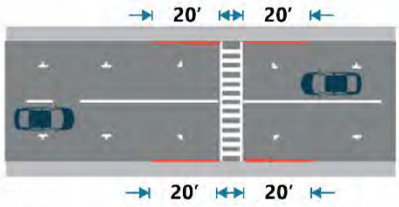
CA MUTCD and the Caltrans Highway Design Manual include standard plans for high visibility crosswalk striping. To increase awareness for motorists and improve their yielding behavior.


Source: FHWA

At Crossings: Parking Restrictions

Parking restrictions improve road user visibility of crosswalks and the people using them. Parking restrictions informed by AB 413 and CA MUTCD 2014, Revision 8 Figure 3B-21(CA) Examples of Parking Space Markings.





Traffic Calming Toolbox

Chicanes

Create horizontal deflection along a roadway requiring motorists to slow their speeds as they travel between intersections. They can be designed to include space for landscaping or bioswales.


Source: Los Angeles Department of Transportation


Source: Caltrans Traffic Calming Guidance


Source: NACTO

Curb Extensions

Extend the curb area available to pedestrians waiting to the cross the street. They can include areas for landscaping. They shorten crossing distances while also slowing vehicle speeds at the intersection.



Neighborhood Traffic Circles or Mini Roundabouts

Include a raised central island at two intersecting streets requiring motorists to slow their speed to drive around the island at the intersection. The approaching streets can be stop or yield control. Including landscaping in the central island also creates a terminal vista for approaching motorists which further helps reduce vehicle speeds.



Raised Crosswalks

Elevate the crosswalk to sidewalk height requiring motorists to drive at slower speeds while also making people in the crosswalk more visible.

Speed Humps

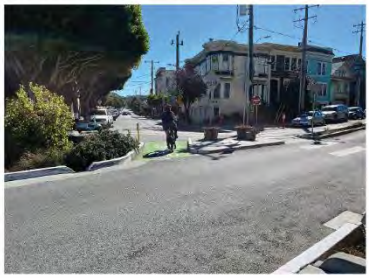
Create a vertical deflection requiring motorists to slow their speeds as they travel along a street between intersections.

Source: : Caltrans Traffic Calming Guidance

Source: : Pedestrian Safety Guide and Countermeasure Selection

Traffic Diverters

Prevent or limit vehicle access to a street while allowing people walking and biking full access. They help reduce the amount of vehicle traffic along a neighborhood street or bike boulevard.



Source: : City of Long Beach, CA

Source: : Caltrans Traffic Calming Guidance

The **Technical Appendix** also includes additional information regarding intersection and crossing design, bikeway selection and design attributes, as well as quick-build improvements. This information is available for local agency staff to use as appropriate to aid in advancing implementation of the planned active transportation network.

Supporting Programs & Practices

In addition to physical changes to the transportation system, other programs can also benefit people walking, biking, and rolling.

Programs & Practices

There are a number of existing programs that directly or indirectly support the Countywide ATP vision and goals. There are also opportunities for some select new programs at the countywide level to help further advance active transportation.

Existing Programs & Practices

Countywide Safe Routes to Schools Program

The Sonoma County Safe Routes to School program, funded by the county Measure M transportation tax, the One Bay Area Grant, and various other grants, provides education and encouragement services and resources to schools throughout Sonoma County. Safe Routes to School has established Task Forces in Petaluma and Santa Rosa, bringing together schools, city staff, law enforcement, and community stakeholders to address Safe Routes to School infrastructure and policies. The program provides extensive resources and information specifically targeted for schools and teachers. Their website, https://www.sonomasaferoutes.org/, is a wealth of information regarding upcoming events, promotional challenges, multi-lingual resources related to walking and biking, enrollment information, and documentation related to past surveys and events.

From the Safe Routes to School website:

The goal of Safe Routes to School program is to encourage walking and bicycling when and where it is safe to do so – and to advocate for changes where biking or walking is not safe. SRTS programs use an integrated approach that includes five E's - encouragement, education, evaluation, engineering, and enforcement. A school can launch a SRTS program with just one component, and build from there. In doing so, SRTS programs address health and safety by reducing traffic congestion around schools, increasing physical activity, encouraging lifestyle changes for families, creating safer, calmer streets and neighborhoods, and improving air quality and reducing greenhouse gas emissions. The Sonoma County Bicycle Coalition, the Sonoma County Department of Health Services, and the Sonoma County Transportation Authority partner to implement this program.

In the 2023-2024 school year, there were 80 schools from across the county who participated in the Safe Routes to School program opportunities.[14] Those schools were located in Cloverdale, Healdsburg, Petaluma, Penngrove, Rohnert Park, Santa Rosa, Sebastopol, West County, Sonoma, and Windsor. The types of information noted below is available for each school here: https://www.sonomasaferoutes.org/content/school-srts-travel-plans. Information available regarding school participation:

[14] https://www.sonomasaferoutes.org/content/school-srts-travel-plans

- School site's engagement with the Sonoma County SRTS education/encouragement programming
- Data on how students travel to/from school
- Data on how many students live in the walkable/bikeable distance of school
- Documentation of barriers to active transportation
- Walk Audit/site assessment results
- Other relevant data such as walkability maps, collision data, etc.

SCTA supports the Safe Routes to School Program by providing funding and will continue to do so as a partnering agency. The program is led by the Sonoma County Bicycle Coalition with several partner agencies, in addition to SCTA, Sonoma County Department of Health Services, Metropolitan Transportation Commission, Kaiser Permanente, Providence, Bay Area Air Quality Management District, Operation Lifesaver, Healthy Students Sonoma County, and Town of Windsor.

Commute Rewards Program

Through the Commute Rewards Program, individuals can earn points towards gift cards of their choice by commuting by bike, walking, transit, carpool, or telecommuting. The gosonoma.org/commuterewards website provides information where individuals can join, plan their trips, log their travel, and ultimately earn rewards through their participation. Continuing to expand and encourage participation can help increase the number of trips or instances where individuals make more sustainable commute choices while also providing rewards that help ease household costs/financial burdens.

Emergency Ride Home Program

The Sonoma Emergency Ride Home (ERH) program reimburses rides home in cases of a qualifying emergency for anyone who works or goes to college in Sonoma County and uses an active or shared transportation option, such as carpooling, vanpooling, public transit, bicycling, or walking. Continuing this program and looking for ways to expand its reach can help provide support to individuals using active transportation as well as encourage those who may be hesitant to do so – knowing there is support to get home for unexpected circumstances may be beneficial peace of mind.

Grant Application Support to Local Agencies

SCTA staff routinely provide grant application support to local jurisdictions including coordinating countywide applications inclusive of projects from multiple cities or communities within the county. SCTA has successfully helped the region secure federal grant funding through the Safe Streets and Roads for All program as well as others. Similarly, funding from SCTA can be used by local jurisdictions as match or leveraging funds for some grant programs at the state and federal levels. While SCTA does not maintain a formal grant application support program, this is an established and ongoing practice to provide support to partner agencies through coordinating joint applications, providing letters of support, providing data or information necessary for the grant application, and/or helping to identify matching funds to enable the applications.

New Programs

Wayfinding Program

SCTA will coordinate with local agencies to implement a countywide Wayfinding Program that provides local jurisdictions with guidance and templates they can use to plan, design, fabricate, install, and maintain directional signage to help residents and visitors navigate to key destinations or routes. The following provides guidance related to the wayfinding sign types, messaging, potential use of uniquely branded route signs, and supporting materials SCTA and its agency partners could produce and distribute to inform residents and visitors of route options and characteristics.

General Considerations

There are two primary components in designing and implementing a wayfinding program: (1) wayfinding system design; and (2) wayfinding signage design. **Wayfinding system design** is oriented around destination-driven wayfinding, where familiar landmarks are used to orient people on bikes and guide them across the bikeway network. It includes using four different sign types to quickly communicate pieces of information users need to have confidence in navigating to their destination. **Wayfinding signage design** addresses how to clearly convey messages to people riding bikes; it can include unique branding for a region, city, and/or specific facility (e.g., the Foss Creek Pathway).

Wayfinding System Design: Destination-Driven Navigation

Bike wayfinding systems have a relatively simple purpose: highlighting bike routes to enhance navigation. In doing so, wayfinding can improve the experience for people riding bikes and may encourage people to ride more frequently or begin riding altogether. Effective wayfinding highlights bike routes in four ways:

- Identifying the user's location in relation to their intended destination
- Signposting the turns individual bike routes make
- Clarifying the interactions between intersecting routes in the bikeway network
- Positioning the network in the context of the surrounding city and region

Bike wayfinding primarily guides users through the destinations it displays. As people riding bikes approach a given sign, the sign presents a set of destinations they can access via designated bikeways. These destinations serve intrinsic and instrumental functions.

Destinations orient people to their surroundings and convey the geographic coverage of the bikeway network. Destinations should be immediately familiar to the majority of users. This maximizes their potential of being meaningful landmarks. Accordingly, the destinations shown, and not shown, on wayfinding signs are of central importance. To promote recognizable, consistent use of destinations, a master list of destinations can be established for a given geography (e.g., Sonoma County). Once a master list of destinations is created, they can then be organized into a hierarchy. Table 10 presents a destination hierarchy where categories of destinations are assigned a hierarchical level based on their regional or countywide significance.

Table 10. Destination Categories and Hierarchy

Hierarchical Level	Tier 1	Tier II	Tier III	Tier IV
Distance from which Destination is Shown on Signs	Up to 5 miles	Up to 2 miles	Up to 1 mile	Up ½ mile
Destination Categories	Cities, Adjacent Counties	Rail Stations, Transit Centers, Colleges, Neighborhoods or Districts, Airport, Regional Landmarks, Sports Stadiums	Bike Paths or Other Major Named Bikeways*, High Schools, Hospitals, Regional Parks**	Community Centers, Elementary and Middle Schools, Local Parks, Public Facilities, Other as defined by local agencies

Notes:
** Since bikeways in this case function as destinations, only include bikeways that will be familiar even to infrequent bike riders.*
*** Regional open space areas and public campgrounds are contained as part of this category.*
General: Use standard naming, punctuation, and abbreviation conventions shown on page 27 and always adhere to these standards. In areas with few natural landmarks, roads or paths may act as surrogate destinations. Destinations that are consistent with the categories above, but not identified in the master list, can be signed as well.

The hierarchy defines the distance at which a destination would be noted on a sign. Higher-tier destinations are signed from greater distances; lower-tier destinations are signed only in their vicinity. As people travel along a bikeway, each sign progressively discloses new destination information based on their location. Passed destinations are removed, new nearby destinations are added, and one or two long-range destinations are maintained for orientation. No more than three destinations are shown on one sign.

Wayfinding System Design: Sign Types

There are four basic bike wayfinding types: (1) Decision; (2) Confirmation; (3) Turn; and (4) Off-bikeway. Table 11 provides examples of these different types.

Table 11. Sign Types

Decision	Confirmation	Turn	Off-Bikeway
			
Chicago, IL	Oakland, CA	San Francisco, CA	Berkeley, CA

Each sign type has a unique purpose, location, and message; however, all four work together. The first three sign types guide people along the designated bikeway network. The fourth sign type directs people onto the bikeway network from adjacent streets. Table 12 provides more detail regarding the purpose, location, and messaging for each sign type.

Table 12. Sign Types Additional Information

Sign Type	Decision	Confirmation	Turn	Off-Bikeway
Purpose	• Shows connections • Marks the junction of two or more bikeways and provides turning guidance through the junction • Informs people of the preferred bikeway to key destinations • Provides distance to key destinations	• Informs people that they are traveling on a designated bikeway • Provides distance to key destinations ahead • Notifies people driving that they are traveling on a bikeway	• Indicates where a bikeway turns, either from one street onto another street or through a difficult or confusing area	• Informs people traveling on streets not designated as bikeways that a parallel bikeway exists nearby
Location	• Near side of decision-making point (50' – 150' in advance), either an intersection with another bikeway or the point of divergence to a key destination off the bikeway network (use signs sparingly in this second manner) • When left turns across multiple lanes of travel are required, add additional distance (up to 300') between sign and intersection to allow the bike rider to change lanes	• At start of bikeway • Shortly (50' – 150') after junction with other bikeway or major arterial • Shortly (50' – 150') after bikeway turns from one street onto another • Off-street bikeways (and on-street facilities with few cross-streets): Every half-mile to mile, unless another type of sign is needed (see adjacent columns) • On-street bikeways: Every quarter- to half mile, unless another type of sign is needed	• Near-side of intersection or other turn where bikeway changes direction (50' – 150' in advance) • When left turns across multiple lanes of travel are required, add additional distance (up to 300') between sign and intersection to allow the bike rider to change lanes	• On high traffic, high stress roadways, typically without bikeways, where a lesser known parallel bikeway exists nearby
Primary Message	• Direction arrow to up to three destinations, including: • Destinations ahead along the current bikeway • Lateral destinations, either to the left or right, accessed via intersecting bikeways • Mileage to destinations	• Up to three destinations that lie ahead on the given bikeway, including mileage to each	• Arrow in direction that bikeway turns, accompanied by text describing turn movement	• Arrow in direction to parallel bikeway, accompanied by text describing distance to bikeway
Notes	• N/A	• Pavement markings provide visual cues on a bikeway	• Turn sign when one bikeway turns vs. decision sign when bikeways intersect	• Intended for limited use in locations with greatest potential benefit to bike riders

Wayfinding Signage Design: Design Principles

Information Design

Signs are information tools whose effectiveness can be enhanced through eye-catching designs. The benefits of enhanced designs include: (1) Heightening the visual prominence of both the signs and biking as a whole; (2) Shortening the time it takes for a person riding a bike to locate a sign; (3) Establishing a unique and positive identity for biking in Sonoma County; and (4) Creating a "passive marketing" tool that draws attention to the bike network.

Information Hierarchy and Flow

Hierarchy provides structure to the information. In general terms, the most important pieces are at the top of the hierarchy. Pieces of information are also arranged so that they logically flow from one idea to the next. They are arranged to follow the path our eyes and brain naturally tend to take when scanning and interpreting information. The eye tends to scan information from top to bottom and left to right. So, in the context of wayfinding signs, the most important pieces of information are located toward the top of the sign and the sign's left side. Information of lesser importance is located toward the right and bottom portions of the sign.

Predictability and Redundancy

Users become familiar with how signs are presented—their position, shape, color, and even font. Consistently repeating these features helps users to anticipate where signs will be placed and the messages the signs will convey. This reduces the amount of time needed to understand each sign. Redundancy is beneficial in the event a user misses a sign, or if contextual factors obscure a sign temporarily. The four basic bike wayfinding sign types work together to create a healthy, but not excessive redundancy. For example, confirmation signs are placed immediately after a junction and then at regular intervals along the bikeway.

Designing for Scale

Signs need to be designed for immediate legibility from the perspective of a person riding a bike. Factors like a bike rider's intended lane position or height can inform sign design; however, the cardinal design consideration is speed. Based on research conducted by the Portland, OR Bureau of Transportation, people riding bikes should be able to see an upcoming sign from about 100 feet away. Assuming people on bikes travel at an "urban average" speed of ten miles per hour, they should have about seven seconds to interpret the sign. People riding bikes should not have to stop to read signs.

Wayfinding Signage Design: Sign Design Overview

The basic components of a sign will vary by each sign type; however, for a given wayfinding program it is helpful to have the same general following elements:

- Countywide branded logo
- Branded bikeway logo for well-known multi-use paths such as the Foss Creek Pathway or Joe Radota Trail, etc.
- Destinations accessible via the bike network

- Mileage to destinations

The image below is an example of SANDAG's Bike Sign Family for their bike wayfinding program. The standard signage includes the regional bike logo. The branded bikeway signage is for their well-known multi-use paths. SANDAG also defined sign templates, fonts, color swatches, and logo artwork for each of their branded multi-use paths.

Example of a Bike Sign Family from SANDAG Bike Network Wayfinding Design Guidelines

Supporting Materials

Potential materials that can support a bike wayfinding program's effectiveness include published bike maps identifying existing bike facilities and including wayfinding branding as part of the map design and information. Such maps can be made available online for people to view or download as well as printed and available for free at public libraries, community centers, city or county offices, local bike stores, and/or other local businesses. Bike accessories can be branded with the countywide wayfinding logo or specific multi-use path logos and similarly be made available either for free or at cost. Such amenities could include bike tote bags, water bottles, key chains, stickers, etc. that are made available at local destinations and/or given away as part of education or promotional events such as bike to work/school day. Existing online information regarding biking in Sonoma County and/or

information regarding specific branded multi-use paths can be updated to reflect the wayfinding program's branding. Generally, to the promote the familiarity and effectiveness of the wayfinding program, the supplement materials should focus on associating the established countywide brand and multi-use path specific brands with biking in Sonoma County. These materials and the branding could be further coordinated with the bikeshare program discussed further below.

Initial Program Activities

The following are initial program activities to advance the wayfinding approach and considerations described above.

- Create a master list of destinations across the region and index those destinations based on a destination hierarchy.
- Create countywide inventory of existing wayfinding signs and sign types.
- Identify priority routes for upgraded and/or new wayfinding signs.
- Identified the existing, well-known, multi-use paths across the County that either already have an existing brand or that would benefit from a specific brand logo to incorporate in wayfinding signage.
- Create a "Bike Sign Family" with standard signs as well as a template for branded bikeway signage for use by agencies across Sonoma County.
- Establish additional sign specifications for the countywide wayfinding program including color swatches, typography, messaging and content guidelines including consistent abbreviations, sign fabrication specifications, and sign installation.
- Develop guidance and/or example promotional materials to educate community about wayfinding signs.

Bikeshare Program: Redwood Bikeshare

SCTA and the Transportation Authority of Marin (TAM), in partnership with Drop Mobility, have been coordinating with local municipalities, transit districts, and private properties to develop a two-year bikeshare pilot program in Sonoma and Marin counties along the SMART corridor. The Redwood Bikeshare branding for the program, including the bikes, signage, app, and website, was developed through stakeholder input and a public survey process. The Drop Mobility team worked closely with local agencies and other property owners to confirm site planning for parking hubs, as well as to establish necessary agreements and encroachment permits. The initial rollout of the program will include 300 pedal assist e-bikes (Class I e-bikes) at roughly 60 parking hubs in cities along the SMART corridor. Marketing and a launch event are being planned around the opening of Redwood Bikeshare in fall 2024.

Bikeshare provides an active transportation service that has shown to replace vehicle trips in other communities, thereby reducing vehicles miles traveled (VMT). The bikeshare pilot will also provide first/last mile connections to support transit, further increasing the potential to

shift trips away from motor vehicles. Implementation of the bikeshare program supports the adopted Moving Forward 2050, Comprehensive Transportation Plan (CTP) goals for a transportation system that is connected and reliable, safe and well maintained, community oriented and place based, and zero emissions. The bikeshare program will also advance actions identified in the Shift Sonoma County Action Plan, last revised in 2018.

Transportation Demand Management Supportive Program

SCTA began working on a Strategic Transportation Demand Management (TDM) Plan in fall 2024. This plan will be used as a guide for expanding the existing TDM program, including new programs and a marketing plan. SCTA will continue to coordinate with local jurisdictions on participation in the TDM program to encourage non-auto trips (such as walking, biking, and transit), and reduce single occupancy vehicle trips. Coordination and activities are likely to include education and encouragement in using existing Commute Rewards Program and Emergency Ride Home Program. This may also include developing new education and encouragement activities targeted at larger residential developments and employers. This may also include advancing recommendations from SCTA's updated Transportation Demand Management Plan under development as of 2024. Many of the local jurisdictions within Sonoma County are too small to be able to coordinate and administer a TDM program independently; therefore, SCTA's continued countywide leadership in TDM will be critical for continuing to support and encourage non-auto trips.

Additional Considerations

Speed Management

Managing vehicle speeds is a critical component to achieving the Countywide ATP Vision and Goals. Vehicle speed directly impacts the severity of collisions when they occur and also influences the level of traffic stress a person walking or biking along a street experiences. Vehicle speed can substantively erode safety as well as deter people from choosing to walk or bike. Slowing vehicle speeds to improve road safety and encourage more walking, biking, and rolling will also help SCTA and its local agency partners make progress toward eliminating traffic deaths and serious injuries by 2030 and zero transportation emissions by 2050.

In 2024, SCTA successfully secured Safe Streets and Roads for All (SS4A) funding to create a best practices resource agency partners can use to conduct speed limit review and reduction analysis making use of changes to the CA MUTCD that were enacted as result of the passage of Assembly Bill 43. The resulting best practice resource will enable local agencies to lower posted speed limits along safety corridors where a history of severe collisions indicates a need for slower speeds; on roads/streets with land uses and/or infrastructure indicative of generating walking and biking demand; and within business activity districts where the concentration of land use and road characteristics enable the use of a prima facie speed limit of 25 mph. The new best practices will also incorporate the ability for local agencies to simply round down the posted limit by 5 mph based on the 85th percentile speed. Collectively, this will help support safer speeds for all road users.

Speed management also extends beyond speed limit setting. The FHWA resource Safe System Approach for Speed Management (2023) provides a five-stage framework to

comprehensively managing speed on a road network.[15] The five stages include establishing a vision and building consensus for speed management; collecting and analyzing speed and safety data; prioritizing locations for speed management proactively; selecting speed management countermeasures; and conducting ongoing monitoring, evaluation, and adjustment. The document also includes case studies and examples demonstrating how agencies have been able to implement successful speed management strategies.

Electric Mobility Devices

Electric bicycles (e-bikes) and other electric mobility devices such as electric scooters are a rapidly growing new transportation alternative in cities and other areas in California. These devices provide a potential option to cover longer travel distances and steeper grades. Bike share companies that include electric bikes and electric scooter rentals are common in many cities. By improving personal mobility without requiring use of a car, these devices may also be an appealing option to ageing but active populations. There is great potential for this technology to help stimulate mode shift away from vehicle trips—which would help SCTA and its agency partners make progress toward the 2050 zero transportation emissions goal. E-mobility devices also have started to create concerns related to appropriate use.

The California Vehicle Code (CVC) currently recognizes and regulates e-bikes, electric scooters, electrically motorized boards, and electric personal assistive mobility devices as different means of travel. The **Technical Appendix** on Micromobility includes additional information detailing the definition of each of the different devices and specific regulations related to their use. **Table 13** summarizes state restrictions on how electric mobility devices can be used by facility type.

Table 13. Summary of State* Restrictions for E-Mobility Devices by Facility Type

Device Type	Multi-Use Path	Bike Lanes & Buffered Bike Lanes	Bike Routes & Bike Boulevards	Separated Bike Lanes
Class 1 E-Bike	Allowed	Allowed	Allowed	Allowed
Class 2 E-Bike	Allowed	Allowed	Allowed	Allowed
Class 3 E-Bike	Prohibited	Allowed	Allowed	Prohibited
Electric Scooter**	Allowed**	Allowed**	Allowed**	Allowed**
Electrically Motorized Board	Allowed	Allowed	Allowed	Allowed

Source: Fehr & Peers, 2024
Notes:
**Local jurisdictions may enact further restrictions.*
Class 1 – low-speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches 20 mph.
Class 2 – low-speed throttle-assisted electric bicycle: Bicycle equipped with a throttle actuated motor that ceases to provide assistance when the e-bike reaches 20 mph.
Class 3 – speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28 mph.
***Prohibited on roadways with speed limits above 35 mph.*

[15] https://highways.dot.gov/sites/fhwa.dot.gov/files/Safe_System_Approach_for_Speed_Management.pdf

Local agencies are permitted to enact further restrictions on e-mobility device use. The following are potential issues or topics to consider when determining access policy:

- Electric mobility devices provide increased mobility for users who are less able to use regular bicycles due to age or disability.
- Terrain with frequent elevation changes may discourage some people from walking or bicycling for transportation. Electric mobility devices may encourage more people to reduce their use of motor vehicles.
- Higher-speed electric mobility devices may generally be faster than most bicycles and pedestrians.
- Some non-electric bike users and pedestrians may consider e-bikes and other powered mobility devices to detract from their experience on bikeways and trails.
- Consideration should be given to regulating parking and storage of devices so they do not impede pedestrian or other traffic, in particular through the use of corrals.
- The data that bike and scooter share companies collect can be valuable to a jurisdiction seeking to understand and plan for the movement of people.

Jurisdictions have several policy options for e-bikes and other electric mobility devices. Different policies may be enacted for each device. Access options include the following:

Maintain existing access as allowed by state law. This option provides the most mobility and accessibility for those who use these transportation options.

Prohibit access to sidewalks and multi-use paths, where pedestrians are also present, but continue access to other bikeways. This option separates the slowest and some of the fastest users of the path, but will not eliminate all fast riders, as regular bicycles may travel as fast as or faster than e-devices. This option would result in more e-devices mixing with motor vehicle traffic. In some locations, there may be no access for electric scooters, which are prohibited from roads with speed limits greater than 35 mph unless a bike lane or separated bikeway is available.

For Class 3 e-bikes, prohibit access to all bikeways except bike routes and boulevards. This option provides the greatest restriction and separation. This option would force e-devices to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use of e-devices, and under some conditions may be prohibited by state law.

When developing policies related to e-mobility devices, consideration should also be given to other related issues, such as policies concerning parking and storage of these devices, especially sharing systems, to minimize impacts on flows of pedestrians and other vehicles. Some of these policies may require use of corrals, prohibit blocking of entrances, or other aspects. Consider developing data sharing agreements in conjunction with permitting new shared services.

Education

Bicycle Education for Adults

The League of American Bicyclists has a number of resources to teach safe bicycling including informational packets, curricula, and courses with trained instructors. The Smart Cycling Quick Guide (http://bikeleague.org/quickguide) is an easy-to-read booklet that outlines the basics of a bike, rules of the road, and the knowledge everyone needs to know to ride a bike on a range of facility types safely and confidently. For a short summary, the League of American Bicyclists has a page of Smart Cycling Tips for biking safely including maintenance and trail etiquette.[16] The Sonoma County Bicycle Coalition also provides Smart Cycling Classes designed for adults and teens, which include both class instruction and on-bike instruction.

Bicycle Ambassadors

Bicycle ambassadors are either volunteers from the community or employees of local advocacy groups that take a leading role in educating, encouraging, and activating the community to be a safer and more comfortable place for bicyclists. Ambassadors have undergone a safety education course and are also supplied with maintenance and educational resources to distribute to the community both formally and informally. This educational model empowers community members through a bottom-up approach to improving bicycle safety and mode share. Some examples of bicycle ambassador programs include Fort Collins, Missoula, and Washington, DC.[17]

Encouragement

Encouragement can occur through local groups and regular events and campaigns. Local schools can encourage biking and walking through bike rodeos, fun runs, walkathons, and bike/ walk/roll to school events. Programs such as "walking school buses," a program where kids and families walk to school in groups, are other good opportunities for neighborhood schools to encourage walking. Local running, walking, hiking, and biking events also encourage active engagement for adults. Bike to work events are also useful to encourage adult bicycling.

Typical campaigns are often focused on videos and downloadable materials or public advertisements on buses or public billboards. These campaign messages can be reformatted to reach wider audiences through social media communication tactics. Key messages can be finessed to reach target areas and groups.

Coordination with Law Enforcement

Proper enforcement is important to ensuring the safety of the street network for bicyclists and pedestrians. This is done through proper training of law enforcement, increasing the

[16] Information on the League of American Bicyclists is located at http://bikeleague.org/content/smart-cycling-tips-0

[17] Information on Bicycle Ambassadors in Fort Collins is located at http://bicycleambassadorprogram.org/, in Missoula is located at http://www.ci.missoula.mt.us/DocumentCenter/Home/View/4604, and in Washington, DC is located at http:// www.waba.org/programs/d-c-bike-ambassador/

safety of bicyclists and pedestrians, theft prevention, and the proper pairing of education and enforcement.

Local law enforcement can partner with schools to step up enforcement of good motor vehicle behaviors around pedestrians and bicyclists at the beginning of the school year. Continuing this effort periodically throughout the school year and expanding it to other places frequented by pedestrians and bicyclists can further help active transportation.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7. Implementation

The following outlines a timeline and potential funding sources Sonoma County can use to make consistent, steady progress toward achieving its vision and goals for enhancing walking, biking, and rolling.

Timeline

Programs & Practices

Putting the Countywide ATP Programs & Practices into action is a critical initial step in providing a foundation for buildout and utilization of the network. Many of the programs and practices identified in this Plan are ongoing or recurring considerations and activities that will continue to sustain investment in active transportation improvements as well as institutionalize street design for safe and comfortable walking, biking, and rolling.

Planned Projects

Prioritization

The prioritization approach was developed in collaboration with SCTA staff and informed by input from SCTA's Countywide Bicycle and Pedestrian Advisory Committee as well as input from local agency staff.

The purpose of project prioritization within this Plan is to:

(1) Provide clarity for local agencies on which ATP projects within their jurisdiction appear to have the greatest overall benefits to the community as well as be generally well-positioned for regional, state, and federal grant funding to support implementation.

(2) Provide clarity to SCTA on which projects may be most suitable for Go Sonoma Act funds or other funding at the regional, state, or federal level to help support local agencies in building out the low stress Regional Route network as well as local connections to that network.

The following sections describe the criteria and methodology used to prioritize projects.

Criteria

The specific prioritization criteria were identified based on the vision and goals developed for the Countywide ATP as well as criteria consistently used in a variety of grant funding programs SCTA may use to determine how Go Sonoma Act funds are awarded. Each criterion is described briefly below.

Safety

Projects can receive up to one point for safety if it meets any of the following conditions:

- On a portion of the SCTA Vision Zero High-Injury Network (HIN);
- Improves a safety priority location identified in the local agency's Local Road Safety Plan (LRSP);[18] or
- Improves an adjacent, parallel route to the HIN to provide an alternative walking and biking connection.

Equity

Projects can receive up to one point for equity if the project location is partially or completely within an area identified as a disadvantaged community in any of the following federal, state, or local equity measurements:

- White House Council on Environmental Quality's (CEQ) Climate and Economic Justice Screening (CEJST) (includes tribal land)[19]
- USDOT Equitable Transportation Community (ETC) Explorer[20]
- Areas of persistent poverty as defined by the Infrastructure Investment and Jobs Act[21]
- California Senate Bill 535 (this is the same criteria typically used in California's Active Transportation Program grant program)[22]
- MTC's Equity Priority Communities[23]

Projects identified in a Community Based Transportation Plan (CBTP) can also receive one point for equity.

Proximity to Existing and Future Transit

Projects can receive up to one point for the following:

- Projects within one quarter-mile of bus stops; or
- Projects within Transit Priority Areas[24] plus those within a half-mile of the future SMART station in Healdsburg.

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[18] Consultant team has obtained LRSPs from the City of Sonoma, City of Rohnert Park, City Healdsburg, and City of Sebastopol.
[19] https://screeningtool.geoplatform.gov/en/#9.03/38.5134/-122.8004
[20] https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---National-Results/
[21] https://maps.dot.gov/BTS/GrantProjectLocationVerification/
[22] https://experience.arcgis.com/experience/1c21c53da8de48f1b946f3402fbae55c/page/SB-535-Disadvantaged-Communities/0
[23] https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities
[24] https://opendata.mtc.ca.gov/datasets/MTC::transit-priority-areas-2021-1/explore?location=38.516142%2C-122.737994%2C10.77

Proximity to Schools

Projects receive up to one point if it meets the following conditions:

- Improves walking conditions within a half-mile of a school; and/or
- Improves biking conditions within one mile of a school.

Regional Route

Bicycle facility projects receive one point if they are part of SCTA's Countywide Regional Route network. A map of the current draft Regional Route network is attached to this Plan for reference.

MTC's Regional Active Transportation Network

Bicycle facility projects receive one point if they are part of MTC's Regional Active Transportation Network.[25]

Low Stress Network Gap Closure

Projects that improve walking conditions receive one point if within a Priority Development Area (PDA).[26] Projects that improve biking conditions with a multi-use path, separated bike lane, or bike boulevard, or study a low stress facility and are in a PDA receive one point.

Community Support

After the Spring 2024 public engagement activities, projects that received one or more votes of support from community members received one point.

Methodology

As described above, for each criterion a given project would receive up to one point. Those scores are then added together into a single number. Therefore, each criterion above is treated equally. Each local jurisdictions' projects and their corresponding scores are then organized into three tiers of projects:

- Tier 1 – High Priority
- Tier 2 – Medium Priority
- Tier 3 – Low Priority

These tiers are formed by grouping projects by their prioritization scores into approximately top third, middle third, and bottom third. In some instances, due to projects resulting in the same prioritization score, the number of projects within each tier for a given local jurisdiction is not equal. In creating the Tier 1, 2, and 3 groupings, projects are NOT compared across jurisdictions; they are only compared to projects within the same jurisdiction. Once sorted into each of the three buckets, projects are not sorted within each tier to give local jurisdiction staff discretion and flexibility to respond to various opportunities that arise and

[25] https://mtc.maps.arcgis.com/apps/mapviewer/index.html?webmap=8c0efbb322804b06ba8820f1672bd79f
[26] https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050-plus/explore?location=38.352751%2C-122.593559%2C11.00

can facilitate implementation. **Volume II Local Agency Active Transportation Plans** include project lists detailing the priority tier for each planned project.

Cost Estimates

This section presents the costs estimates for implementing the 2025 Active Transportation Plan. Project cost estimations were developed to provide a general idea of the anticipated cost for each proposed project type. These estimates are based on an engineering review of unit costs and quantities for the project types shown. They are based solely on construction costs and do not include other soft costs that may be associated with projects (e.g., design, environmental, permitting, construction management).

Table 14 summarizes the project costs by local agency and project priority tiers.

Table 14. Project Costs by Local Agency and Priority Tiers

Local Agency	Tier 1 Projects	Tier 2 Projects	Tier 3 Projects	Total
City of Cloverdale	$10,318,952	$9,190,717	$18,978,054	$38,487,723
City of Cotati	$11,716,590	$6,293,790	$3,029,100	$21,039,480
City of Healdsburg	$13,890,705	$14,116,342	$33,749,062	$61,756,109
City of Petaluma	-	-	-	-
City of Rohnert Park	$18,770,135	$5,357,835	$4,127,405	$28,255,375
City of Santa Rosa	-	-	-	-
City of Sebastopol	$5,112,179	$1,099,582	$448,485	$6,660,246
City of Sonoma	$5,692,277	$11,052,131	$17,109,008	$33,853,416
Town of Windsor	-	-	-	-
Unincorporated Sonoma County	$271,012,801	$249,738,003	$87,070,588	$607,821,392

Source: Fehr & Peers, 2024
Notes:
"-" Indicates information not available at time of plan development. Local active transportation plan being developed independently by local agency.

Table 15 summarizes project costs by project type and prioritization tier for the 2025 Active Transportation Network. **Volume II Local Agency Active Transportation Plans** includes the local agency breakdown by project type and priority tier.

Table 15. 2025 Active Transportation Network – Cost Estimates Summary

Project Type	Unit Cost	Quantity	Cost Estimate
Tier 1 Priority Projects			
Multi-Use Path[1]	$1,023,500/mile	153.0 miles	$156,615,003
Bike Lane[2]	$176,000/mile	5.5 miles	$966,250
Buffered Bike Lane[3]	$574,000/mile	57.0 miles	$32,693,431
Bike Route[4]	$12,500/mile	1.3 miles	$16,625
Bike Boulevard[5]	$87,500/mile	18.5 miles	$1,621,285
Separated Bike Lanes[6]	$1,655,000/mile	69.0 miles	$114,223,788
Crossing Improvement (Unsignalized)[7]	$8,000 to $60,000	38	$2,280,000
Crossing Improvement (Signalized)[8]	$8,000 to $120,000	18	$2,160,000
Sidewalk Installation[9]	$480/linear feet	37884.4 linear feet	$18,184,507
Corridor Study	$300,000/mile	25.1 miles	$7,518,000
Traffic Calming[10]	$75,000/mile	3.1 miles	$234,750
Total Tier 1 Priority Projects[11]			$336,513,639
Tier 2 Priority Projects			
Multi-Use Path[1]	$1,023,500/mile	129.5 miles	$132,538,726
Bike Lane[2]	$176,000/mile	63.1 miles	$11,111,539
Buffered Bike Lane[3]	$574,000/mile	90.0 miles	$51,682,168
Bike Route[4]	$12,500/mile	7.0 miles	$87,678
Bike Boulevard[5]	$87,500/mile	46.7 miles	$4,084,417
Separated Bike Lanes[6]	$1,655,000/mile	35.0 miles	$57,996,214
Crossing Improvement (Unsignalized)[7]	$8,000 to $60,000	26	$1,560,000
Crossing Improvement (Signalized)[8]	$8,000 to $120,000	4	$480,000
Sidewalk Installation[9]	$480/linear feet	77102.4 linear feet	$37,009,157
Corridor Study	$300,000/mile	0.3 miles	$90,000
Traffic Calming[10]	$75,000/mile	2.8 miles	$208,500
Total Tier 2 Priority Projects[11]			$296,848,399
Tier 3 Priority Projects			
Multi-Use Path[1]	$1,023,500/mile	38.7 miles	$40,156,262
Bike Lane[2]	$176,000/mile	45.0 miles	$7,892,247
Buffered Bike Lane[3]	$574,000/mile	36.7 miles	$21,397,729
Bike Route[4]	$12,500/mile	5.5 miles	$69,344
Bike Boulevard[5]	$87,500/mile	72.9 miles	$6,377,777
Separated Bike Lanes[6]	$1,655,000/mile	12.1 miles	$13,647,193

Project Type	Unit Cost	Quantity	Cost Estimate
Crossing Improvement (Unsignalized)[7]	$8,000 to $60,000	34	$1,980,000
Crossing Improvement (Signalized)[8]	$8,000 to $120,000	1	$120,000
Sidewalk Installation[9]	$480/linear feet	140148.3 linear feet	$64,818,240
Corridor Study	$300,000/mile	-	$0
Traffic Calming[10]	$75,000/mile	-	$0
Total Tier 3 Priority Projects[11]			$164,511,702
2025 Active Transportation Network			
Total All Projects[11]			$797,873,741

Notes:
(1) 12' wide AC path, 2' gravel shoulders, striping and 4 signs per mile.
(2) Unidirectional bike lanes on each side of a two-way street. Striping, green thermoplastic for conflict markings at intersections and driveways (assumed to occur every 100 feet and are 5' wide x 20' long), and 4 signs per mile.
(3) Unidirectional bike lanes on each side of a two-way street. Pavement marking in 3' wide AC buffer lane along entire length, green thermoplastic for conflict markings at intersections and driveways (assumed to occur every 100 feet and are 3' wide x 20' long), and 4 signs per mile.
(4) "Sharrow" or similar type of pavement marking at 250-foot intervals and 8 signs per mile.
(5) "Sharrow" or similar type of pavement marking at 250-foot intervals, 8 signs per mile, and a combination of traffic calming treatments which could include, but are not limited to, neighborhood traffic circles, raised crosswalks, high visibility crosswalk markings, speed humps, chicanes, and curb extensions.
(6) Unidirectional bike lanes on each side of a two-way street. 7' wide AC Bikeway, concrete edge treatment/median in buffer, bikeway stripe, pavement marking, 4 signs per mile and three signalized intersection improvements per mile.
(7) Improvements at unsignalized intersections include, but are not limited to, pedestrian refuge islands, high visibility crosswalks, rectangular rapid flashing beacons, raised crosswalks, and curb extensions.
(8) Improvements at signalized intersections include, but are not limited to, two-stage bike turn boxes, bike signals, high visibility crosswalks, cross-bike or bike conflict markings, pedestrian countdown signals, and implementing directional curb ramps.
(9) Both sides of street. 7' wide concrete sidewalk and underlying compacted base material, including curb and gutter.
(10) Traffic calming includes one, or a combination of improvements, including but not limited to treatments such as neighborhood traffic circles, raised crosswalks, added crosswalk markings, speed humps and curb extensions.
(11) Price per mile assumes "blank slate" and includes new pavement improvements only. (i.e., no demo, drainage, etc.). Mobilization, traffic control, etc., are excluded.

Funding

This section describes funding sources available to fund the projects and programs identified in this Plan. In addition to local funding sources such as the Capital Improvements Program and developer fees, Table 16 presents a list of competitive grants and formula-based funding programs that have been reviewed for potential consideration to address financial needs of the projects identified in the Plan. Further discussion of regional and federal funding options follows the table.

Table 16. Potential Funding Sources, Competitive Grants, and Formula-Based Fundings

Regional Funding Sources	
Go Sonoma Act	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-stateprograms/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
Federal Funding Sources	
ATIIP – Active Transportation Infrastructure Investment Program	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/
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/

Regional Funding Sources

Go Sonoma Transportation Sales Tax Measure

Sonoma became a self-help county in 2004 when it passed the Traffic Relief Act known as Measure M. In order to maintain its status as a self-help county and deliver critical transportation projects, voters approved Go Sonoma in 2020. With a stable local funding source, the SCTA has been able to secure highly competitive state and federal funds that were made possible with this local funding commitment that enables SCTA and its partner agencies to position projects to be competitive.

Under Go Sonoma, sales tax dollars are allocated to the following categories at the noted percentages:

- Build bikeways and pathways (12%)
- Increase bus service (23%)
- Move traffic and improve safety (27%)
- Smooth and maintain roads (38%)

Transportation Development Act, Article 3 (TDA3)

TDA3 provides annual funding for bicycle and pedestrian projects. Each county coordinates a consolidated annual request for projects to be funded in the county. Some counties competitively select projects, while other counties distribute the funds to jurisdictions based on population.

Transportation Fund for Clean Air (TFCA)

TFCA is a grant program administered by the Bay Area Air Quality Management District (BAAQMD) and funded through a surcharge on motor vehicles registered in the Bay Area. The Air District offers funding to public agencies for trip reduction, bikeways and bicycle parking, and clean air vehicle projects. Bicycle projects may also be funded through the TFCA's County Program Manager Fund. Under this subprogram, 40 percent of TFCA revenues collected in each Bay Area county is returned to that county's congestion management agency (CMA) for allocation. Applications are made directly to Sonoma County Transportation Authority but must also be approved by the BAAQMD.

State Funding Sources

The following provides more information regarding select state funding sources most likely to be useful in implementing active transportation projects and/or programs.

Affordable Housing and Sustainable Communities (AHSC) Program

The Affordable Housing and Sustainable Communities (AHSC) Program makes it easier for Californians to drive less by ensuring housing, jobs, and key destinations are accessible by walking, biking, and transit.

Active Transportation Program (ATP)

ATP is a statewide competitive grant application process with the goal of encouraging increased use of active modes of transportation. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of State Programs.

Clean California Grants

The Clean California Local Grant Program (CCLGP), operated by Caltrans, was created by AB 149 in 2021 to beautify and clean up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces. The program will allocate $296 million in state funds, in grants not to exceed $5 million, to local and regional public agencies that install beautification measures and art in public spaces and remove litter and debris to enhance communities and improve spaces for walking and recreation. The goals of the CCLGP are to reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces; enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect; enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation; and advance equity for underserved communities.

Highway Safety Improvement Program (HSIP)

California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified based on collision experience, collision potential, collision rate, or other data-supported means. There are opportunities to include systemic safety projects as well.

SB 1 Local Partnership Program (LPP)

The purpose of this program is to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of $200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and active transportation projects. There is also a competitive grant portion of this project.

Solutions for Congested Corridors Program (SCCP)

The Solutions for Congested Corridors Program funds projects designed to reduce congestion in highly traveled and highly congested corridors. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.

Federal Funding Sources

The following provides more information regarding select federal funding sources most likely to be useful in implementing active transportation projects and/or programs.

ATIIP – Active Transportation Infrastructure Investment Program

The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program created by the Bipartisan Infrastructure Law to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines.

ATIIP projects are intended to improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The Bipartisan Infrastructure Law (BIL) continued the CMAQ program to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

This program supports projects that are "road or bridge projects eligible under title 23, United States Code;" and "intermodal projects." It targets capital projects and is highly competitive at the national level. Previously called the BUILD grant, this program replaces the TIGER program.

Safe Streets for All (SS4A) Grant Program

The Safe Streets for All (SS4A) grant program is a federal grant program established by the BIL centered around the Department of Transportation's National Roadway Safety Strategy and its goal of zero deaths and serious injuries on America's roadways. It will provide $5 billion in grant funding over its five-year duration to develop and implement safety plans and projects, with vulnerable users like bicyclists taking a leading role.

Monitoring

Staff will develop a mechanism to for local agencies to report on progress toward implementing this Plan's content and will track progress on achieving this Plan's goals using the measures shown in Table 17. Staff will endeavor to report the most recent status for each measure below to the SCTA Board on an annual basis.

Table 17. Monitoring Progress

Measures	Baseline	Data Source	Frequency
Goal: Connected & Reliable			
Miles of bikeway facilities (total)	395.6 miles	SCTA and Local Data	Annual
Linear feet of sidewalk gaps (total)	255,135 feet	SCTA and Local Data	Annual
Goal: Safe & Well-Maintained			
KSI pedestrian and bike involved collisions with goal those are zero	Ped: 167 / Bike: 97	2019-2023; SCTA Vision Zero Dashboard	Annual
Number of crossing improvements installed	n/a	SCTA and Local Data	Annual
Goal: Community Oriented & Place Based			
Number of active transportation improvements within a 1/4 mile of transit/bus stop	n/a	SCTA and Local Data	Annual
Number of new or upgraded bike parking facilities	n/a	SCTA and Local Data	Annual

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