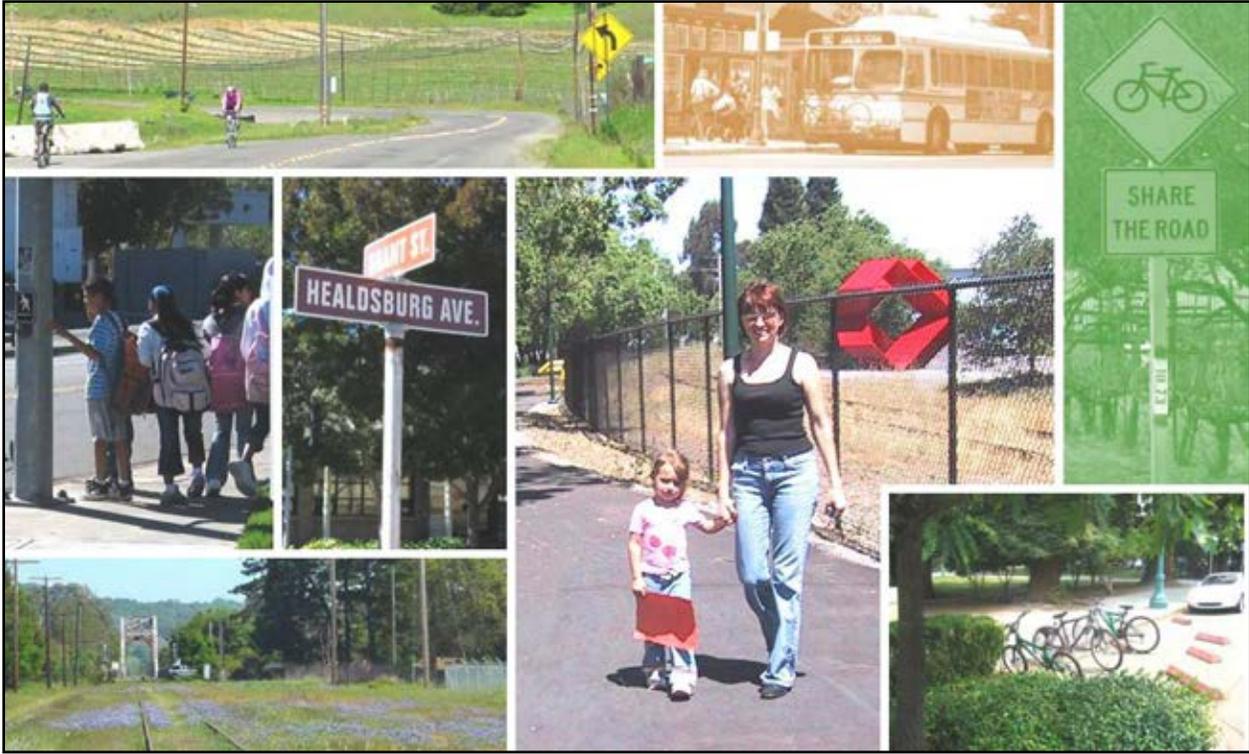


Healdsburg Bicycle & Pedestrian Master Plan



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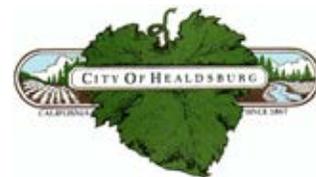
Prepared by:

Sonoma County Transportation Authority



In partnership with:

City of Healdsburg



Adopted by Healdsburg City Council October 20, 2008

Final Draft Update 2013

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I. Introduction

This *Healdsburg Bicycle & Pedestrian Master Plan* was developed as a component of the Sonoma County Transportation Authority (SCTA) *2008 Countywide Bicycle and Pedestrian Master Plan* to improve coordination in realizing the countywide bicyclist and pedestrian system. While part of the Countywide Master Plan, the *Healdsburg Bicycle & Pedestrian Master Plan* is also a stand-alone document to be used by the City of Healdsburg to guide implementation of local projects and programs and document city policy.

The Plan was developed over the course of a year through the coordinated efforts of the SCTA's Bicycle and Pedestrian Advisory Committee, City of Healdsburg staff, the Healdsburg Parks and Recreation Commission sitting as the Healdsburg Bicycle Advisory Committee. In April 2007, the City's Transportation Advisory Commission was established by City Council Ordinance No. 1094. One of the Commission's responsibilities is bicycle transportation services. Members of the community provided comments regarding the plan in workshops held during the public review period. The workshop was advertised through various local and regional print media, mailings and other outreach efforts.

The primary emphasis of this planning effort is to facilitate improvements that will ultimately provide a complete network for bicyclists and pedestrians.

The purposes of the *Healdsburg Bicycle & Pedestrian Master Plan* are to:

- Assess the needs of bicyclists and pedestrians in Healdsburg in order to identify a set of improvements and implementation strategies that will encourage more people to walk and bicycle;
- Identify a system of physical and programmatic improvements to support bicycling and walking;
- Qualify the City for various funding programs, including the State Bicycle Transportation Account; and
- Act as a resource and coordinating document for local actions and regional projects.

To achieve these, the *Healdsburg Bicycle & Pedestrian Master Plan* includes recommendations for physical improvements and programs that could be developed to enhance and expand existing facilities, close existing gaps, remove constraints, provide for greater local and regional connectivity and increase the potential for walking and bicycling as transportation modes.

2. Setting and Context

Land Use and Transportation History

The westward migration across the United States in the 1800s and California Gold Rush brought new settlers to the fertile valleys in the Healdsburg area. In 1857, entrepreneur Harmon Heald, from whom the town took its name, constructed a store and post office, and plotted a town complete with a Spanish-style plaza. Healdsburg was officially incorporated ten years later. The first major transportation influence on Healdsburg was the extension of the Northwestern Pacific Railroad through the city in 1872, which brought new residents, visitors and increased commerce.



The next major influence on transportation, and likewise land use, was the affordability of the automobile for many families and businesses. To serve the new vehicular mode, trails evolved into paved roads and non-motorized means of travel declined.

The predominant land use in the city is low-to-medium density housing. The heart of the city remains the historic plaza, bounded by Matheson, Center, and Plaza Streets and Healdsburg Avenue, and the downtown retains much of its walkability. The downtown commercial district includes shops and services that surround the plaza and line Healdsburg Avenue, which continues as a commercial corridor through town to the north. Healdsburg is surrounded by over 60 wineries, many of which have tasting rooms in the downtown.

Attractors and Generators of Cyclists and Pedestrians

Attractors and generators of cyclists and pedestrians in Healdsburg were identified by reviewing information from standard sources such as maps, plans, and the City's website as well as consultation with City staff. The locations of the attractors and generators were considered in determining the alignments of both the local and countywide bicyclist and pedestrian networks.

Bicycle and walking trips are primarily generated by residents of Healdsburg neighborhoods and by visitors to the community who may be overnight guests at local hotels and inns or come to Healdsburg specifically to dine, shop, taste wine or take cycling trips through the surrounding countryside. Primary destinations of residents and visitors include the downtown shopping district and plaza, recreational facilities, schools, Healdsburg District Hospital, medical offices, shopping centers, Healdsburg Senior Center, Healdsburg Museum, government facilities, and major employment centers such as Healdsburg Senior Living Community, Syar Industries, E&M Electric & Machinery, Healdsburg Lumber Company and General Dynamics.

- Local Schools

Major schools in Healdsburg include Healdsburg Elementary (two campuses), Healdsburg Junior High, Healdsburg High, Marce Becerra Academy Continuation High, The Healdsburg School and St. John the Baptist. The schools, the grades they serve and their addresses are listed in Table I.

**Table 1
Healdsburg Schools**

School	Grades	Location
Healdsburg Elementary – HES Campus	K – 2	400 First Street
Healdsburg Elementary – Fitch Mountain Campus	3 – 5	520 Monte Vista Ave.
Healdsburg Junior High	6 – 8	315 Grant Street
Healdsburg High	9 – 12	1024 Prince Street
Marce Becerra Academy Continuation High	9 – 12	1024 Prince Street
The Healdsburg School	K – 8	33 Healdsburg Ave.
St. John the Baptist	K – 8	217 Fitch Street

- Local Parks and Recreation

A variety of parks and recreational facilities exist in Healdsburg. They include neighborhood and regional parks, open space areas and other community facilities. These facilities are accessible by foot and/or bicycle. Table 2 lists the parks and community facilities and their locations.

**Table 2
Healdsburg Parks and Recreation Facilities**

Facility	Location
Badger Park and Community Garden	750 Heron
Barbieri Brothers Park	325 Bridle Path
Byron Gibbs Park	N. end of Prentice
Carson Warner Memorial Skate Park	1100 Grove
Giorgi Park	600 University
Healdsburg Plaza	Matheson & Healdsburg
Healdsburg Ridge Open Space Preserve	Northeast of City
Healdsburg Swim Center	360 Monte Vista
Healdsburg Recreation Park	515 Piper
Healdsburg Senior Center	133 Matheson
Railroad Park	20 Front
Tayman Park Golf Course	940 S. Fitch Mountain
Tilly Grove	543-547 Tucker
Veterans Memorial Beach Park	13905 Healdsburg
Villa Chanticleer Park Complex	1248 N. Fitch Mountain
West Plaza Park	North & Matheson

Healdsburg Travel Characteristics

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

The 2010 US Census indicated a population of 11,254 in Healdsburg; it is expected to grow to 13,600 by 2020 (Association of Bay Area Governments, Projections 2007). According to the 2000 US Census, there were 5,100 workers 16 years old or older residing in Healdsburg. Of these, 96 percent (4,889 persons) worked outside the home. Forty percent (1,974 workers) had travel times to work of 15 minutes or less, which is a higher rate than that of the state and nation, which were at 25 percent and 30 percent respectively. This data indicates that a substantial portion of the City's workers are employed within the community and close to home, which represents an opportunity to shift travel modes, at least part of the time. Travel time to work in Healdsburg in 2000 is shown in Table 3.

Table 3
Healdsburg Residents' Travel Time to Work

Total Employed Persons	5,100	
Worked at home	211	4%
Did not work at home	4,889	96%
Travel Time		
Less than 15 minutes	1,974	40%
15 to 29 minutes	1,584	32%
30 to 44 minutes	884	18%
45 to 59 minutes	165	3%
60 minutes or more	318	7%

Source: U.S. Census Bureau, Census 2000

As part of the decennial national census, the US Census Bureau distributes a longer questionnaire to one in eight American households. One of the "long form" questions is, "How did you usually get to work last week?" Respondents who typically use more than one method of transportation are instructed to mark the mode used for "most of the distance." The collective responses to this question form a set of data known as Journey-to-Work (JTW). Because of its large sample size—almost 500 households in the City of Healdsburg alone—JTW data is considered the most reliable source of transportation mode choice information available.

While JTW data provides a glimpse of how Healdsburg residents travel to and from work, the data source only provides a partial understanding of travel characteristics. This is particularly true in assessing walking and bicycling trips since it does not reflect multi-modal trips or non-work trips. Thus the JTW data misses school, shopping, and recreational trips, which may constitute much of the bicyclist and pedestrian travel by Healdsburg's senior and student populations and others. The instructions effectively eliminate any record of the pedestrian portion of walk-to-transit and walk-to-carpool trips; the wording

leaves the response, for commuters who do not use the same mode every day, up to the respondent; and the survey takes place in the month of March, which can be quite rainy in Sonoma County and a deterrent to walking and bicycling.

As shown in Table 4, JTW data indicates that while approximately 12.7 percent (647 persons) of Healdsburg working residents carpooled, near the statewide and national averages, the majority of workers (73 percent or 3,719 persons) drove to work alone in 2000. Approximately 1.2 percent (61 workers) commuted by bicycle, a rate that is 1.5 times that of the county and state average bicycle mode share of 0.8 percent, and three times the national average of 0.4 percent. Approximately 4.4 percent of workers, or 224 persons, walked to work, the second highest walk-to-work rate in Sonoma County. Healdsburg had the highest bicycle mode share in the county (but experiences a rate about the same as those in Sebastopol, Sonoma, and Rohnert Park), and the second-highest walk mode share in the county behind the City of Sonoma, which boasts a walk mode share of 7.3 percent.

In 2008, the City of Healdsburg had issued licenses for 370 at-home businesses, with a total of 577 employees.

Given Healdsburg's climate, topography, and high percentage of commuters with a travel time to work of 15 minutes or less, a significant opportunity exists to achieve greater bicyclist and pedestrian mode splits. Every motor vehicle trip or vehicle mile driven eliminated results in less air pollution, reduced greenhouse gas emissions, and lessened traffic congestion.

**Table 4
Demographic and Journey to Work Data**

	Healdsburg		County	State
Population	10,649		458,614	33,871,648
Employed persons ≤ 16 years of age	5,100		224,947	14,525,322
Mode Split				
Drove Alone	3,719	72.9%	74.7%	71.8%
Carpooled	647	12.7%	12.6%	14.5%
Worked at Home	211	4.1%	5.0%	4.0%
Walked	224	4.4%	3.1%	2.9%
Public Transit	114	2.2%	2.4%	5.1%
Other	124	2.4%	1.0%	1.0%
Bicycled	61	1.2%	0.8%	0.8%
Motorcycle	0	0%	0.2%	0.2%

Source: U.S. Census Bureau, Census 2000

3. Relationship to Other Plans and Policies

Implementation of the *Healdsburg Bicycle & Pedestrian Master Plan* will require coordination, consistency and cooperation with the County and agencies with varied interests that share policy decisions within and immediately adjacent to Healdsburg and Sonoma County. There are myriad relevant federal, state, regional, county and local agencies that have developed plans, programs, directives, policies and regulations related to funding, planning, designing, operating, maintaining and using bicyclist and pedestrian facilities. These agencies and their plans, policies, etc., have been evaluated for coordination, consistency and conformance with this Plan. Brief summaries of local plans and policies are provided below. Summaries of regional, state, and federal plans, policies, and other relevant resources are provided in Appendix A.

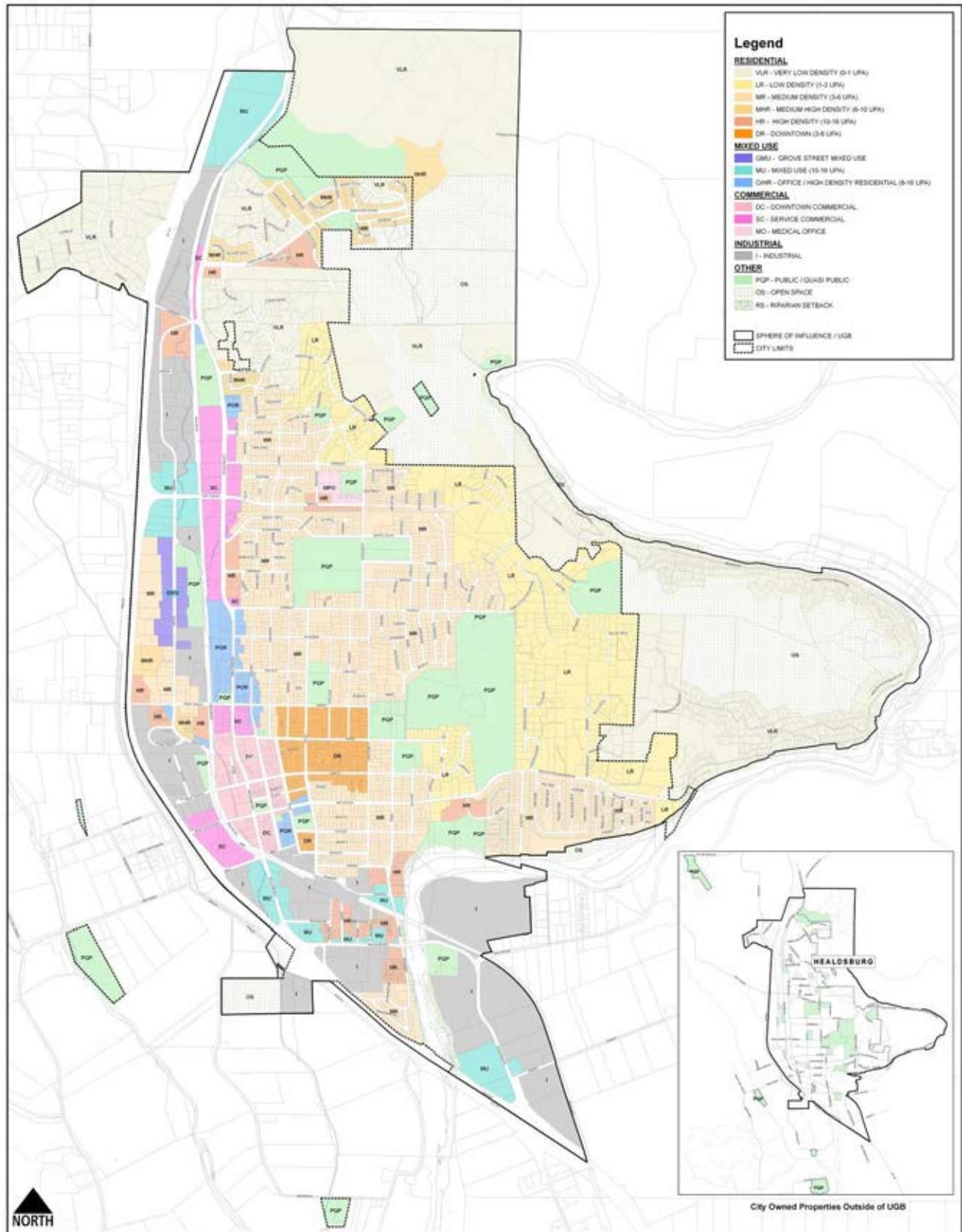


Healdsburg General Plan

The Healdsburg 2030 General Plan is a long-range comprehensive planning document required by state law (most recently revised in 2009) to set policy and guide future growth, development and conservation of resources. The location of land uses and development are guided by the Healdsburg General Plan Land Use Plan, shown in Figure 1.

The General Plan contains numerous goals and policies that promote cycling and walking. It provides for the establishment of a safe and convenient bicycle and pedestrian network interconnecting residential areas with recreation, shopping and employment; and the completion of the Foss Creek Pathway, which will provide a Class I path through much of the city..

The following General Plan goals, policies and implementation programs are relevant to cycling and walking in Healdsburg.



Relevant Healdsburg General Plan Goals, Policies and Implementation Programs

Housing Element

Policy

- H-K-5 Accommodate pedestrians, bicyclists and transit in new residential development.
- H-K-6 Provide safe routes for bicycling and walking between housing and transit stops, commercial services and schools.

Implementation Program

- H-60 Provide safe walking and bicycling facilities between housing and commercial, educational and transit destinations

Transportation Element

- Goal T-D Bicycle and pedestrian routes and facilities that provide safe and convenient access and an alternative to the use of motor vehicles.

Policies

- T-D-1 The use of alternative transportation modes shall be encouraged by establishing a safe and convenient bicycle and pedestrian network interconnecting residential areas with recreation, shopping and employment areas.
- T-D-2 The Foss Creek Pathway shall provide a central bicycle and pedestrian pathway through town.
- T-D-3 The City shall develop a citywide system of safe and convenient designated bikeways that serves both experienced and casual bicyclists, and which maximizes bicycle use for commuting, recreation, and local transportation.
- T-D-4 Provide bicycle lanes along arterial and collector streets and major access routes to schools and parks where feasible.
- T-D-5 The City shall promote and facilitate the use of bicycles with other transportation modes.

Implementation Measures

- T-12 Implement the Bicycle & Pedestrian Master Plan as opportunities arise and require development projects to dedicate land and/or construct/install bicycle and pedestrian facilities in coordination with the Plan.
- T-13 Designate and establish specific east-west and north-south bicycle routes through the downtown area where feasible.
- T-14 Continue to place bicycle racks as requested by property owners and demand grows at public destinations.
- T-15 Continue to improve the pedestrian network interconnecting residential areas with recreation, shopping and employment as opportunities arise, including as part of development projects.
- T-16 Complete gaps in the city's pedestrian and bicycle systems.
- T-17 Maintain the city's pedestrian and bicycle systems in good condition.
- T-18 Implement the Foss Creek Pathway Plan, as funding allows.

T-19 Require new public facilities and private developments that are suitably located to provide connections to the Foss Creek Pathway.

Public Services Element

Goal PS-I A network of pedestrian/hiking trails connecting major open space areas and destination points within Healdsburg and its surroundings.

Policy

PS-I-1 The City will develop a pedestrian/hiking system to link city parks and major public open space areas, including the trails systems owned by the Sonoma County Agricultural and Open Space District. The pedestrian/hiking trail system shall provide access to the Russian River and Foss Creek at as many points as possible, consistent with the need for public safety and security of private property owners and the level of liability acceptable to the community.

Implementation Measures

PS-27 Require specific plans and other development projects to be coordinated with the Healdsburg Bicycle and Pedestrian Master Plan.

PS-28 Complete gaps in the pedestrian and bicycle systems.

PS-29 Maintain the pedestrian and bicycle systems in good condition.

PS-30 Implement the Foss Creek Pathway Plan, as funding allows.

PS-31 Require public access easements along Foss Creek and Russian River where deemed feasible by the City Council to facilitate a public trail system along these waterways.

Natural Resources Element

Goal NR-F Protection and improvement of air quality in the Healdsburg area.

Policy

NR-F-2 The City will promote land use patterns that support the use of transit systems and pedestrian and bicycle facilities.

Implementation Measures

NR-18 Update the Bicycle and Pedestrian Master Plan as necessary to reflect changed conditions and policies.

NR-19 Complete gaps in the city's pedestrian and bicycle systems.

NR-20 Maintain the city's pedestrian and bicycle systems in good condition.

NR-21 Require bicycle parking at multi-family, commercial and employment sites.

NR-22 Bicycle racks shall continue to be placed as requested by property owners and demand grows at public destinations.

NR-23 Implement the Foss Creek Pathway Plan, as funding allows.

Foss Creek Pathway Plan

Beginning with a "vision statement," the Foss Creek Pathway Plan (2006) sets out the overall goals and policies for the Foss Creek Pathway project. The vision statement is a guiding image of what the project

should achieve. The goals and policies reflect community priorities as well as the City's intent to create an attractive and safe pathway that does not interfere with railroad operations.

Vision Statement

Develop a safe, multi-use pathway through the City of Healdsburg that helps address the access and mobility needs of its pedestrians and bicyclists as well as the adjacent unincorporated County, in a manner that enhances community identity and livability.

Goal A Provide safe conditions for all pathway users

Policy A.1 Maximize safety for all users through the pathway corridor, especially children and the disabled.

Policy A.2 Accommodate the diverse capabilities of pathway users.

Policy A.3 Minimize potential conflicts among pedestrians, bicyclists, motor vehicles and railroad operations.

Goal B Promote pedestrian and bicycle commute trips within the City

Policy B.1 Design the pathway to maximize connections between residential, employment and commercial areas, and to transit and recreation facilities.

Policy B.2 Promote the pathway as a transportation alternative for local work and recreation trips, as well as to special civic and other events.

Policy B.3 Provide access to public parks and facilities through the pathway.

Policy B.4 Enhance the experience of pathway users by providing landscaping, shade, benches, public art, drinking fountains, milepost markers and refuse receptacles.

Goal C Protect and enhance the resource value of Foss Creek

Policy C.1 The pathway should be located adjacent to or near Foss Creek where possible.

Policy C.2 Pathway improvements should minimize impacts to the riparian habitat of Foss Creek.

Policy C.3 Pathway plantings and future activities in the corridor should enhance the riparian habitat and vegetation of Foss Creek.

Policy C.4 Access to Foss Creek and its riparian habitat should be provided from the pathway where feasible to offer educational opportunities and allow creek clean-up and restoration.

Goal D Maintain compatibility with surrounding land uses

Policy D.1 The pathway should be compatible with adjoining land uses.

Policy D.2 Acquire property or easements over private property to build the pathway only when encroaching structures and/or riparian vegetation (or other environmentally-sensitive habitat areas) make it infeasible to build the pathway within the railroad right-of-way or on public land.

Goal E Avoid interference with railroad operations

Policy E.1 The location and use of the pathway within or adjacent to the railroad right-of-way shall not prevent railway maintenance activities.

Policy E.2 The location and use of the pathway shall accommodate railroad activities and shall not preclude future railroad operations in the right-of-way.

Parks and Open Space Master Plan

The Healdsburg Parks and Open Space Master Plan was adopted in August 2008. The Plan contains a trails plan that will provide access to the Healdsburg Ridge Open Space Preserve for hiking and mountain biking.

Central Healdsburg Avenue Plan

The Healdsburg 2030 General Plan requires preparation of area plans for five community areas within the city; one of the special study areas is the Central Healdsburg Entry and Depot Study Area. The City began work in 2009 to develop a Plan for this area. The Central Healdsburg Avenue Plan (CHAP) establishes a set of guiding principles and design frameworks for the development of public infrastructure and private investment in the Central Healdsburg Avenue and Depot area. The CHAP and Depot area is generally located south of Mill Street between Highway 101 and the Russian River. The primary purposes of this Plan are to create a long term overall vision for the Plan area that will help the community visualize its potential, to focus and unify the many individual decisions that will be made over the course of the area's evaluation, and to provide landowners and neighbors with confidence as to the City's intentions. Other goals of the Plan include transforming Central Healdsburg Avenue and Mill Streets into beautiful and functional gateways to the City that are also attractive, safe and inviting pedestrian and bicycle environments.

The CHAP includes framework elements which will accommodate the future extension of the Sonoma-Marín Area Rail Transit (SMART), providing passenger train service to Healdsburg, and providing a multi-modal transportation depot in a strategic area of the City. The Plan identifies opportunities to improve access to the transit center for all modes of travel, including pedestrian and bicycles. The CHAP contains a specific Circulation Element with the goal of promoting sustainable transportation, including walking, bicycling and transit use, and to enhance the Plan area's sense of place.

Included in the Circulation Element of the CHAP are design standards and implementation measures specific to achieving the goal of creating a safe and functional environment for pedestrians and bicyclists. The major points of the implementation measures are as follows:

- Construction of roundabout at the current 5-way intersection of Mill Street and Healdsburg Avenue
- Addition of bike lanes and sidewalks on Mill Street
- Enhanced pedestrian access along Foss Creek
- Completion of a multi-use path along the north side of the railroad tracks, connecting the transit center with Healdsburg Avenue
- Pedestrian crossing across the railroad tracks at the transit center
- Extension of the Foss Creek Pathway through the Plan area
- Bike and pedestrian friendly secondary street design
- Bike sharing programs at the transit center

The City anticipates that the CHAP will be adopted by the City Council in 2013.

4. Existing Bicyclist and Pedestrian Network

Existing bicyclist and pedestrian resources are shown in Figure 2 and described below.

Bicycling Facilities

The California Streets and Highway Code Section 890.4 defines a "bikeway" as a facility that is provided primarily for bicycle travel. The three types of bikeways included in the code are described below

- (1) The Class I Bikeway (Bike Path) provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.

Generally, bike paths should be used to serve corridors not served by streets and highways or where wide right of way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications are along rivers, ocean fronts, canals, utility rights of way, abandoned railroad right of way, within college campuses, and within and between parks. There may also be situations where such facilities can be provided as part of planned developments. Another common application of Class I facilities is to close gaps to bicycle travel caused by construction of freeways or because of the existence of natural barriers (rivers, mountains, etc.). The minimum paved width for a two-way bike path is eight feet. A minimum two-foot wide graded area is provided on either side of the pavement.

- (2) The Class II Bikeway (Bike Lane) provides a striped lane for one-way bike travel on a street or highway.

Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each. Bike lane pavement markings can increase bicyclists' confidence that motorists will not stray into their path of travel if they remain within the bike lane. Likewise, with more certainty as to where bicyclists will be, passing motorists are less apt to swerve toward opposing traffic in making certain they will not hit bicyclists.

But a more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets. This can be accomplished by reducing the number of vehicle lanes, reducing vehicle lane widths, or prohibiting parking on given streets in order to delineate bike lanes. In addition, other things can be done on bike lane streets to improve the situation for bicyclists that might not be possible on all streets (e.g., improvements to the surface, augmented sweeping programs, special signal facilities). If bicycle travel is to be controlled by delineation, special efforts should be made to assure that high levels of service are provided with these lanes. Generally, pavement markings alone will not measurably enhance bicycling. The design of a particular bike lane is dependent on such circumstances as whether it adjoins on-street vehicle parking and whether that parking is demarcated. In general, bike lanes are five feet in width.

- (3) The Class III Bikeway (Bike Route) provides for shared use with pedestrian or motor vehicle traffic.

Class III bikeways are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes). Class III facilities are shared facilities, either with motor vehicles on the street, or with pedestrians on sidewalks, and in either case bicycle usage is secondary. Class III facilities are established by placing Bike Route signs along roadways. Since bicyclists are permitted on all highways (except prohibited freeways), bike routes should offer a higher degree of service than alternative streets. Routes should be signed only if some of the following apply:

- (a) They provide for through and direct travel in bicycle-demand corridors.
- (b) Connect discontinuous segments of bike lanes.
- (c) An effort has been made to adjust traffic control devices (stop signs, signals) to give greater priority to bicyclists, as compared with alternative streets.

The width of a particular Class III bikeway is dependent on many factors, including the volume and character of vehicular traffic on the road, typical speeds, vertical and horizontal alignment, sight distance, and parking conditions.

The existing bicycling network in Healdsburg consists of Class I pathways, Class II bike lanes and Class III bike routes. Four segments of the Class I Foss Creek Pathway have been installed between Front Street and West Grant Street and include: Segment 1 (Five-Way Intersection to North Street); Segment 2 (North Street to Norton Slough); Segment 3 (Front Street to the Depot/future Intermodal Transit Center) – Completed in 2012; and Segment 5 (Norton Slough to Grant Street) – Completed in 2011. Segment 4 (Intermodal Transit Facility to the Five Way Intersection will be constructed as part of the multi-modal facility site improvements and is expected to be completed in August of 2014. Segment 6 (West Grant Street to Grove Street near the Carson Warner Skate Park will be completed in the fall of 2013. Generally the Foss Creek Pathway follows the Northwestern Pacific Rail Line but will need to deviate from the rail alignment north of Grove Street (Segment 9A) due to physical barriers presented by Foss Creek. Currently, the pathway generally serves as a recreational route for pedestrians in downtown, but planned extensions will provide a continuous north-south facility through town that will serve as the spine in the local and regional primary bikeway network. None of the bikeways are part of the San Francisco Bay Area Regional Route. Existing Class II bike lanes extend north-south on Rosewood Drive, Grove Street and Healdsburg Avenue; and east-west on Parkland Farms Boulevard and short segments on Poppy Hill Drive. Class III bike routes are provided on Healdsburg Avenue, Matheson Street, March Avenue, University Avenue, Lupine Road, Johnson Street, Powell Avenue, Piper Street, Front Street, First Street and others. A segment-by-segment breakdown of existing bikeways is listed in Table 5.

Bikeway extensions will be implemented as properties develop. The City is currently programming two chip-seal projects and as part of this construction, additional striping and signage will be installed identifying each corridor as a Bike Route or Bike Lane. The chip-seal program and additional striping and signage is expected to be completed in the fall of 2014.

Walking Facilities

With its small town environment and predominantly flat topography, Healdsburg is generally a very pleasant place to walk. The City's older neighborhood streets are tree-lined and arranged in a grid system, which creates short, pedestrian-friendly blocks. While pedestrians can be found on sidewalks and pathways throughout the community, walking in Healdsburg is generally concentrated in seven pedestrian districts and corridors – places where walking is a predominant mode of travel.

- Tourists, workers and local residents alike enjoy walking in and around the Healdsburg Plaza, the center of the downtown pedestrian district, which is roughly defined by Grove, Center, North and Matheson Streets. A “pedestrian district” is one that experiences frequent pedestrian activity and street crossings. Residents of the neighborhoods that are located to the north and east of the downtown district are close enough to walk to destinations such as the plaza, library, post office, shops, restaurants, offices, services, parks, civic destinations, and the historic rail depot, which is being redeveloped into an inter-modal transit station.

**Table 5
Existing Bikeways**

Corridor/ Street	Begin Point (North or West)	End Point (South or East)	Class	Length (Miles)	Function	Use
Vine/Grove Street	West Grant Street	Mill Street	I	0.59	Local/Regional	Trans/Rec
Front/5-Way	Depot	Front Street	I	0.50	Local/Regional	Trans/Rec
Lupine Road	S. end of Lupine Ct.	Powell Avenue	I	0.12	Local	Trans
Grove Street	Healdsburg Avenue	Grove Street Curve	II	0.58	Local/Regional	Trans
Old Redwood Hwy.	Vets. Memorial Beach	City Limits	II	0.76	Regional	Trans/Rec
Poppy Hill Drive	Rosewood Drive	950 feet east of Rosewood Dr.	II	0.18	Local	Trans
Rosewood Drive	Parkland Farms Blvd.	Paul Wittke Drive	II	0.37	Local	Trans
Parkland Farms Blvd.	Healdsburg Avenue	City Limits	II	0.77	Local	Trans/Rec
First/Front Streets	Piper Street	Healdsburg Avenue	III	0.71	Local	Trans
Healdsburg Avenue	Parkland Farms Blvd.	March Avenue	III	0.82	Local/Regional	Trans/Rec
Johnson Street	Powell Avenue	Piper Street	III	0.45	Local	Trans
Lupine Road	Solar Way	S. end of Lupine Ct.	III	0.59	Local	Trans
March Avenue	Grove Street	University Avenue	III	0.65	Local	Trans
Piper Street	Johnson Street	First Street	III	0.43	Local	Trans
Powell Avenue	Johnson Street	University Street	III	0.32	Local	Trans
Rosewood Drive	Paul Wittke Drive	Solar Way	III	0.17	Local	Trans
Solar Way	Rosewood Drive	Lupine Road	III	0.08	Local	Trans
University Avenue	March Avenue	Powell Avenue	III	0.36	Local	Trans
Paul Wittke	Healdsburg Avenue	Rosewood Drive	III	0.15	Local	Trans
Class I total				1.21		
Class II total				2.66		
Class III total				4.73		

- The Powell Avenue pedestrian corridor extends from Sunnyside Drive to Johnson Street, and provides access to Healdsburg High School and Marce Becerra Academy on Prince Street, the community pool, and surrounding residential neighborhoods. The City was unsuccessful in obtaining Safe Routes to School grant funding for the Powell Avenue corridor. However, the City was successful in being awarded \$202,000 in Cycle III-Lifetime funding which will be directed to the Powell Avenue corridor for ADA ramps adjacent to Healdsburg High School and a pedestrian traffic signal on Powell Avenue at the main entrance to the High School. These facilities will improve pedestrian safety and connectivity to the residential area south of the High School. This project is expected to be completed in the fall of 2014. The City in conjunction with the School District has determined that it is beneficial to reduce and consolidate cross walks near the entrance to the High School and install safety enhancements such as a pedestrian activated signal. In 2012, the City applied for several grants to construct these improvements and will continue to identify and secure funding for these improvements.
- Although it has significant sidewalk gaps, pedestrians use the University Avenue pedestrian corridor — between March Avenue and Piper Street — to walk to Giorgi Park/Recreation Park and four Healdsburg schools: Healdsburg Junior High School on Grant Street; Healdsburg and Fitch Mountain elementary schools on First Street and Monte Vista Avenue, and Marce Becerra Academy.
- The Matheson Street/S. Fitch Mountain Road pedestrian corridor is located between Center Street and Orangewood Drive in southeastern Healdsburg, and provides access to the downtown, the Healdsburg Senior Center and senior housing off Fitch Mountain Road. The City of Healdsburg has filled sidewalk gaps, constructed curb ramps that comply with the Americans with Disabilities Act (ADA), and installed benches on this corridor between the Senior Center and residential areas to the east.
- The limits of the Fitch Street pedestrian corridor are Matheson and Powell Streets. This corridor provides access to the downtown, the proposed Healdsburg Intermodal Transit Center, Foss Creek Pathway and residential neighborhoods. New ADA ramps are being constructed in 2012 along the Fitch Street corridor.
- In 2009, the City applied for and received a Safe Routes to School Grant to widen the bridge over Foss Creek at Grant Street, and to install sidewalks and ADA ramps on Grant Street. These improvements removed significant pedestrian barriers on Grant Street between Healdsburg Avenue and the Harvest Grove affordable housing development west of Grove Street.
- In 2012, the City identified the Prince Street Corridor between Powell and Piper Streets as a pedestrian/safe route to school. An application for funding through the Lifeline Cycle III, STIP program was submitted. If successful, this funding will install approximately 20 ADA-compliant ramps and improved sidewalks to provide a connecting pedestrian corridor to various activity centers such as the Healdsburg Library and the Healdsburg Shopping Center on Center Street, the High School and the Junior High School. If funding is approved this project would be completed in 2014.
- As part of a development proposal at 100 Chiquita Road, City staff performed a limited feasibility analysis of establishing a pedestrian corridor on Chiquita Road from Grove Street to the western City limits. As proposed, there would be a continuous sidewalk on the south side of Chiquita from Grove to the corporate limits. Sidewalk would be installed on the north side of Chiquita from Grove to the Hwy 101 overpass. Construction of the corridor is a condition of approval of the Chiquita Grove Subdivision. Implementation of the improvements will commence upon residential development of the project.
- The Front Street to Veteran's Memorial Beach Park corridor connects the southerly limits of the Fitch Street and University Street corridors to a significant recreational facility. During its peak

season, June through September, Memorial Beach attracts local residents and visitors in large volumes.

- The vision for the Foss Creek Pathway is to create a continuous paved pedestrian and bicyclist facility (Class I and II) between the city's northern and southern city limits.

Gaps in sidewalks will be completed as adjacent properties develop or as grant funding becomes available. There is no time line for completion for the closing of all gaps. The City has prioritized the use of CDBG funding for ADA ramp installation. Typically, 15-20 new ramps are installed annually with priority being given to corridors that serve the schools, parks, and provide linkage to the downtown shopping areas. Locations of sidewalk gaps and lack of curb ramps in Healdsburg are shown in Figure 3.

Disabled Access

The ADA provides rights and protections for individuals with disabilities. To comply in the realm of the pedestrian network, local governments must bring sidewalks, curb ramps and roadway crossings up to a set of specified standards when constructing new facilities or making alterations within existing public rights-of-way such as renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths and vehicular ways, and changes and rearrangement of structural parts and elements of a facility. Pavement patching and liquid-applied sealing, lane restriping, and short-term maintenance activities are not alterations.

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

In 2012, the City completed its ADA Self-Assessment Plan and adopted the ADA Transition Plan that identifies the steps the City will undertake to bring the sidewalks and curb-cuts up to ADA standards. The City has recently been directing its Community Development Block Grant funding towards the installation of ADA ramps. As funding allows and as authorized by the City Council, future CDBG funds are expected to be directed towards elimination of pedestrian barriers, with emphasis on installing ADA-complaint ramps along high volume pedestrian corridors, activity centers and safe routes to schools.

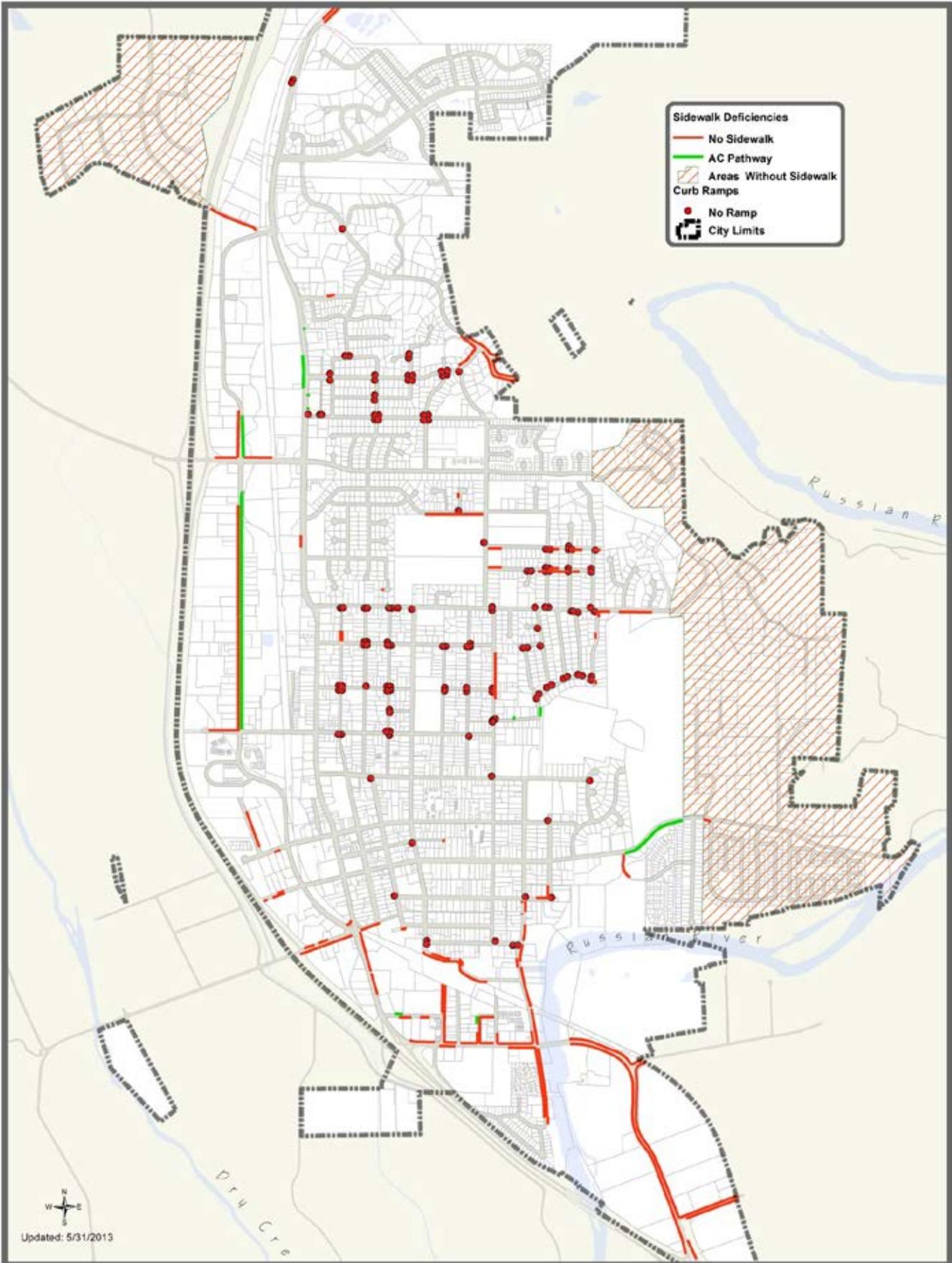


Figure 3 – Gaps in Pedestrian Network

In addition to the subscription of recent CDBG funding the City has been installing curb ramps as part of normal street maintenance and special projects and requires their construction by development projects that involve street improvements.

Transit and Multi-Modal Access

Convenient multi-modal connections for bicyclists and pedestrians that are well-integrated into the transportation system are a vital component of the bicyclist and pedestrian network. Transit has the potential to extend trip ranges for bicyclists and pedestrians to nearby communities and destinations outside of Sonoma County. This is especially important for Healdsburg, and Sonoma County in general, considering existing barriers to bicyclist and pedestrian travel such as distances between communities, gaps in the existing bicyclist and pedestrian networks between urban areas, heat during summer months and rain during winter months. While these obstacles likely serve as deterrents to existing and potential trips by bike or by foot, convenient multi-modal access can help to address these issues and extend trip ranges.

The site improvements for the multi-modal facility at the Depot will include frontage improvements consisting of sidewalks, parking areas and landscaping. Additionally, a new sidewalk and ADA ramps will be constructed off-site on Fitch Street across the street from the Depot. A mid-block crosswalk with flashing beacons is proposed adjacent to the Depot. The site improvements are anticipated to be completed in August of 2014. The Foss Creek Pathway from Front Street to the Depot was completed in 2012.

Sonoma County Transit provides fixed route transit service in Healdsburg. Since most transit passengers in Sonoma County walk to their bus stop, pedestrian facilities leading to each stop—including completed sidewalk networks, curb cuts and safe intersection crossing—are important components of Healdsburg's pedestrian environment. Route 60 travels daily between the Santa Rosa Transit Mall and Cloverdale through Healdsburg on Healdsburg Avenue. Sonoma County Transit provides eight shelters at Healdsburg bus stops.

Front-loading bicycle racks, which typically accommodate three bicycles, are provided on all fixed route transit buses that operate in Sonoma County. Bicycle rack spaces are available on a first-come, first-served basis. When the front-loading racks are full, drivers may accommodate bicycles inside the vehicle at their discretion, however, in the event that it is the last scheduled bus of the day, bicycles are permitted inside the bus.



Cyclist Support Facilities and Bicycle Parking

End-of-trip support facilities include bicycle parking, areas to change clothes and shower, and facilities for storing clothes and equipment. There are no known existing shower or locker facilities designated for bicyclists.

The provision of secure bicycle parking in convenient locations is a key element in encouraging cycling. The parking must be easy to use and adequately lit. Cyclists should be able to lock the frame and at least one wheel of their bicycle to a stand that supports the whole bike. The City recently installed bicycle parking at 38 locations throughout the downtown and at all civic facilities and parks (see Figure 4 Existing Bike Parking Locations). Parking is also available near the downtown bus stop, at local schools, most shopping centers and some private businesses.

The Healdsburg Land Use Code requires the provision of bicycle parking facilities for large commercial and industrial projects. Such parking must be located in a highly-visible location and allow for the locking

of bicycles. Projects may be required to design the site to accommodate pedestrian uses and nearby pedestrian corridors.

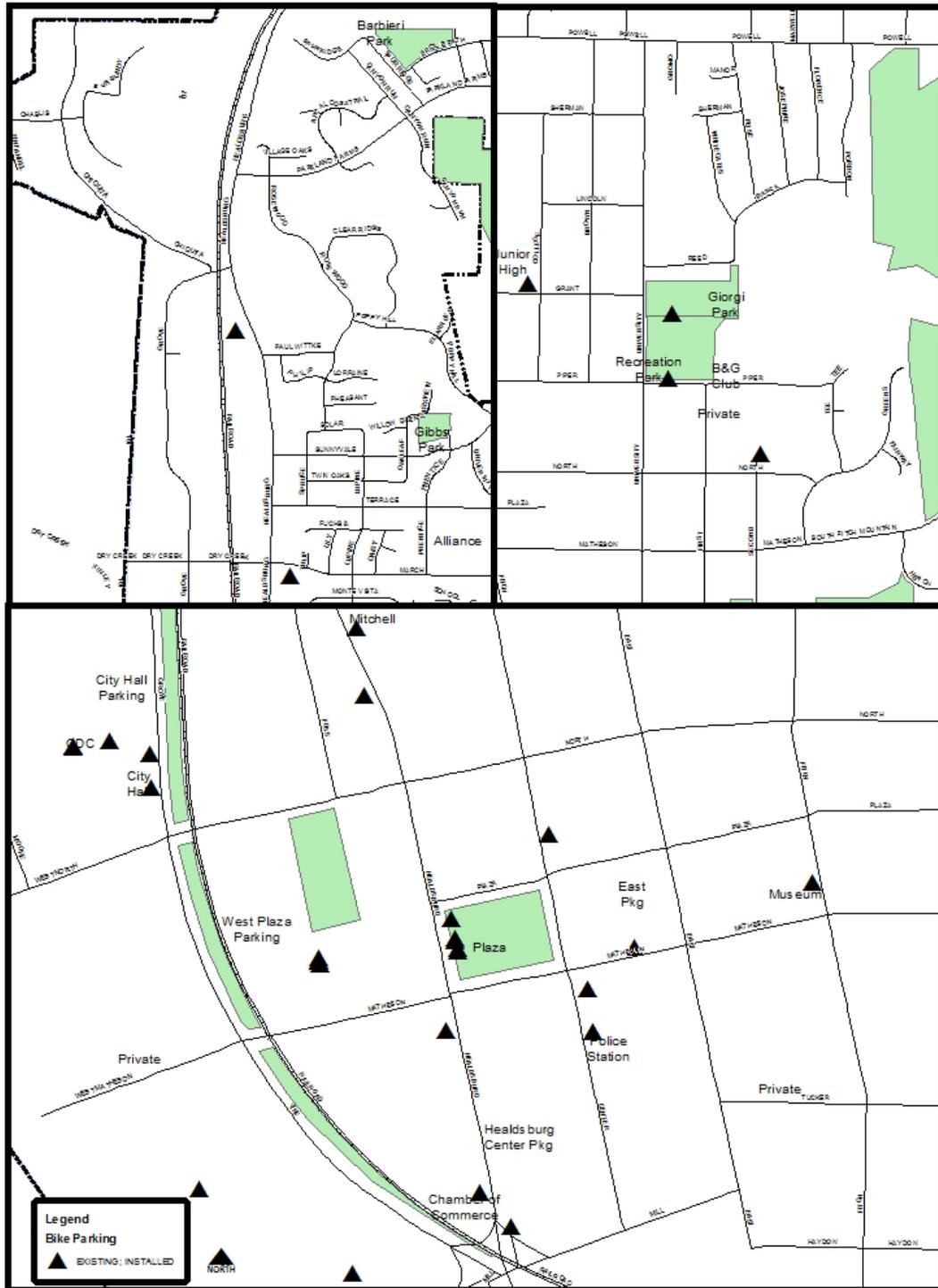


Figure 4 – Existing Bike Parking

Safety and Security

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



Riding a bicycle on the street is commonly perceived as unsafe because of the exposure of a lightweight, two-wheeled vehicle to heavier and faster moving motor vehicles including autos, trucks and buses. Actual accident statistics, however, show that bicyclists face only a marginally-higher degree of sustaining an injury than a motorist, based on numbers of users and miles traveled. Death rates are essentially the same for bicyclists as motorists.

The Healdsburg Police Department enforces the California Vehicle Code and traffic laws in Healdsburg, including bicyclist and pedestrian violations. Currently there are no routine safety and/or education programs for bicyclists or pedestrians in Healdsburg. However, bicycle rodeos, youth and adult safety courses, and other education programs are available on a 'by request basis' through the Sonoma County Bicycle Coalition, Sonoma County Department of Health Services Safe Kids Program, and others.

Collisions between bicycles and vehicles are much less likely to happen than bicycle-with-bicycle, bicycle-with-pedestrian or collisions caused by roadway facilities. Additionally, the majority of reported bicycle crashes show the bicyclist to be at fault; generally, this involves younger bicyclists riding on the wrong side of the road or being hit broadside by a vehicle at an intersection or driveway.

The most recent data received from the Healdsburg Police Department documents reported collisions within the City for the years 2008-2013. Within this study period, there were 18 reported collisions involving motorized vehicles and pedestrians; 18 reported collisions involving motorized vehicles and bicycles; 1 reported collision involving bicycle and bicycle; and 2 reported collisions involving bicycles and objects. Most collisions resulted in minor injuries with major injuries occurring on only one occasion. The majority of the collisions occurred in areas with speed limits of 25mph. The most frequent collisions occurred on various sections of Healdsburg Avenue.

Past Bicycle and Pedestrian Project Expenditures

Healdsburg has invested an average of approximately \$114,000 per year on bicyclist and pedestrian improvements over the past eight years. Details of these expenditures are summarized in Table 6.

Table 6
Recent Bicycle and Pedestrian Project Expenditures

Project Name	Description	Cost¹	Year
Bike Route Signing Project	Install "Bike Route" signage over City's adopted Class 3 bikeway (Front St. to Parkland Farms Blvd.)	\$ 9,300	2000
Healdsburg Avenue Overlay and Bike Lanes	Construction of Class 2 bike lanes along both sides of road; installation of pedestrian ramps at existing bridge and bus stop	\$220,032	2003

**Table 6
Recent Bicycle and Pedestrian Project Expenditures**

Project Name	Description	Cost¹	Year
Foss Creek Pathway Segment 1 (Mill St. to North St.)	Design and construction	\$364,525	2005
Foss Creek Pathway Segment 2 (North St. to Norton Slough)	Design and construction	\$248,170	2006
Foss Creek Trail Engineering Evaluation	Evaluation of remaining portions of Foss Creek Trail (Norton Slough to north City Limits)	\$70,000	2007
Grant Street Safe Routes to School sidewalk improvement (Foss Creek to Harvest Grove Apartments)	Design and construction	\$500,000	2009
Foss Creek Pathway (Segment 5) Norton Slough to Grant Street	Design and Construction	\$500,000	2009
Foss Creek Pathway (Segment 3) Intermodal Transit Facility to Front Street	Design and Construction	\$750,000	2011
Foss Creek Pathway (Segment 6) Grant Street to Grove Street	Design	250,000	2012
ADA Ramps various locations	Design and Construction	\$400,000	2009-2012

¹ Does not include cost of staff and other City resources

5. Local Opportunities and Needs

This section provides a summary of opportunities and needs for the City's bicyclist and pedestrian networks.

Opportunities

- The city's network of grid streets in the center of town will continue to provide convenient access to many destinations.
- Low volume streets will continue to provide comfort for most bicyclists.
- The City of Healdsburg will continue to actively seek federal, state, regional and other funding for bicyclist and pedestrian projects.
- Multi-modal access will be provided at the Healdsburg Intermodal Transit Center.
- When completed, the Foss Creek Pathway will provide continuous north-south bicyclist and pedestrian access through Healdsburg and provide connection opportunities to east-west routes.
- Improved inter-county connections will result from the Countywide Bicycle and Pedestrian Plan.
- Planned vehicular and trail crossing improvements at the 5-way intersection of Mill Street, Vine Street, Healdsburg Avenue, and the NWP Rail Line will improve access and safety for bicyclists and pedestrians, as well as provide direct connectivity between the Healdsburg Intermodal Transit Center and the Foss Creek Pathway to the north.
- The installation of warning and way-finding signs for pedestrians and bicyclists is planned.
- New pedestrian and bicyclist facilities will be provided as a component of future development and street capital improvements.
- The Healdsburg City Council has identified rehabilitation of the Healdsburg Avenue Bridge as a project. Under this project, the existing 5-foot wide sidewalks are proposed to be reconstructed at their current width and bicyclists will continue to use the existing travel lanes.
- Sidewalks are being widened and curb ramps are being upgraded over time by the City and developers.
- The City adopted a Complete Streets Policy (Resolution No. 128-2012) in December 2012. Incorporating Complete Streets practices in transportation projects and programs will provide opportunities to improve public streets and the transportation network for all users.

Needs

- Right-of-way for Class II bike lanes through downtown is limited.
- Existing street geometrics in many locations cannot accommodate bicycle lanes without the loss of on-street parking.
- Bicyclist and pedestrian access on the Healdsburg Avenue Bridge over the Russian River will continue to be constrained by its current width.
- Bicycle parking and long-term bicycle storage facilities are needed at destinations throughout town.
- Sidewalk gaps and obstructions and non-ADA compliant curbs exist.
- Physical barriers to cyclists and pedestrians exist, such as the Russian River and the freeway.

- Limited funding is available for cycling and walking projects.
- No City staff member has been designated as the Bicycle Program Manager to oversee bicycle facility improvements, promotions and educational efforts.
- The local transit system buses are not equipped with bike racks
- Intersections are not equipped with bicycle detection mechanisms
- Bike safety education is not routinely offered at schools or through other venues
- The City does not conduct public outreach regarding bicycle safety, such as promoting “Share the Road.”
- The City does not actively promote National Bike Month, Bike to Work Day or other events to encourage cycling,
- The skate park does not allow use by cyclists.
- None of the City’s parks or recreation areas allows mountain bike use.
- Signage is needed on Foss Creek Pathway to provide identification and way-finding, and to promote safe walking and cycling.

6. Vision, Goal, Objectives and Policies

This section defines the vision for the bicycling and walking system¹ in Healdsburg, and outlines the principal goal, objectives and policies that will serve as guidelines in the continuing development of the system¹. They express the intent of the City to enhance non-motorized mobility and improve safety, access, traffic congestion, air quality and the quality of life of Healdsburg residents, workers and visitors.

Vision

The vision for a comprehensive bicyclist and pedestrian system in Healdsburg is that bicycling and walking are:

- Important to residents' quality of life
- Safe and convenient for all user groups
- A viable means of reaching desired destinations
- Routinely accommodated
- Able to connect easily to transit
- Fostered by education and enforcement
- Advanced by actions of government, schools and the private sector
- Promoted as tourism and recreation attractions
- Integral parts of an inter-connected transportation system
- Options that reduce vehicle miles traveled and greenhouse gas emissions
- Recognized for their contribution to community spirit by fostering a friendlier and more cohesive community
- Key amenities for a healthy populace
- Helpful in protecting the public by providing activity on the street.

Principal Goal

To develop and maintain a comprehensive citywide bicyclist and pedestrian system that includes projects, programs and policies working together to provide safe and efficient opportunities for bicyclists and pedestrians to access neighborhoods, school, work, shopping, services, recreation and public transportation.

Objectives and Policies

Objective I: The Citywide Bicyclist and Pedestrian System

Establish and maintain a comprehensive citywide bicyclist and pedestrian system.

Policies

- I.1 Develop a bicyclist and pedestrian network that provides connections to and among neighborhoods, commercial centers, schools, transit facilities, recreation, employment and other destinations according to the recommendations in this Plan.
- I.2 Work to close existing facility gaps in the bicyclist and pedestrian network.

¹ The "system" is defined as the whole of all of the components – physical and programmatic.

- I.3 Consider the needs of all types of bicyclists and pedestrians (e.g., commuters, recreationalists, children) in planning and developing a bicyclist and pedestrian network that is safe and convenient.
- I.4 Establish the completion of the Foss Creek Pathway as a high priority of the City of Healdsburg.
- I.5 Proactively seek opportunities for a multi-use pathway along the Russian River.
- I.6 Incorporate pedestrian and bicyclist facilities in the reconstruction or replacement of the Healdsburg Avenue Bridge over the Russian River.
- I.7 Require new development to provide safe, continuous and convenient pedestrian and bicyclist access within and through Healdsburg, and connect to existing facilities.
- I.8 Encourage schools to develop Safe Routes to School maps in order to fund and make improvements to these corridors.
- I.9 Conduct regular cyclist and pedestrian counts in order to attain a better understanding of existing usage and travel patterns, and to be able to project demand.

Objective 2: Design

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

Policies

- 2.1 Utilize 1) Chapter 1000 "Bikeways Planning and Design" from the California Highway Design Manual (Caltrans), 2) the Manual of Uniform Traffic Control Devices (Federal Highway Administration), 3) the Guide for the Development of Bicycle Facilities (American Association of State Highway Transportation Officials – AASHTO) and 4) Guide for the Planning, Design, and Operation of Pedestrian Facilities (AASHTO), as amended, in the development of bicyclist and pedestrian facilities.
- 2.2 Where feasible, ensure that new and rehabilitated signalized intersections include bicycle detection and are properly marked and operational for use by bicyclists.
- 2.3 Use striping, signs, shared lane markings and other enhancements to heighten motorists' awareness of bicyclists.
- 2.4 Install signage, markers and/or stencils to provide way finding for bicyclists and pedestrians.
- 2.5 Enhance the pedestrian experience in the downtown pedestrian district and on Class I paths with amenities such as safety lighting, street furniture, art and drinking fountains.

Objective 3: Multi-Modal Integration

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

Policies

- 3.1 Develop and implement a safe-routes-to-transit program that places a high priority on pedestrian and bicyclist access to transit stops and centers.
- 3.2 Encourage regional transit providers to provide and maintain convenient and secure bike parking facilities, all-weather shelters, and other amenities at major transit stops and transportation centers.
- 3.3 Encourage regional transit providers to accommodate bicyclists on transit vehicles and plan for the need for additional bicycle storage capacity to ensure capacity keeps up with demand.

Objective 4: Comprehensive Support Facilities for Bicycling

Promote the development of comprehensive support facilities for bicycling.

Policies

- 4.1 Encourage adequate bicycle parking as part of newly-developed and substantially remodeled public, commercial, industrial, and multi-family residential projects for employees, customers, residents, and other users where feasible.
- 4.2 Encourage large employers to provide secure indoor and/or covered outdoor bicycle parking and shower and locker facilities for workers who bicycle to work.
- 4.3 Encourage hotels and motels to provide secure indoor and/or covered outdoor bicycle parking for their guests.
- 4.4 Provide adequate bicycle parking at transit facilities.
- 4.5 Provide adequate bicycle parking at all public facilities.

Objective 5: Education and Promotion

Promote bicyclist and pedestrian safety and the positive benefits of bicycling and walking through programs and public outreach materials.

Policies

- 5.1 Promote the distribution of bicyclist and pedestrian safety educational and promotional materials through law enforcement activities and the City's web site.
- 5.2 Encourage local schools to promote bicyclist and pedestrian safety educational and promotional materials through scholastic and drivers training programs.
- 5.3 Encourage events that introduce residents to walking and bicycling, such as bike-to-work, walk/bike-to-school days, senior walks and historic walks.
- 5.4 Disseminate information on the city bicyclist and pedestrian network on the City's web site.

Objective 6: Safety and Security

Provide citywide pedestrian and bikeways that are, and are perceived to be, safe and secure.

Policies

- 6.1 Improve the safety of intersection crossings using pedestrian activation devices, high-visibility crosswalk markings, ADA compliance improvements and education.
- 6.2 Provide enhanced safety features at uncontrolled pedestrian crossings, especially within the downtown pedestrian district and at intersections of arterials with Class I paths.
- 6.3 Work with railroad agencies to provide safe bicyclist and pedestrian access at appropriate railroad crossings.
- 6.4 Improve pedestrian and bicyclist access through the Healdsburg Avenue/Mill Street-Vine Street intersection.
- 6.5 Give high priority to safety improvements in the vicinity of schools, public transit stops and other high pedestrian traffic destinations.
- 6.6 Improve pedestrian safety and security with lighting, where appropriate.
- 6.7 Develop a pedestrian network improvement program to prioritize maintenance and take advantage of maintenance and upgrade opportunities, such as those provided by new development and utility trenching.
- 6.8 Improve pedestrian and bicyclist access on Healdsburg Avenue Bridge over the Russian River.

Provide for Public Works Department evaluation of any mid-block pedestrian crossings on a case-by-case basis.

Objective 7: Planning and Analysis

Continue to plan for bicyclists and pedestrians.

Policies

- 7.1 Update the Bicycle & Pedestrian Master Plan as necessary to coordinate with California Bicycle Transportation Act and Regional Transportation Plan updates.
- 7.2 Incorporate policies in the Bicycle & Pedestrian Master Plan into master plan, redevelopment plan and General Plan documents and policies as appropriate.

Objective 8: Maintenance

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

Policies

- 8.1 Maintain in good condition pavement surfaces (including regular debris removal), markings and signage on Class II and Class III bikeways.
- 8.2 Continue to use the service request system to report, track and respond to routine bikeway and walkway maintenance issues in a timely manner.
- 8.3 Require that road construction projects minimize their impacts on bicyclists and pedestrians through the proper placement of construction signs and equipment and by providing adequate detours.

- 8.4 Require that routine road maintenance consider bicyclist and pedestrian safety and at a minimum includes the following activities:
- Trim vegetation to provide a minimum horizontal clearance of four feet from the edge of pavement and a minimum vertical clearance of eight feet, and to provide adequate visibility at corners.
 - Clear debris from road shoulder areas to provide space for walking where there are no sidewalks.
- 8.5 Identify and mitigate unsafe sidewalk conditions through the City's hazardous sidewalk program and by conditioning the private development/redevelopment of property.

Objective 9: Funding

Maximize the use of funding for bicyclist and pedestrian projects and programs, with an emphasis on implementation of this Plan.

Policies

- 9.1 Work with federal, state, regional and any other available public or private funding sources to secure funding for the bicyclist and pedestrian system.
- 9.2 Promote the availability of adequate federal, state and regional funding sources for bicyclist and pedestrian transportation projects.

7. Implementation Plan

Planned Improvements

A bikeways network has been developed that will pass through the City and provide access to neighboring jurisdictions, as well as neighborhoods and destinations throughout Healdsburg. See Figure 2 for the locations of planned bikeways.

A segment-by-segment breakdown of the improvements that are needed to implement the Plan, including facility type, length, estimated cost, project priority and other criteria are listed in Table 7. While the projects in this Plan have received a preliminary feasibility evaluation; engineering and environmental studies will be required prior to implementation of certain projects to determine project-specific issues such as right-of-way impacts, traffic operations, parking impacts, and environmental issues.



Approximately 7 additional miles of bikeways are planned in Healdsburg, including additional segments of the Class I Foss Creek Pathway totaling 2.6 miles, 1.1 miles of Class II bike lanes on Healdsburg Avenue and Grove Street, and over 3.3 miles of Class III bike routes that will provide enhanced travel on many of the city's local collectors, including Matheson, Center, Fitch, Harmon, Hudson, Mill and Grove Streets, among others.

A number of additional projects, as described below, will improve cycling and walking conditions in Healdsburg. Other projects will be undertaken in the future to fulfill the objectives and policies of the Plan.

- Healdsburg Avenue Bridge

The Healdsburg City Council has identified rehabilitation of the Healdsburg Avenue Bridge as an important project to the City. Alternatives are currently being considered regarding bicycle and pedestrian access during bridge rehabilitation activities.

- Signage

A signing program of warning signs and destination-based “way-finding” signs is planned. Approximately 25 signs placed strategically at community gateways and route junctions and at regular intervals along the primary network would provide coverage for the entire community.

“Share The Road” and “Bike-Xing” will be installed on major transportation corridors. The City will endeavor to make appropriate and feasible signage and pavement marking improvements on the section of Chiquita Road west of the freeway in order to improve pedestrian and cyclist safety.

- Community education

Outreach programs will be used to remind motorists and bicyclists of their respective responsibilities when using the roadways.

- Safe Routes to School

The City of Healdsburg was awarded an \$895,960 (2007 dollars) Safe Routes to Schools grant from the State to construct sidewalks on both sides of West Grant Street between Grove Street and the street's bridge over Foss Creek and on the south side of West Grant Street between the Norton Slough bridge Grove Street. The Foss Creek bridge will also be widened to provide sidewalks. Grant and West Streets are primary routes to schools; approximately 70 students use these routes on a regular basis. Parents, some pushing strollers, accompany their children to and from school, thereby

increasing the daily school-related pedestrian counts by another 10 to 12. The new sidewalks will encourage more children and their parents to walk to school by increasing connectivity and by separating pedestrians from motor vehicles along the routes to school. Phase I of these improvements were completed in 2009 and Phase II is anticipated to be completed in 2013.

The Healdsburg Unified School District Board has adopted a policy that excludes bus service for kindergarteners who live within one-half mile of their school; 1-6 grade students who live within one mile of their school; and 7-12 grade students who live within three miles of their school. It is estimated that 1,200 students walk or bicycle to school.

The principals at Healdsburg Elementary and Junior High Schools will notify students and parents of the Safe Routes to School program and will see that each student receives proper instructions to comply with and understand the purpose of the plan. Together with the Healdsburg Community Services and Public Works Departments, the schools will institute a comprehensive traffic safety education program as part of an after-school program with the following objectives:

- To develop safe bicycle riding habits and skills for all students.
- To teach K-3rd graders how to cross streets safely.
- To build awareness for parents regarding these safety issues and to avoid hazardous driving behaviors when picking up and dropping off their children at school.
- To mobilize volunteers from the school neighborhood to participate in the education and awareness component.

The program will also include:

- High visibility school-based events for "Keeping Kids Safe Day" with a special emphasis on traffic safety.
- Activities that teach pedestrian and bicyclist (and other wheeled devices) safety to children.

The Police Department will continue to be aware of and enforce laws regarding drivers who fail to yield to pedestrians to ensure that drivers' awareness level of pedestrian traffic is enhanced. The City will also explore the development of public service announcements to increase drivers' awareness of overall safety with focus towards children walking to school.

- Five-way intersection improvements

As a key part of efforts to create a "gateway" at the five-legged intersection of Healdsburg Avenue, Mill Street and Vine Street, the City is pursuing construction of a roundabout, in part to enhance the safety of cyclists and pedestrians. Directional signage will be included as part of these improvements. As part of the Central Healdsburg Avenue Special Study Area the round-about concept was vetted and determined to be the most practical solution to improving this intersection. The 2013 Capital Improvement Plan includes funding to undertake the design of the proposed round-about. Construction is dependent on funding or as a condition of development as appropriate.

- Foss Creek Pathway construction

Segments 3 and 5 were recently completed. The City has completed design and the environmental review for Segment 6 and received authorization to construct. Construction of this segment is funded in part by a federal earmark (Measure M) developer impact fees and gas tax, and is slated to be completed in 2014. Segment 4 is currently under design and is expected to be completed in 2014. It is funded by a federal earmark and an FTA grant.

The City applied for and was awarded \$180,000 in CDBG funding to 1) install approximately 2,100 lineal feet of sidewalk on the east side of Grove Street to provide a safe pedestrian path of travel from the Oak Grove Apartments to the activity center on Dry Creek Road, 2) install approximately 80 lineal feet of sidewalk on First Street to provide a safe pedestrian path of travel to the downtown and 3) install approximately 15 ADA-compliant ramps at various locations throughout the city. These improvements were constructed in 2009. An inventory of missing sidewalk and curb ramps has been conducted citywide. These missing infrastructure components will be programmed for construction as funding allows or as conditioned upon new development/redevelopment as appropriate.

- Healdsburg Elementary and Junior High Schools connecting pathway
- The City was unsuccessful in obtaining Safe Routes to School grant funding for the Powell Avenue corridor. However, the City was successful in being awarded \$202,000 in Cycle III-Lifetime funding which will be directed to the Powell Avenue corridor for ADA ramps adjacent to Healdsburg High School and a pedestrian traffic signal on Powell Avenue at the main entrance to the High School. These facilities will improve pedestrian safety and connectivity to the residential area south of the High School. This project will provide an ADA-compliant pedestrian corridor from the High School to the Healdsburg Library and adjacent downtown shopping areas. This project is expected to be completed in the fall of 2014.

In 2011, the City completed the installation of pedestrian-activated, pavement-embedded warning lights at the non-signalized intersections of Healdsburg Avenue at Mitchell Lane and Plaza Street. These improvements will provide advanced notice to motorists of pedestrians. As noted above, the City has investigated a recently MUTCD-approved warning device referred to as a HAWK signal. The City is proposing to deploy this safety device at the High School and at the main entrance of Giorgi Park as funding is available.

- Saggio Hills improvements

The Saggio Hills project will extend sidewalks north on Healdsburg Avenue from Parkland Farms Boulevard to the new fire substation, construct a Class I multi-use path connecting the new community park and affordable housing site and construct Class II bicycle lanes on both sides of Healdsburg Avenue between Parkland Farms Boulevard and the northern city limits. The project will also construct public and private trails that will provide a bicycle and pedestrian circulation system separated from project roadways as well as a connection to the open space area east of the project.

- Bicycle parking

In 2009, bicycle parking racks were made available for installation by the City upon request by business owners and employers. The parking equipment is funded by the Northern Sonoma County Air Pollution Control District through a Vehicle Pollution Mitigation Program grant. Furthermore, in order to encourage bicycle ridership, amenities, and access, the Healdsburg Land Use Code has been amended to reflect the implementation measures of the Plan's policies regarding bicycle parking as follows:

Land Use Code Section 20.16.175

- A. *Lockable bicycle parking shall be provided for commercial and industrial projects with buildings greater than 5,000 square feet in size and for multi-family residential projects of ten (10) or more units.*

Land Use Code Section 20.16.180

Project designs shall accommodate nearby transit and pedestrian uses and corridors.

Sidewalk Inventories

The City maintains a database of sidewalk locations and their condition as an effective tool to identify gaps in the pedestrian network, prioritize maintenance and take advantage of maintenance and upgrade opportunities, such as those provided by new development or utility trenching.

Cyclist and Pedestrian Counts

One of the challenges facing staff and local decision makers in the area of planning for cyclists and pedestrians is the lack of documentation on usage and demand for these facilities. Without accurate and consistent data, it is difficult to measure the positive benefits of investments, especially when compared to the other types of transportation such as the automobile. In order to supplement journey to work data, to attain a better understanding of existing usage and travel patterns, and to be able to project demand, regular cyclist and pedestrian counts should be conducted. The basic criterion used to select count locations includes points along and intersections of primary streets in the network, population centers, walking and cycling attractors and generators, and community gateways.

The Sonoma County Transportation Authority (SCTA) has been implementing an ongoing annual Bicycle/Pedestrian Count Program since 2009. Data has been collected manually using the National Bicycle and Pedestrian Documentation Project methodology which has been recommended by MTC. Manual count data has been used to estimate countywide and more localized non-motorized travel trends, provide data for grant applications and planning documents, to provide data to help determine the need for non-motorized facilities, to help identify conflict areas, and to validate the non-motorized portions of the Sonoma County Travel Model. In an effort to address limitations and to improve the utility and usefulness of the data, the proposed 2013 count program is focused less on manual counting and recommends leveraging other data sources that may provide more robust information on bicycle and pedestrian use in the County. In order to help facilitate the Count Program, the City will continue to gather and provide SCTA with data compiled from the Healdsburg Police Department in regards to bicycle and pedestrian collision incidents and any other useful information the City finds appropriate.

Multi-Modal Access

Plans for Phase I the Healdsburg Depot Intermodal Transportation Center on Harmon Street, which among other improvements will provide bicycle parking, are being prepared by Sonoma County Transit Authority and the project is expected to be completed in the fall of 2017, depending upon funding availability. Phase I includes construction of a park and ride parking lot and Segment 4 of the Foss Creek Pathway. Phase II improvements include renovation of the existing buildings for a future SMART ticketing station. The Center will be the Healdsburg stop for the SMART passenger train, which will ultimately serve passengers at 14 existing or planned multi-modal train stations between Cloverdale in Sonoma County and Larkspur in Marin County, where a connection can be made to San Francisco via the existing ferry service. SMART also plans to provide a critical north-south transportation route for bicyclists and pedestrians, with approximately 70 miles of multi-use pathway located along or adjacent to the right-of-way between Healdsburg and Larkspur. The SMART Path project will provide a continuous route through Sonoma County comprised largely of Class I multi-use pathway along with short segments of Class II bike lanes or Class III bike routes, where right-of-way constraints occur, to connect seven of the County's nine cities, including Healdsburg. The City's Foss Creek Pathway is a component of the larger SMART Path.

8. Project Costs and Funding

Costs

Estimated project costs for the various improvement projects identified in this Plan are summarized in Table 7. The total cost of the improvements is estimated at approximately \$11.76 million. It is important to note that construction costs associated with the Foss Creek Pathway account for approximately \$10.9 million of the total cost of planned improvements. What is not factored into this estimate is the installation of approximately 390 ADA ramps and the missing sidewalks. These two elements are estimated to cost an additional \$2.7 million to construct.

Funding Sources

The number of grants available for non-motorized transportation projects has been growing in recent years. A summary of these programs is included in Appendix A and possible funding sources for specific Healdsburg projects are identified in Table 8.

**Table 7
Bicyclist and Pedestrian Projects and Priorities**

Project	Begin Point (north or west)	End Point (south or east)	Class	Length (Miles)	Function	Use	Cost	Priority	Notes
Pathway Segment 4	Mill St./ Healdsburg Ave. intersection	Healdsburg Railroad Depot	I	.18	Local/ Regional	Trans/ Rec	\$450,000	High	Anticipated construction in 2013.
Pathway Segment 6	Skate Park	W. Grant Street	I	.60	Local/ Regional	Trans/ Rec	\$2,130,000	High	Anticipated construction in 2013
Pathway Segment 7	Dry Creek Road	Skate Park	I	.22	Local/ Regional	Trans/ Rec	\$1,150,000	High	
Pathway Segment 8	Grove St. & Healdsburg Ave.	Dry Creek Road	I	.59	Local/ Regional	Trans/ Rec	\$1,980,000	High	
Pathway Segment 9	Healdsburg Ave. (Future fire sub-station)	Grove St. & Healdsburg Ave.	I	.71	Local/ Regional	Trans/ Rec	\$3,670,000	Low	
Pathway Segment 9A	Healdsburg Ave./Parkland Farms Blvd. Intersection	Grove St./ Healdsburg Ave. Intersection	I	.19	Local/ Regional	Trans/ Rec	\$670,000	Medium	Alternative if Segment 9 is infeasible
Pathway Segment 10	Northern city limits	Healdsburg Ave. (Future fire sub-station)	I	.24	Local/ Regional	Trans/ Rec	\$670,000	Medium	
Grove Street	1410 Grove Street (at S-curves)	Dry Creek Road	II	.14	Local	Trans	\$11,191	Low	Implemented as part of development projects that require Grove Street improvements.
Healdsburg Avenue	North city limits	Parkland Farms Boulevard	II	.75	Local/ Regional	Trans/ Rec	\$61,250	Medium	Portion from Foss Creek crossing to north city limits may be implemented as part of Saggio Hills and or Quaker Hills development projects

**Table 7
Bicyclist and Pedestrian Projects and Priorities**

Project	Begin Point (north or west)	End Point (south or east)	Class	Length (Miles)	Function	Use	Cost	Priority	Notes
Healdsburg Avenue Bridge over Russian River	East bridge approach at vicinity of access into Veterans Memorial Beach	West bridge approach at Front Street intersection	II	.09	Regional	Trans/Rec	n/a	Low	Included in long-term bridge solution. Cost estimate irrelevant as a stand-alone project.
March Avenue	Healdsburg Ave.		II		Local	Trans			
Center Street	Matheson Street	Mill Street	III	.14	Local	Trans	\$2,277	Low	Bike route signage implemented as funding opportunities arise or as part of adjacent development projects.
Dry Creek Road	Highway 101	Grove Street	III	.13	Regional	Trans	\$2,245	Low	
Mill Street	Highway 101	Center Street	III	.24	Local	Trans	\$3,900	Low	
Poppy Hill Drive	Clear Ridge Drive	Sunnyvale Drive	III	.30	Local	Trans	\$4,942	Low	
University Street	Sunnyvale Drive	March Avenue	III	.37	Local	Trans	\$6,077	Low	
Fitch Street	Matheson Street	Mason Street	III	.22	Local	Trans	\$3,528	Low	
Grove Street	Dry Creek Road	Foss Creek Pathway at Norton Slough	III	.97	Local	Trans	\$13,000	Low	
Harmon/Hudson Streets	Fitch Street	Front Street	III	.32	Local	Trans	\$5,280	Low	
Sunnyvale Drive	Lupine Road	Poppy Hill Drive	III	.23	Local	Trans	\$3,792	Low	
Prince Street	Powell Ave.	Healdsburg Library	III	.69	Local	Trans	\$250,000	Medium	
Warning and Way-finding Sign Program	Citywide				Local/Regional	Trans/Rec	\$7,150	Medium	
Class I total				2.73			Total \$11,764,632		
Class II total				0.98					
Class III total				3.50					

¹2007 dollars

**Table 8
Project Implementation and Funding Opportunities**

Corridor/ Street	Class	Cost	Ranking	Project Partners	Potential Funding Source
	I				
Pathway Segment 4	I	\$450,000	High	SMART, Sonoma County Transit	SMART, Measure M, RBPP, TDA, BTA, VPMP, Local Funds
Pathway Segment 6	I	\$2,130,000	High	SMART, NCRA	
Pathway Segment 7	I	\$1,150,000	High	SMART, NCRA	
Pathway Segment 8	I	\$1,980,000	High	SMART, NCRA	
Pathway Segment 9	I	\$3,670,000	Low	SMART, NCRA	
Pathway Segment 9A	I	\$670,000	Medium	SMART, NCRA	
Pathway Segment 10	I	\$670,000	Medium	SMART, NCRA	
Grove Street	II	\$10,191	Low		TDA, BTA, VPMP, Local Funds
Healdsburg Avenue	II	\$61,250	Medium		TDA, BTA, VPMP, Local Funds
Healdsburg Ave. Bridge	II	--	Low		HBP, Local Funds
Center Street	III	\$2,277	Low		TDA, Local Funds
Dry Creek Road	III	\$2,245	Low		
Mill Street	III	\$3,900	Low		
Poppy Hill Drive	III	\$4,942	Low		
University Street	III	\$6,077	Low		
Fitch Street	III	\$3,582	Low		
Grove Street	III	\$13,000	Low		
Harmon/Hudson Streets	III	\$5,280	Low		
Sunnyvale Drive	III	\$3,792	Low		
Warning and Way-finding Sign Program		\$7,150	Medium		RBPP, TDA, Local Funds

Abbreviations:

- SMART Sonoma Marin Area Rail Transit
- RBPP Regional Bicycle and Pedestrian Program
- TDA Transportation Development Act Article 3
- NCRA North Coast Railroad Authority
- BTA Bicycle Transportation Account
- VPMP Vehicle Pollution Mitigation Program
- HBP Highway Bridge Program

Appendix A – Funding Sources

Public Sector Funding

Funding for projects benefiting cyclists and pedestrians originate from a wide variety of sources, including federal and state fuel taxes, sales taxes, property taxes, transit fares, truck weight fees, vehicle registration fees, tolls, development fees, bonds, traffic fines, local general funds, and assessment districts, among others. As such, much funding is closely tied to larger local, state, and national economic trends. The availability of these funds can fluctuate with economic upturns and downturns.

In the northern San Francisco Bay Area, the flow of revenues for cyclist and pedestrian projects from source to implementing entity most often involves the California Department of Transportation (Caltrans) and the Metropolitan Transportation Commission (MTC). Funding is also possible from various sources that the Sonoma County Transportation Authority (SCTA) facilitates. While the SCTA does not own or operate facilities or services, the agency supports implementation of projects and programs sponsored by the entities with which it collaborates.

At the federal, state, regional and local levels, funds are divided among myriad programs. Each program is handled differently, depending on its size, eligible uses, and the agency responsible for making spending decisions. While some programs remain relatively consistent, the majority are dynamic, changing regularly with passage of legislation or as a result of administrative or programmatic adjustments. Moreover, many programs, especially at the regional level, are not funded from a single source; rather they are derived from a combination of funds.

While a portion of the funds available for improvements are programmed, the majority of them are available through competition at the state, regional, or local level. Thus while improvements to major roadways are likely to be financed through programmed transportation funds, the majority of the projects contained in this Plan are likely to be funded through competitive grants or some combination of the two sources.

Competition for these limited funds can be intense, especially at the state and regional levels where often hundreds of applicants compete for limited funds. Therefore, competitive programs typically require the submittal of extensive applications with clear documentation of the project need, costs, and benefits, along with maps, cost estimates, schedules, letters of support, and proposed work scopes. A local match of between 10 and 15 percent is typically required; however some programs require a dollar for dollar match. While the preparation of applications combined with securing local matching funds can be challenging, competitive source funding programs represent an outstanding opportunity to secure funds for local improvements.

In general, federal funds are used for capital projects, as well as for specific projects earmarked by Congress. State funds are used for new capital projects, too, but also cover maintenance costs, like street resurfacing and rehabilitation projects. State funds can sometimes be used as matching funds for larger federal projects, and a small portion is used to cover operational costs.

Sonoma County jurisdictions have access to locally-generated funding. The SCTA administers revenues derived from the 2004 voter-approved transportation sales tax, Measure M. The Measure M Strategic Plan programs these funds over five years for specific projects, including bicyclist and pedestrian improvements throughout the County. The five-year strategic plan is updated every two years.

Government funding can fund both non-infrastructure and infrastructure projects. Examples of the former are the Safe Routes to School and Office of Traffic Safety grant programs; examples of the latter are roadway rehabilitation and construction of roadways, multi-use pathways, and bicycle lanes.

The primary implementer of infrastructure projects is the city Public Works Department. Project selection is typically based on planning processes involving public participation. Additionally, schools and school districts can be the implementers of on-site bicyclist and pedestrian infrastructure and amenities, such as sidewalks and bicycle racks; and for bicyclist and pedestrian education programs and incentives. Other governmental partners are law enforcement agencies. Such entities can sponsor enforcement programs that are aimed at improving motorist, bicyclist and pedestrian behaviors to bring about greater community safety and security.

Private Sector Development and Investment

Private sector development and investment play an important role in funding non-motorized infrastructure. Many of the city's newer residential, commercial and industrial developments have been required to include sidewalks, pathways, and bicycle facilities. Private development is expanding its focus on "smart growth" and balanced transportation options. This inherently builds in orientation to the cycling and pedestrian modes. Sometimes developers also fund such amenities as bicycle racks, bicycle storage, benches, lockers and shower facilities.

Additionally, in many locations, improvements such as closure of gaps in sidewalks or road widenings are made only after a private land use change is approved. Improvements or right-of-way dedications can be made conditions of approval, allowing upgrades for bicyclists and pedestrians.

Both the public and private sectors play important roles in providing employee programs that encourage walking and bicycling.

Community, Special Interest and Philanthropic Organizations Contributions

Other non-governmental sources of funding include the contributions of community-based organizations, such as the Sonoma County Bicycle Coalition, in carrying out programs that support bicycle usage. Examples include Bike to Work Day efforts, bicycle valet parking at events, and education programs. Special-interest groups have made contributions toward non-motorized improvements and programs if such are in alignment with group objectives. Sometimes the contribution is monetary, at other times in the form of volunteer efforts, such as path or trail upkeep programs.

Philanthropic entities, including non-profit, foundation, and corporate organizations and individuals, can fund programs, and, at times, facilities. Donations and grants have paid for community amenities such as pathways and trails; landscaping, fountains and other aesthetic improvements; and street furniture such as bicycle racks, lighting and seating benches. The later such "beautification" efforts create bicyclist- and pedestrian-friendly environments.

Funding Details

The following section presents a general description of funding programs that can be used to implement the infrastructure projects contained in this Plan.

Federal Funding Programs

Federal funding through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and its successors will provide much of the funding available for projects in this Plan. SAFETEA-LU contains several major programs, which are highlighted below, that may be used to fund transportation and/or recreation improvements in this Plan. SAFETEA-LU funding is administered through the state (Caltrans or Resources Agency) and regional governments such as the Metropolitan Transportation Commission (MTC). Most, but not all, of the funding programs are transportation-versus recreation-oriented, with an emphasis on (a) reducing auto trips and (b) providing an intermodal connection. Funding criteria often includes project listing in a Regional Transportation Improvement Plan, completion and adoption of a bicyclist and/or pedestrian master plan, quantification of the costs and benefits of the system (such as saved vehicle trips and reduced air pollution), proof of public involvement and support, National Environmental Policy Act compliance, and commitment of some local

resources. In most cases, SAFETEA-LU provides matching grants of 80 to 90 percent, but prefers to leverage other moneys at a lower rate.

Web link: <http://www.fhwa.dot.gov/safetealu/index.htm>

Highway Safety Improvement Program

This new stand-alone program reflects increased importance and emphasis on highway safety initiatives in SAFETEA-LU. Funds can be used for safety improvement projects on any public road or publicly-owned bicyclist or pedestrian pathway or trail. A safety improvement project corrects or improves a hazardous roadway condition, or proactively addresses highway safety problems that may include intersection improvements; installation of rumble strips and other warning devices; elimination of roadside obstacles; railway-highway grade crossing safety; pedestrian or bicyclist safety; traffic calming; improving highway signage and pavement marking; installing traffic control devices at high crash locations and priority control systems for emergency vehicles at signalized intersections, safety-conscious planning and improving crash data collection and analysis, etc. HSIP funds may also be used in California for public awareness, education, and enforcement activities.

Web link: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

Congestion Mitigation and Air Quality Improvement Program / Surface Transportation Program

The majority of SAFETEA-LU funding flows to the states, and in California these funds are administered by Caltrans. However, Caltrans assigns a significant portion of two of the programs, the Surface Transportation Program (STP) and the Congestion Mitigation & Air Quality Improvement Program (CMAQ) to MTC and other regional planning agencies to be used at their own discretion, subject to federal regulations. MTC develops and administers its own funding programs, including the Transportation for Livable Communities Program and the Regional Bicycle and Pedestrian Program, using STP and CMAQ funds to target Bay Area transportation needs.

Web link: <http://www.mtc.ca.gov/funding/STPCMAQ/>

Transportation Enhancements



Transportation enhancements (TE) are transportation-related activities that strengthen the cultural, aesthetic, and environmental aspects of the nation's transportation system. Similar to CMAQ and STP funds, MTC develops and administers its own funding programs using TE funds to target Bay Area transportation needs. TE funds help to make up regional funding programs such as the Transportation for Livable Communities Program and the Regional Bicycle and Pedestrian Program.

National Recreational Trails Program

The Recreational Trails Program (RTP) provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized as well as motorized uses.

Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails
- Development and rehabilitation of trailside and trailhead facilities and trail linkages
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails (with restrictions for new trails on federal lands)
- Acquisition of easements or property for trails
- State administrative costs related to this program (limited to seven percent of a State's funds)

- Operation of educational programs to promote safety and environmental protection related to trails

Web links: http://www.parks.ca.gov/?Page_id=24324 and <http://www.fhwa.dot.gov/environment/rectrails/index.htm>

State Funding Programs

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is funded through the State Highway Account and other sources for projects to increase the capacity of the transportation system. STIP projects may include projects on state highways, local roads, intercity rail, or public transit systems. Similar to the federal government, the amount of funds available for the STIP is dependent on the state budget. Therefore, funding levels may fluctuate from year to year. Regional Transportation Planning Agencies (RTPAs), such as MTC, are allocated 75 percent of STIP funding for regional transportation projects in their Regional Improvement Program (RIP). Caltrans is allocated 25 percent of STIP funding for interregional transportation projects in the Interregional Improvement Program (IIP).

Web link: <http://www.mtc.ca.gov/funding/STIP/>

Bicycle Transportation Account

The state Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. The BTA provides state funds for projects that improve safety and convenience for bicycle commuters. To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that addresses items a–k in Streets and Highways Code Section 891.2. Following adoption at the local level, a BTP must be submitted to the appropriate Regional Transportation Planning Agency (RTPA) for approval. Sonoma County's RTPA is the Metropolitan Transportation Commission (MTC). RTPA approval consists of verifying that the plan is in compliance with Section 891.2 and the Regional Transportation Plan. Following RTPA approval, the local agency submits the plan, adopting resolution, and RTPA letter of approval to the Caltrans Bicycle Facilities Unit for review to ensure the plan addresses the required elements. BTP adoption establishes eligibility for five consecutive BTA funding cycles.

Web link: <http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

Safe Routes to School



There are currently two Safe Routes to School funding programs in California. In 1999 the State legislature enacted a State Safe Routes to School (SR2S) program through a set-aside of federal transportation funds. The program has since been re-authorized three times and will run through 2013. In the meantime, the federal government created a Safe Routes to School (SRTS) with the passage of SAFETEA-LU. Both programs are meant to improve school commute routes through construction of bicycle and pedestrian safety and traffic calming projects. The State program provides funding for projects that address school commutes for students in grades K-12, the federal program provides funding for projects that address school commutes for students in grades K-8. Both programs require a local match. While both programs fund construction improvements, the federal program also includes a programmatic element that will fund activities related to education, enforcement, or encouragement.

Safe routes to schools programs are an essential component of successful efforts to make walking and bicycling to school safer, increase the number of children walking and bicycling to school, improve children's health and fitness, and educate students and parents about the health, transportation and environmental benefits of walking and bicycling. The programs typically use the "five Es" to accomplish these goals: Encouragement (e.g., prizes, special events like Walk to School Day), Education (e.g., fliers on the benefits of walking, maps of safe routes, classroom curriculum), Engineering (e.g., improvements

to infrastructure such as roadways, intersections, sidewalks and bicycle facilities), Enforcement (making sure motorists, pedestrians and bicyclists understand and obey the rules of the road), and Evaluation (such as before/after surveys to see the effect of programs and physical improvements on mode choice for student commuters).

Web link: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

Office of Traffic Safety



The California Office of Traffic Safety (OTS) has the mission to obtain and effectively administer traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions in California. OTS distributes federal funding apportioned to California under the National Highway Safety Act and SAFETEA-LU.

Grants are used to mitigate traffic safety program deficiencies, expand ongoing activity, or develop a new program. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. OTS grants address several traffic safety priority areas, including Pedestrian and Bicycle Safety. Eligible activities include programs to increase safety awareness and skills among pedestrians and bicyclists. Concepts may encompass activities such as safety programs, education, enforcement, traffic safety and bicycle rodeos, safety helmet distribution, and court diversion programs for safety helmet violators.

Web link: http://www.ots.ca.gov/Grants/Apply/Proposals_2009.asp

Environmental Enhancement and Mitigation Program

Environmental Enhancement and Mitigation Program (EEMP) funds are allocated to projects that offset environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting to equalize the effects of vehicular emissions, and the acquisition or development of roadside recreational facilities, such as trails. State gasoline tax monies fund the EEMP. The EEMP program represents an outstanding opportunity to fund improvements as mitigation to ongoing work in the US 101 corridor, as well as other highway facilities in Sonoma County. Web link: <http://resources.ca.gov/eem/>

California State Coastal Conservancy



The California State Coastal Conservancy manages several programs that provide grant funds for coastal trails, access, and habitat restoration projects. The funding cycle for these programs is open and on-going throughout the year. Funds are available to local government as well as non-profits. The Conservancy may be a funding source for bicycle facilities that improve access to our beaches, rivers, and creeks.

Web link: <http://www.scc.ca.gov/Programs/guide.htm>

Habitat Conservation Fund

The Habitat Conservation Fund (HCF) provides \$2 million dollars annually in grants for the conservation of habitat including wildlife corridors and urban trails statewide. Eligible activities include property acquisition, design, and construction. The HCF is 50% dollar for dollar matching program. California Environmental Quality Act (CEQA) compliance is required. Urban projects should demonstrate how the project would increase the public's awareness and use of park, recreation, or wildlife areas.

Web link: http://www.parks.ca.gov/?page_id=21361

Caltrans Transportation Planning Grants

Caltrans Transportation Planning Grants are intended to promote strong and healthy communities, economic growth, and protection of our environment. These planning grants (Environmental Justice: Context-Sensitive Planning, Community-Based Transportation Planning, Partnership Planning, and Transit Planning) support closer placement of jobs and housing, efficient movement of goods, community

involvement in planning, safe and convenient pedestrian and bicycle mobility and access, smart or strategic land use, and commute alternatives.

Web link: <http://www.dot.ca.gov/hq/tpp/grants.html>

Regional Funding Programs

Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) funds are a portion of the State Transportation Improvement Program. The Metropolitan Transportation Commission, acting as the Regional Transportation Planning Agency in the nine-county Bay Area, is responsible for allocating Sonoma County's share of the funding.

Web link: <http://www.mtc.ca.gov/funding/STIP/>

Transportation for Livable Communities

MTC's Transportation for Livable Communities (TLC) Program was created to support community-based transportation projects that revitalize downtown areas, commercial cores, neighborhoods and transit corridors by enhancing their amenities and ambiance and making them places where people want to live, work and visit. TLC provides funding for planning and capital improvement projects that provide for a range of transportation choices, support connectivity between transportation investments and land uses, and are developed through an inclusive community planning effort.

Web link: http://www.mtc.ca.gov/planning/smart_growth/tlc_grants.htm

Regional Bicycle and Pedestrian Program

The Regional Bicycle and Pedestrian Program (RBPP) was created by the MTC in 2003 through a set-aside of federal funds to fund construction of the Regional Bicycle Network, regionally-significant pedestrian projects, and bicycle and pedestrian projects that serve schools and transit. MTC has committed \$200 million in the Transportation 2030 Plan to support the regional program over a 25-year period (\$8 million each year). The program is administered through County Congestion Management Agencies (SCTA in Sonoma County).

Web link: <http://www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm#bikepedprog>

TDA Article 3

Transportation Development Act (TDA) Article 3 funds are generated from State gasoline sales taxes and are returned to the source counties from which they originate to fund transportation projects. Article 3 funds provide a 2 percent set aside of the County TDA funds for bicycle and pedestrian projects. Eligible projects include right-of-way acquisition; planning, design and engineering; support programs; and construction of bicycle and pedestrian infrastructure, including retrofitting to meet ADA requirements, and related facilities. Each year SCTA approves a Program of Projects for Sonoma County, which is submitted to MTC for approval.

Web link: <http://www.mtc.ca.gov/funding/STA-TDA/>

Lifeline Transportation Program

The Lifeline Transportation Program (LTP) was established to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties. Lifeline funds may be used for either capital or operating purposes. Eligible capital projects include (but are not necessarily limited to) purchase of vehicles, provision of bus shelters, benches, lighting, sidewalk improvements or other enhancements to improve transportation access for residents of low-income communities. A local match of a minimum of 20% of the total program cost is required.

Web link: <http://www.mtc.ca.gov/planning/lifeline/>

Safe Routes to Transit

Funded through Regional Measure 2, this competitive program is designed to promote bicycling and walking to transit stations by funding projects and plans that make important feeder trips easier, faster, and safer. The program is administered by the Transportation and Land Use Coalition, a Bay Area partnership of over 90 groups that develops and forwards a range of projects, programs, and campaigns supporting sustainability and equity in the land use, housing, and transportation arenas.

Web link: http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html#application

Air Quality Management District

The Northern Sonoma County Air Pollution Control District has vehicular pollution mitigation programs (VPMP) that can be applied to development of bicycle facilities or programs. Air district programs seek to improve air quality in partnership with local public, private and non-profit entities by supporting small-scale projects aimed at reducing emissions from motor vehicles. Larger grants from the District are available annually through the AB 2766 program. The District receives a portion of the annual vehicle registration fees from the Department of Motor Vehicles through legislation authorized under Assembly Bill 2766 (Sher, 1990). The AB 2766 program provides incentive funding for projects that reduce on-road and off-road motor vehicle pollutant emissions (mainly nitrous oxides) and to a lesser extent particulate matter. Funding preference is given to projects that result in reduction of particulate matter from heavy duty diesel motor vehicles, rideshare and/or transit programs implemented by or under direct contract to local government entities, and the installation of physical devices or facilities that directly or indirectly reduce motor vehicle emissions. Funds are available through an open application process. Applicants are encouraged to contact district staff directly to discuss project concepts and to receive an application form.

Local Funding Programs

Measure M

In 2004, the citizens of Sonoma County passed the Traffic Relief Act for Sonoma County (Ballot Measure M) a 1/4 cent sales tax for transportation improvements, including bicyclist and pedestrian improvements. In doing so, the County became a county that can more effectively leverage state and federal transportation dollars by providing a local funding match. Measure M also provides a stable funding source for local transportation projects that is independent of the State's transportation budget. While Measure M will not fund all of the County's transportation needs, it is expected to provide a significant contribution of over \$470 million dollars through the life of the measure, which expires in 2025.

Local jurisdictions and transit operators receive regular payments from Measure M for maintenance and operation of the existing transportation system. SCTA has direct authority over administration of the Measure M program. SCTA is responsible for developing and updating a strategic plan to guide allocation decisions and project delivery. In 2005 SCTA developed the initial strategic plan. The strategic plan is updated every two years. The 2007 Measure M Strategic Plan identifies 15 projects for funding in the bicyclist/pedestrian category.

Web link: http://www.sctainfo.org/measure_m_strategicplan.htm

Direct Local Jurisdiction Funding

Local jurisdictions can fund bicyclist and pedestrian projects using a variety of sources. A city's general funds may provide funds for non-motorized transportation projects, especially sidewalk and ADA improvements.

Impact fees

Traffic impact fees are used by the City of Healdsburg to fund city-wide capital improvement projects that offset traffic related impacts produced by development projects. A developer may reduce the

number of trips (and hence the impact fees paid by a project) by constructing off-site pedestrian and bikeway improvements, which will encourage residents to walk and bicycle rather than drive.

Volunteer programs

Volunteer programs may substantially reduce the cost of implementation. Use of groups such as the California Conservation Corp that offer low-cost assistance can reduce project costs. Local schools or community groups may use the bikeway or pedestrian project as a project for the year, possibly working with a local designer or engineer. Work parties may be formed to help clear the right-of-way where needed. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where corporations “adopt” a bikeway and help construct and maintain the facility.

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