

# CITY OF SEBASTOPOL BICYCLE AND PEDESTRIAN MASTER PLAN

AMENDED NOVEMBER, 2011



**SEBASTOPOL**  
Local Flavor. Global Vision.

RESOLUTION NO 5857

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEBASTOPOL  
AMENDING THE SEBASTOPOL BICYCLE AND PEDESTRIAN PLAN

WHEREAS, the City Council of the City of Sebastopol on May 6, 2008, did approve and adopt the Sebastopol Bicycle and Pedestrian Master Plan (BPMP), by Resolution no 5667; and,

WHEREAS, from time to time, the City desires to amend the BPMP to reflect changing conditions and priorities with regard to bicycle and pedestrian improvements within the City; and

WHEREAS, the City Council approved a Bike Lane Feasibility Study on June 7, 2011, containing recommendations for the implementation of a system of bikeways throughout the City;

NOW, THEREFORE, BE IT RESOLVED that the City Council has conducted a Public Hearing and hereby amends the Sebastopol Bicycle and Pedestrian Master Plan to incorporate the changes referenced herein.

IN COUNCIL DULY PASSED this 15<sup>th</sup> day of November, 2011.

APPROVED: \_\_\_\_\_

  
MAYOR GUY WILSON

AYES: Councilmembers Gurney, Shaffer, Vice Mayor Kyes and Mayor Wilson

NOES: None

ABSTAIN: None

ABSENT: Councilmember Slayton

ATTEST:  (Mary Gourley, City Clerk)

# Sebastopol Bicycle & Pedestrian Master Plan

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## 1. Introduction

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

The 2008 Sebastopol plan was developed over the course of a year through the coordinated efforts of the SCTA's Bicycle and Pedestrian Advisory Committee, a focused project steering committee, Sebastopol staff, and input from the public through a series of public workshops and public review periods. The Project Steering Committee was established to oversee the development of the plan and consisted of representatives from the County and each of its cities. Public workshops were held throughout the County to collect input from interested members of the public. The workshops were advertised through various local and regional print media, mailings, the posting of public fliers, and government outreach efforts.

When the plan was approved, the City determined that additional study was needed to further refine the plan regarding designation of Class 2 bike facilities. The City completed a Bike Lane Feasibility Study in June 2011. This amendment to the plan incorporates the recommendations of the Bike Lane Feasibility Study as directed by the City Council, and updates other sections of the plan to include changes that have occurred since the plan was first adopted.

### Purposes of the Plan

The primary emphasis of the *SCTA Countywide Bicycle & Pedestrian Master Planning effort* was to facilitate transportation improvements for bicyclists and pedestrians.

The purposes of the Plan are to:

- Assess the needs of bicyclists and pedestrians in Sebastopol and throughout Sonoma County in order to identify a set of local and countywide improvements and implementation strategies that will encourage more people to walk and bicycle;
- Identify local and countywide systems of physical and programmatic improvements to support bicycling and walking;
- Provide local agencies that adopt the Plan with eligibility for various funding programs, including the State Bicycle Transportation Account (BTA);
- Act as a resource and coordinating document for local actions and regional projects; and
- Foster cooperation between entities for planning purposes and to create Geographic Information System (GIS) maps and a database of existing and proposed facilities countywide.

### **How Does the Plan Affect Daily Life in Sonoma County?**

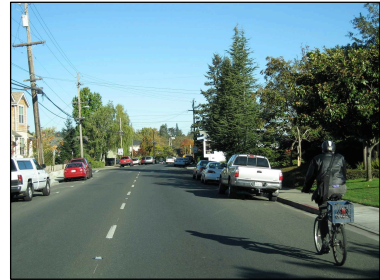
The SCTA Countywide Bicycle & Pedestrian Master Plan describes a vision for the future of these alternative transportation modes, identifies policies to help achieve that vision and contains funding strategies for implementation of the projects and programs contained within the plan. These policies affect what choices we have for travel by car, bus, and bicycle and on foot. By identifying



To achieve these, the Plan includes recommendations for physical improvements and programs that could be developed to enhance and expand existing facilities, connect gaps, address constraints, provide for greater local and regional connectivity, and increase the potential for walking and bicycling as transportation modes.

### Vision Statement

Through a collaborative planning process, a vision, goal and objectives were approved by all ten jurisdictions of Sonoma County: Cloverdale, Healdsburg, Windsor, Santa Rosa, Cotati, Rohnert Park, Petaluma, Sonoma, Sebastopol, and the County of Sonoma. These are designed to guide the development and maintenance of bicycle and pedestrian facilities throughout Sonoma County and express the intent of SCTA and its member agencies to enhance non-motorized mobility and to improve safety, access, traffic congestion, air quality, and the quality of life of Sonoma County residents, workers and visitors.



**The vision for a comprehensive bicycle and pedestrian transportation system is:**

**In Sonoma County bicycling and walking are:**

- Important to residents' quality of life
- Integral parts of an interconnected transportation system
- Safe and convenient for all user groups
- Viable means of reaching desired destinations
- Routinely accommodated
- Encouraged by easy connections to transit
- Fostered by education and enforcement
- Advanced by actions of government, schools and the private sector
- Promoted as tourism and recreation attractions
- Mode choices that contribute to personal health
- Options that reduce vehicle miles traveled and greenhouse gas emissions

### Caltrans Compliance

#### *Bicycle Transportation Act*

To be eligible for Bicycle Transportation Account (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. If a city plans to use a countywide BTP to establish their eligibility for BTA funds, the countywide BTP must include a discussion of items a – k for that city in addition to addressing these items for the unincorporated areas in the county. Items a – k, and their location in this Plan, are identified in Appendix A.

#### *Bicycle Transportation Plan Approval Process*

Following adoption at the local level, a city or county sends their plan to the appropriate Regional Transportation Planning Agency (RTPA) for approval. Sonoma County's RTPA is the

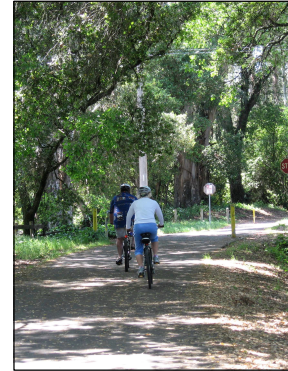
Metropolitan Transportation Commission (MTC). RTPA approval consists of verifying that the plan is in compliance with Section 891.2 and the Regional Transportation Plan (RTP). Following RTPA approval, the local agency submits the plan, adopting resolution, and RTPA letter of approval to Caltrans' Bicycle Facilities Unit for review to ensure the plan addresses the required elements.

Caltrans Bicycle Program staff employs a checklist approach to BTP review to determine if the plan includes the required elements. While each required element should be addressed in the plan, regardless of applicability to the local agency preparing the plan, the review does not "grade" the information provided in the discussion of the required elements. BTP adoption establishes eligibility for five consecutive BTA funding cycles.

## 2. Setting and Context

### Land Use History

Miwok and Pomo peoples were the area's first known inhabitants. The westward migration and Gold Rush brought new settlers to California. Some found the land around Sebastopol hospitable for farming. Sebastopol formed in the 1850s with a post office and as a small trade center to support the growing agricultural operations. An apple industry was established, along with schools, churches, hotels, canneries, mills, wineries, and an opera house. Sebastopol was incorporated in 1902, but a few years later the earthquake of 1906 reduced many of the early buildings to rubble. The town rebuilt, and the apple business flourished. The Petaluma and Santa Rosa Railroad, an electric interurban railway was established in 1904. The railroad aided commerce and included rail lines north to south through the center of town extending to Forestville and Petaluma, and one to the east to Santa Rosa. The apple industry gradually declined after the mid 1900's, when competition with other apple producing regions emerged.



The next major influence on transportation, and likewise land use, was the affordability of the automobile for many families and businesses. Trails evolved into paved roads to serve the new vehicular mode and land use and development quickly adapted with more dispersed patterns. As development became more sprawled and the number of car owners grew, non-motorized means of travel declined. Worth noting is that most of Sonoma County's cities retain a central historic core that preceded the advent of the automobile, and Sebastopol's downtown retains much of its walkability from that earlier era.

### Jurisdiction Overview Setting and Land Use

Most of Sebastopol's commercial businesses are concentrated along two state highways (State Route (SR) 12 and SR116, which double as the city's main streets. There are residential neighborhoods west of SR 116 until it veers west as Healdsburg Avenue, at which point there are neighborhoods both north and south of the highway. Most of the city's industrial uses are concentrated north of SR 12, as it enters Sebastopol from Santa Rosa. In recent years, higher-density infill development has occurred along the state highways, which will favor increased pedestrian traffic along the City's core corridors. Sebastopol's development patterns, coupled with its relatively small land area, create many opportunities for residents to walk to and around downtown and on the Main Street corridor.

Land use development and settlement patterns are indicated in Figure 1, the Sebastopol Land-Use Map.

### Attractors and Generators

Attractors and generators in Sebastopol were identified by reviewing information from standard sources such as maps, plans, and the City's website as well as consultation with staff. The locations of the attractors and generators were considered in determining the alignments of both the local and countywide networks. They include downtown, City Hall and other government

buildings, the downtown Plaza, the post office, the Joe Rodota and West County trails, transit stops, parks, schools, Palm Drive Hospital and nearby medical offices, Community Center and Youth Annex, shopping centers, and other public attractions.



### Schools and Safe Routes

Two school districts serve the city of Sebastopol, the Sebastopol Union School District and the West Sonoma County High Union High School District. The City's six schools include Analy High School, Laguna Continuation High School, Brook Haven Middle School,, Park Side Elementary School, and the Sebastopol Independent Charter School which operates schools on two campuses.<sup>1</sup> The schools, the grades they serve, and their addresses are listed in Table 1 below.

**Table 1**  
**Sebastopol Schools**

<b>School</b>	<b>Grade Levels</b>	<b>Location</b>
Analy High School	9 – 12	6950 Analy Avenue
Laguna Continuation High School	9 – 12	445 Taft Street
Brookhaven Middle School	6 – 8	7905 Valentine Avenue
Park Side Elementary School	K – 5	7450 Bodega Avenue
Sebastopol Independent Charter School	K – 2	7905 Valentine Avenue
Sebastopol Independent Charter School	3 – 8	200 South Main Street

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.

Safe Routes to Schools 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).

The City has been active in its pursuit of Safe Routes to Schools funding and was awarded both an infrastructure and a non-infrastructure grant in the 2007-08 from the State SR2S funding cycle. The infrastructure grant funded the Huntley Street Sidewalk Gap Closure Project, which closed a sidewalk gap in front of the Sebastopol Union School District office leading to Park Side Elementary School, and installed a high-visibility crosswalk and signage. The non-infrastructure grant funded the Sebastopol Safe Routes to Schools Program, which was used to establish a formal and ongoing SR2S Program for the elementary schools in the Sebastopol Union School District. The Sebastopol Safe Routes Program commenced with the 2008-2009 school year and will run through the end of the 2011-2012 school year. The Sebastopol program established a model of sorts, which is now being replicated in schools throughout the

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<sup>1</sup> A seventh campus, Pine Crest Elementary School (3-5) was closed by the District in 2011.

County, and efforts are underway to ensure future sustainability of this program in Sebastopol schools.

The City of Sebastopol enthusiastically supports a number of other education and/or outreach efforts including:

- Bike Rodeos
- Bicycle Helmet giveaway (ongoing and funded by the Police Officer's Association)
- Enforcement of bicycle helmet laws and other traffic laws impacting bicyclists
- Investigation of collisions, including collisions involving bicyclists.
- Annual Bike and Walk to School day participation
- Patrolling the Sonoma County Regional Park Bicycle and Pedestrian trails
- Bicycle Patrol



### Parks and Community Facilities

A variety of parks and community facilities exist in Sebastopol. They include neighborhood parks, community parks, open space areas, regional parks, civic buildings, schools, and other quasi-public facilities. These facilities are distributed throughout the community and are accessible by those on foot and/or bicycle. Following is a list of parks and community facilities:

- Ives Park – community park
- Laguna Youth Park – community park
- Laguna de Santa Rosa Wetlands Preserve
- Gold Ridge Experiment Farm
- Laguna Skatergarten – skate park and community Garden
- Libby Park – neighborhood park
- City Plaza – community park
- Spooner Park – pocket park
- Ragle Ranch Park – Sonoma County regional park
- Sebastopol Community Center and Youth Annex
- Sebastopol Library
- Sebastopol Center for the Arts
- Veterans Building
- Chamber of Commerce / West County Museum



### Sebastopol Demographics and Commute Patterns

#### *Local Bicycle and Pedestrian Travel Characteristics*

Travel information in Sebastopol was analyzed 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 bicycle and pedestrian commuters, as well as an indication of the number of potential bicycle 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.

A review of available demographic and commute statistics was performed in order to better understand the level of walking and bicycling in Sebastopol and Sonoma County as a whole. Several data sources were reviewed, including California Department of Finance Population Estimates, the Bay Area Travel Survey, and Journey-to-Work (JTW) Data from the US Census Bureau.

Every ten years, the US Census Bureau attempts to count every person throughout the nation. As part of this survey process, the agency 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 extremely large sample size—over 400 households in Sebastopol alone—JTW data is considered the most reliable source of transportation mode choice information available. However, while the JTW provides a glimpse of how Sebastopol residents travel to and from work, the data source only provides a partial understanding of travel characteristics. 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; the survey takes place in the month of March, which can be quite rainy in Sonoma County, a deterrent to walking and bicycling; and, most importantly, only work trips are surveyed, which ignores many common walk and bicycle trips, such as trips to school, to local shops, and for exercise.

The 2000 US Census indicates a population of 7,770 in Sebastopol; it is expected to grow to 9,620<sup>2</sup> by 2020 (Sonoma County General Plan 2020, Overview Draft). According to the 2000 US Census, there are 3,882 workers in Sebastopol 16 years old or older. Of these, 3,663 work outside the home. Twenty-nine percent, or 1,080 workers, have a travel time to work of 15 minutes or less. Sebastopol has an average rate of workers with a commute time of less than when compared to the nation which is at 30 percent, but a higher than average rate when compared to the state which are at 25 percent. This data indicates a high percentage of workers who 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 Sebastopol is shown in Table 2 below.



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<sup>2</sup> Travel data from the 2010 Census is not yet available, so information from the 2000 Census cannot be updated at this writing. Growth projections for Sebastopol will be reviewed in an upcoming General Plan update, however it should be noted that the 2010 Census found a population of 7,379, a 5.1% population decline from 2000 to 2010, calling into question past growth projections for the town.

**Table 2**  
**Sebastopol Travel Time to Work for Workers 16 Years Old and Over**

	#	%
Total Employed Persons	3,882	100%
Worked at home	219	6%
Did not work at home	3,663	94%
<b>Travel Time</b>	<b>#</b>	<b>%</b>
Less than 15 minutes	1,080	29%
15 to 29 minutes	1,254	43%
30 to 44 minutes	478	13%
45 to 59 minutes	156	4%
60 minutes or more	358	10%

Source: 1United States Census 2000, United States Census Bureau, 2000

As shown in Table 3 below, JTW data indicates that approximately 80 percent of workers in Sebastopol, or 3,142 persons, drive to work alone. Approximately 1.1 percent, or 41 workers commute by bicycle, a rate that is higher than the County and statewide average bicycle mode share of 0.8 percent, and more than double the national average of 0.4 percent. Approximately 3.2 percent of workers, or 125 persons, walk to work, a rate that is slightly higher than the countywide average of 3.1 percent and the statewide average of 2.9 percent. While approximately 6.6 percent workers in Sebastopol (256 persons) carpool, about half of the statewide and national averages, the majority of workers in Sebastopol drive to work alone. Given Sebastopol's climate, topography, and percentage of commuters with a travel time to work of 15 minutes or less, a significant opportunity exists to achieve greater bicycle and pedestrian mode splits. Every motor vehicle trip or vehicle mile driven eliminated results in less air pollution, reduced green house gas emissions, and lessened traffic congestion.

**Table 3**  
**Demographic and Journey to Work Data - 2000 US Census**

	Sebastopol		Countywide		California	
Population	8,032		458,614		33,871,648	
Employed persons 16 years of age +	3,882		224,947		14,525,322	
<b>Mode Split</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Drove Alone	3,142	80.9%	168,134	74.7%	10,432,462	71.8%
Bike	41	1.1%	1,744	0.8%	120,567	0.8%
Walk	125	3.2%	6,929	3.1%	414,581	2.9%
Public Transit	71	1.8%	5,507	2.4%	736,037	5.1%
Carpool	256	6.6%	28,283	12.6%	2,113,313	14.5%
Motorcycle	22	1%	517	0.2%	36,262	0.2%



Other	6	0.2%	1,587	1%	115,064	1%
Worked at Home	219	6%	12,246	5%	557,036	4%

### Local Opportunities and Constraints

This section provides a list of opportunities and constraints for the City's bicycle and pedestrian networks. A variety of conditions were considered including roadway geometries, traffic volumes, crossing locations, distance between destinations, topography, system users, and other issues.

#### *Opportunities*

- Planned Street Smart Sebastopol improvements
- Potential bicycle and pedestrian design enhancements on the state highways (context sensitive "main street" improvements)
- Programmed Safe Routes to School infrastructure improvements and programs
- Improved inter-county and inter-city connection opportunities
- System enhancements through a comprehensive way-finding, directional, and warning signing campaign for pedestrians and bicyclists
- Potential mode share growth and safety improvements through education and awareness efforts

#### *Constraints*

- No bike lanes on HWY 116 or HWY 12 through central downtown
- Limited right-of-way for bicycle or pedestrian improvements on many residential roads
- Limited control over state highways
- Limited locations to develop a crossing of SR 12 for the Laguna Path
- Topography on the west side of town can be steep
- Signalized intersections need bicycle sensitive detection

### Data Collection Recommendations

#### *Bicycle and Pedestrian Counts*

One of the challenges facing staff and local decision makers in the area of bicycle and pedestrian planning is the lack of documentation on usage and demand for pedestrian and bicycle facilities. Without accurate and consistent data, it is difficult to measure the positive benefits of bicycle and pedestrian investments, especially when compared to the other types of transportation such as the automobile. In order to supplement JTW data, to attain a better understanding of existing usage and travel patterns, and to be able to project demand, regular bicycle and pedestrian counts are recommended.

Proposed count locations in Sebastopol and throughout the County were identified through the planning process 2008. The basic criteria used to select count locations included points along and intersections of primary streets in the network, area coverage, population centers, attractors and generators, and community gateways. A table of the original Proposed Count Locations can be found in Appendix B.

Since adoption of the plan the Sonoma County Transportation Authority has established an ongoing Bicycle and Pedestrian Count Program beginning in 2009, now in its third year. Although funding for the program is limited, SCTA has utilized summer interns funded through MTC to conduct the counts using National Bicycle and Pedestrian Documentation Project (NBPDP) methodology, and has provided training on data collection methodology to County jurisdictions. The SCTA program has provided data at three locations in Sebastopol, as follows.

Street Name	Location	2009				2010				2011			
		Bike PM		Ped AM	AM PM	Bike AM PM		Ped AM PM		Bike AM PM		Ped AM PM	
North Main St	Analy Ave	20	10	59	211	21	41	341	34	-	-	-	-
South Main St	Burnett St	10	15	150	87	16	31	53	291	16	12	35	246
Petaluma Ave	Joe Rodota Tr	-	-	-	-	49	33	121	132	-	63	-	56

City Staff is exploring ways to expand the number of locations and frequency of bike and pedestrian counts.

### 3. Vision, Goal, Objectives and Policies

#### Vision, Goal, Objectives, and Policies

This section defines the vision for bicycle and pedestrian transportation throughout Sonoma County, and outlines the vision, principal goal, and objectives that will serve as guidelines in the continuing development of the countywide bicycle and pedestrian transportation system<sup>3</sup>. Through a collaborative planning process, the vision, goal and objectives were approved by all ten jurisdictions of Sonoma County: Sebastopol, Healdsburg, Windsor, Santa Rosa, Sebastopol, Rohnert Park, Petaluma, Sonoma, Sebastopol, and the County of Sonoma. These are designed to guide the development and maintenance of bicycle and pedestrian facilities throughout Sonoma County and express the intent of SCTA and its member agencies to enhance non-motorized mobility to improve safety, access, traffic congestion, air quality, and the quality of life of Sonoma County residents, workers and visitors.

The vision, goal and top-tier objectives are meant to function as the mutually agreed upon common framework applicable to both the primary countywide system and local bicycle and pedestrian networks. Policies, and possibly additional objectives, that address jurisdiction-specific issues are included in the individual County and city/town plans.

The role of the SCTA is in advocating, planning, coordinating, and funding, whereas local agencies, such as cities, towns, and the County, transit agencies, Caltrans, and the non-profit and private sectors, will be chiefly responsible for implementation of objectives and policies.

**The vision for a comprehensive bicycle and pedestrian transportation system is:**

**In Sonoma County bicycling and walking are:**

- Important to residents' quality of life
- Integral parts of an interconnected transportation system
- Safe and convenient for all user groups
- Viable means of reaching desired destinations
- Routinely accommodated
- Encouraged by easy connections to transit
- Fostered by education and enforcement
- Advanced by actions of government, schools and the private sector
- Promoted as tourism and recreation attractions
- Mode choices that contribute to personal health
- Options that reduce vehicle miles traveled and greenhouse gas emissions

**Principal Goal:**

***To develop and maintain a comprehensive countywide bicycle and pedestrian transportation system, which includes projects, programs, and policies that work together to provide safe and efficient opportunities for bicyclists and pedestrians to***

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<sup>3</sup> The "system" is defined as the whole of all of the components – physical and programmatic.

***access public transportation, school, work, shopping, services, recreation and residences.***

### **Objectives and Policies**

#### **Objective 1.0: The Countywide Bicycle and Pedestrian Network\***

*Establish a comprehensive countywide bicycle and pedestrian transportation system.*

Policies:

- .1 Develop a local and countywide bicycle and pedestrian transportation network that provides access to and among major activity centers, commercial districts, schools, transportation centers, public transportation recreation, and other destinations, according to the recommendations in this plan.
- .2 Work cooperatively with responsible agencies including Transportation and Public Works, Regional Parks, SCTA, SMART, SCWA, Caltrans and others, to close existing facility gaps and ensure the system is implemented, constructed, and maintained.
- .3 Assign a bicycle and pedestrian coordinator to oversee implementation of the Bicycle and Pedestrian Plan and coordinate activities between City departments and other jurisdictions.
- .4 Double the “Journey to Work” mode split percentages for walking and bicycling, by the year 2020, using 2006 data as the baseline.

#### **Bicycle-specific policies**

- .5 Consider the needs of bicyclists of all types (commuters, recreational riders, children, and families) in planning, developing, and maintaining a bikeway network that is safe and convenient.

#### **Pedestrian-specific policies**

- .6 Require new development to provide safe, continuous and convenient pedestrian access to jobs, shopping and other local services and destinations.
- .7 Create spaces and activities that invite pedestrian use and optimize the experience of walking with amenities such as landscaping, public art, seating and drinking fountains.
- .8 Focus on improving safety of pedestrian crossings of roadways and highways, especially in pedestrian districts.

#### **Objective 2.0: Design**

*Utilize accepted Complete Streets design standards and “best practices” for the development of bicycle and pedestrian facilities.*

Policies:

- .1 Utilize the *California Highway Design Manual*, the *California Manual of Uniform Traffic Control Devices*, the American Association of State Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* and *Guide for the Planning, Design, and Operation of Pedestrian Facilities* for the development of bicycle and pedestrian facilities.
- .2 Require that all new signalized intersections include bicycle detection and are properly marked and operational for use by bicyclists.



- .3 Where minimum bike lane standards are infeasible, use striped edge lines, signs, shared lane markings, or other route enhancements to improve conditions for bicyclists, wherever feasible.
- .4 Projects that will result in the loss of existing bicycle and pedestrian facilities or jeopardize future facilities as shown on the Bikeways Map should be mitigated wherever feasible.
- .5 Install way finding signage, markers, and stencils on off-street paths, on-street bikeways, local roads, and State Routes to improve way finding for bicyclists, assist emergency personnel, and heighten motorist's awareness.
- .6 Provide consistent enhanced features at uncontrolled pedestrian crossings, especially within pedestrian districts and at intersections of arterials with Class I trail.

### **Objective 3.0: Multimodal Integration**

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

Policies:

- .1 Cooperate with transit providers to implement a safe routes to transit program that prioritizes pedestrian and bicycle access to transit stops and stations.
- .2 Encourage 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 at a minimum.
- .3 Encourage local and regional transit agencies to accommodate bicycles on transit and plan for the need for additional bicycle storage capacity on transit to ensure capacity keeps up with demand.

### **Objective 4.0: Comprehensive Support Facilities**

*Encourage the development of comprehensive support facilities for walking and bicycling.*

Policies:

- .1 Require adequate short-term bicycle parking for retail, office, commercial and industrial uses.
- .2 Require adequate short-term bicycle parking and long-term bicycle storage for transportation centers.
- .3 Encourage employers to provide secure indoor and/or covered bicycle parking for their employees.
- .4 Encourage employers to provide adequate shower and locker facilities for workers.
- .5 Install high-visibility crossing treatments, pedestrian scale lighting, street furniture, drinking fountains, and other pedestrian amenities in pedestrian districts and on Class I trails.

### **Objective 5.0: Education and Promotion**

*Develop programs and public outreach materials to promote bicycle and pedestrian safety and the positive benefits of bicycling and walking.*

Policies:

- .1 Participate in the development and maintenance of a bicycle and pedestrian safety campaign as a countywide tool to deliver comprehensive safety awareness, driver, cyclist and pedestrian education information, and to increase the awareness of the benefits of walking and bicycling as transportation modes.
- .2 Support “grassroots” efforts that help to resolve bicycle and pedestrian transportation issues.
- .3 Distribute bicycle and pedestrian safety, educational, and promotional materials through law enforcement activities, at scholastic orientations, through drivers training and citation diversion programs, and to new political representatives.
- .4 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 Encourage major employment centers and employers to encourage commuting by bicycle, including the use of flex-time work schedules to support non-rush hour bicycle commuting.
- .6 Educate the general public and the officials of state, county, and local law enforcement agencies on common Vehicle Code infractions involving bicyclists and other users of roadways or off-road pathways

**Objective 6.0: Safety and Security**

*Create countywide pedestrian and bicycle networks that are, and are perceived to be, safe and secure.*

Policies:

- .1 Reduce automobile collisions with pedestrians and bicyclists by 50 percent by the year 2020, using 2006 collision data as the baseline for analysis.
- .2 Coordinate the delivery of bicycle Safety Education Programs to schools, utilizing assistance from law enforcement agencies, local bicycle shops, and other appropriate groups and organizations.
- .3 Focus on improving safety of intersection crossings using pedestrian signal cycles, pedestrian buttons, high-visibility crosswalk markings and education.
- .4 Prioritize safety improvements in the vicinity of schools, public transit and other high-priority pedestrian destinations.
- .5 Review collision data annually to identify problem areas and to prioritize projects and program activities.
- .6 Improve pedestrian safety and security with pedestrian-level lighting, where appropriate, and development of activities and facilities that encourage walking.
- .7 Continue to seek sources of funding for ongoing implementation of the Safe Routes to School program in the Sebastopol Union School District schools.

**Objective 7.0: Land Use**

*Encourage smart growth land use strategies by planning, designing and constructing bicycle and pedestrian facilities in new development.*

Policies:

- .1 Encourage School districts to participate in providing safe and continuous bicycle and pedestrian connections from surrounding neighborhoods when constructing new or improving existing school facilities.
- .2 Encourage compact, high density pedestrian oriented development in pedestrian districts.
- .3 In pedestrian districts allow shared parking for commercial uses rather than requiring each business to provide separate parking areas.
- .4 Condition discretionary projects in pedestrian districts to provide pedestrian facilities such as sidewalks, and trails that link pedestrian routes or provide access to destinations wherever feasible.
- .5 Where a nexus is identified, condition discretionary projects to provide an irrevocable offer of Class I easement or land dedication and construction of Class I multi-use pathways as designated in an adopted plan provided it can be shown that such a Class I pathway will serve as loops and/or links to designated or existing Class I multi-use pathways, trails, communities, existing or proposed schools, public parks and open space areas, and existing or proposed public transit nodes (e.g., transportation centers, park and ride lots, bus stops).

#### **Objective 8.0: Planning and Analysis**

*Continue to support bicycle and pedestrian efforts with data measurement, analysis, and ongoing planning.*

Policies:

- .1 The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) shall continue to be responsible for advising staff on the ongoing planning and coordination of the bicycle and pedestrian transportation system.
- .2 Update the Bicycle and Pedestrian Plan in accordance with the California Bicycle Transportation Act, and to coordinate with Regional Transportation Plan updates.
- .3 The CBPAC shall review the design of all new road widening projects in order to minimize hazards and barriers to bicycle travel on all local roads.

City staff shall evaluate all designs and plans for new capital improvement projects on City streets or state highways within Sebastopol, to ensure consistency with this plan.

- .4 Where different classes of bikeways share the same route, Class I or II bikeways should not be constructed in a manner that reduces or eliminates other designated bikeways.

**Objective 9.0: Maintenance**

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

Policies:

- .1 Maintain geometry, pavement surface condition, debris removal, markings, and signage on Class II and Class III bikeways to the same standards and condition as the adjacent motor vehicle lanes.
- .2 Assign a point of contact in Public Works for maintenance reporting to compile, track, and respond to routine bicycle and pedestrian maintenance issues in a timely manner.
- .3 Require that road construction projects minimize their impacts on bicyclists and pedestrians to the greatest extent possible, through the proper placement of construction signs and equipment, and by providing adequate detours.
- .4 Require that routine maintenance of local roads consider bicycle and pedestrian safety and at a minimum includes the following activities:
  - Trim vegetation to provide a minimum horizontal clearance of 4 feet from the edge of pavement and a minimum vertical clearance of 8 feet.
  - Clear debris from road shoulder areas to provide space for walking.
- .5 Perform periodic sidewalk inspections to ensure adequate pedestrian clearance and to address maintenance issues that could present a tripping hazard.

**Objective 10.0: Funding**

*Maximize the amount of funding for bicycle and pedestrian projects and programs throughout Sonoma County, with an emphasis on implementation of this plan.*

Policies:

- 10.1 Work with federal, state, regional, and local agencies and any other available public or private funding sources to secure funding for the bicycle and pedestrian system.
- 10.2 Encourage multi-jurisdictional funding applications to implement the regional bicycle and pedestrian system.
- 10.3 Promote the availability of adequate regional, state and federal funding sources for bicycle and pedestrian transportation projects.

**Relationship to Other Plans and Policies**

Implementation of the Sebastopol Bicycle & Pedestrian Master Plan will require coordination, consistency, and cooperation among numerous jurisdictions and agencies with varied interests that share policy decisions within and immediately adjacent to Sebastopol 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 bicycle 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 the Overview section.

## **Sebastopol General Plan**

The Sebastopol General Plan is a long-range comprehensive planning document required by state law and adopted by the City in 1994<sup>4</sup> to set policy and guide future growth, development and conservation of resources. The following General Plan goals are relevant to bicycle and pedestrian improvements in Sebastopol.

### Chapter II Transportation

#### Goal 1 Reduce Regional Traffic Growth

P.3 Support Region Alternatives to the Single-Occupant Vehicle: Support regional transportation policies and programs which increase the use of public transit, carpools, bicycles and other alternative modes of transportation and limit the growth of single-occupant vehicle traffic.

Program 3.11: Continue to provide staff resources to review, analyze, and monitor regional transportation plans.

Responsibility: City Manager.

#### Goal 2 Develop a Citywide and areawide circulation system that is safe and efficient.

P.7- Continuation of Streets: Facilitate the continuation of streets and bicycle and pedestrian paths through new developments wherever possible.

Program 7.1: Review site plans of developments to facilitate the continuation of streets, bicycle and pedestrian paths to improve local circulation.

Responsibility: Planning Department

*Continuation of existing streets should be considered in the review of development of larger parcels located between streets where this will not generate adverse impacts for traffic movement, public safety and the character of the neighborhood. Priority shall be given to providing pedestrian and bicycle trails to connect streets wherever possible.*

Goal 3 Regard the quality of life in Sebastopol and maintaining community identity as more important than accommodating traffic.

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<sup>4</sup> At this writing, the City contemplates, but has not yet begun a General Plan Amendment Process. (November 2011)

P.8- Community Identity Higher Priority than Accommodating Traffic: Place a higher priority on safety and pedestrian-oriented design and scale, as opposed to traffic flow and speed.

P.9- Community Priorities for Transportation Improvements: Place a higher priority on maintaining a sense of place, and enhancing the attractiveness of the Downtown and residential neighborhoods, than on traffic flow and movement.

P.10- Protect Irreplaceable Resources: Ensure that transportation facilities do not adversely impact irreplaceable resources such as the Laguna de Santa Rosa, important open space lands, recreational facilities and neighborhood integrity.

P.11- Reduce Pollution: Reduce the air, water, and noise pollution that results from vehicular traffic by reducing the number of trips.

P.12- Promote Public Participation and Education in Transportation Decisions: Actively seek public participation in the preparation and review of regional and local transportation plans.

Program 12.1: Continue to hold public meetings on proposed transportation plans and improvements.

Responsibility: Planning and Engineering Departments

#### *Alternatives to the Automobile*

Goal 6 Reduce dependence on the automobile.

#### *Bicycle and Pedestrian Trails.*

Goal 7 Make it easier and safer for people to travel by bicycle.

Goal 8 Make it easier and safer for people to walk.

P.21 Comprehensive Bicycle Path System: Establish a comprehensive and safe system of bicycle trails connected to all parts of the City.

Program 21.1: Complete the bicycle and pedestrian trail system as included in map 4: Bicycle and Pedestrian Trails System.

Responsibility: Planning and Engineering Departments.

Program 21.2: Incorporate bicycle and pedestrian facilities into the design and construction of all roadway improvements as feasible.

Responsibility: Planning and Engineering Departments.

Program 21.3: Continue to participate in the Countywide Bicycle Advisory Committee.

Responsibility: Engineering.

Program 21.4: Utilize park in-lieu funds, dedications, grant funding, traffic impact fees, and other means, as appropriate, to acquire rights-of-way needed for a comprehensive bike and

pedestrian path-system, bike racks and other bike-related facilities, as indicated in map 4: Bicycle and Pedestrian Trails System.

Responsibility: Engineering Department.

Program 21.5: Prepare and distribute maps of Sebastopol's bicycle and pedestrian trails system at public hearings, the library, schools and other public places.

Responsibility: Engineering Department.

Programs 21.6: Construct bike trails according to the standards established by *Caltran's Planning and Design Criteria for Bikeways* for the roadway system. Alternative designs may be required in the Laguna de Santa Rosa.

Responsibility: Engineering Department.

Programs 21.7: Maintain bicycle and pedestrian trails to ensure that they are free of debris, and other obstacles. Consider increasing the number of trash receptacles, solar-powered emergency telephones and increased lighting along bicycle trails.

Responsibility: Public Works Department.

Programs 21.8: Require new development to provide on-site connections to existing and proposed bicycle and pedestrian trails, as appropriate.

Responsibility: Planning and Engineering Departments.

P.22 Bicycle Parking: Provide adequate and secure bicycle parking at public transit facilities, park and ride lots, schools, the library, parks, city offices, and commercial areas.

Program 22.1: Require new development to provide secure bicycle parking.

Responsibility: Planning Department.

Revisions to the parking standards contained in the Zoning Ordinance are required to implement this program. The Zoning Ordinance should specify the number of bicycle parking spaces required as a ratio of building and the type of bicycle racks and locker designs which should be used. The specifications for bicycle racks should reflect the type of use. Long term parking at bus stops and workplaces would require locker-type storage for bicycles, whereas short-term parking at stores would require the simpler locking bicycle racks.

Program 22.2: Continue to maintain and improve bicycle parking at City Hall, the library, public parks and the recreation center.

Responsibility: Planning and Public Works Departments.

Program 22.3: Work with Golden Gate Transit and Sonoma County Transit to place covered bicycle parking at bus stops and to increase the number of buses able to take bicycles.

Responsibility: Planning Department.

Program 22.4: Revise the Zoning Ordinance to require large employers to provide covered bicycle parking and shower facilities.

Responsibility: Planning Department.

Program 22.5: Continue the bicycle safety programs run by the Police Department.

Responsibility: Police Department.

The Police Department runs an innovative bicycle safety education program in the elementary schools.

Program 23: Provide Continuous Sidewalks: Provide a continuous system of sidewalks throughout the City.

Program 23.1: Require a sidewalk on both sides of all collector and arterial streets and either a sidewalk or a walkway on local streets.

Responsibility: Planning and Engineering Departments.

Program 24: Improve Pedestrian Facilities: Create and maintain a safe and convenient pedestrian system.

Program 24.1: Continue to provide traffic controls and lighting in areas with high volumes of pedestrian movement.

Responsibility: Police and Engineering Departments.

Program 25: Pedestrian Paths: Develop a series of continuous pedestrian paths or walkways to connect Downtown and residential neighborhoods. (This program refers to off-site improvements.)

Program 25.1: Permit asphalt pedestrian paths in low-density single-family residential areas in lieu of curb, gutter, and sidewalk, where appropriate.

Responsibility: Planning and Engineering Departments.

Program 25.2: Revise the Subdivision Ordinance to allow asphalt pedestrian paths within developments and to nearby streets, community facilities, and adjacent developments as a part of on- and off-site improvements. (This program refers to on-site improvements for all types of development.)

Responsibility: Planning and Engineering Departments.

Program 25.3: Ensure that pedestrian paths in environmentally sensitive areas are sited and constructed in a manner compatible with maintaining ecological diversity.

Responsibility: Planning and Engineering Departments.

## Goal 7 Protect and Improve Air Quality

P.20 Reduce Vehicle Trips: Encourage transportation facilities modes which minimize motor vehicle use.

Program 20.1: Continue to implement a trip reduction ordinance

Responsibility: Planning Department.

The City has adopted a Trip Reduction Ordinance which requires large employers to encourage ride-sharing, flexible hours and other means to reduce peak hour trips. Refer to the Transportation Chapter for places and programs relating to public transit, bike and pedestrian trails, and other measures to reduce motor vehicle emissions.

### *Measures to Reduce Travel Demand*

Measures to reduce travel demand are directed at reducing the number of single-occupant vehicles during the peak hour commute periods. These programs include the promotion of car and van pooling; encouraging telecommuting; providing shuttle buses to transit lines; providing incentives and rewards for bicycling and walking; and preferred parking for carpools. The effectiveness of such programs depends on having large concentrations of businesses and institutions. At present Sebastopol has a relatively small employment base. Businesses in the City are typically small to medium-sized and are dispersed throughout the Downtown, the adjacent industrial areas and along the arterial roads.

Goal 10                      Reduce travel demand

P.27    Reducing Travel Demand: Promote measures to reduce travel demand.

Program 27.1:            Continue to implement the Trip Reduction Ordinance and consider inclusion of multiple employment centers in the ordinance and other ways to strengthen this ordinance.

Responsibility: Planning Department

The City has adopted a Trip Reduction Ordinance which requires employers with 100 or more employees to inform their staffs of ways to reduce peak hour trips in single-occupant vehicles.

Program 27.2: Consider establishing incentives for new commercial and industrial developments to provide cafeterias, lunchrooms, showers, bicycle parking and other amenities encouraging alternatives to driving alone to work. Incentives that should be considered include exempting these facilities from the floor area ratio limits, and reducing parking requirements.

Responsibility: Planning Department

### *Transportation Funding*

Goal 11                    Promote balanced funding for transportation systems.

P.28    Balanced Transportation Funding: Promote a shift in transportation funding away from the road system to improvements related to public transit, rail, bicycle, pedestrian, and carpool transportation.

Program 28.1: Establish a higher priority in funding for alternative modes of transportation in developing the City Capital Improvement Programs.

Responsibility: City Manager, Finance, Planning and Engineering Departments

Program 28.2:            Work with other jurisdictions in the County and the region, such as MTC, to lobby for increased funding for alternative transportation modes.

Responsibility: City Manager and City Council.

### Chapter III

### Conservation, Open Space and Parks

### *Energy Conservation*

#### Goal 6. Conserve Energy

P.16 Reduce Vehicle Trips: Reduce the number of single-occupant vehicle trips and the number of vehicle miles traveled within the planning area.

#### Goal 7 Protect and improve air quality.

P. 20 Reduce Vehicle Trips: Encourage transportation facilities and modes which minimize motor vehicle use.

Program 20.1: Continue to implement a Trip Reduction Ordinance.

Responsibility: Planning Department

Goal 9 Provide an attractive and comprehensive system of parks and trails throughout the City that meets the recreational need of all age groups and capabilities.

P.27 Biannual Review of Parks, Trails and Open Space acquisition. Carry out a biannual review of the status of parks, trails and open space acquisition and development by the City Council.

Program 27.2: Include in the Capital Improvement Program (CIP) the schedule and costs of expanding and improving the urban trails system.

Responsibility: Planning and Engineering Departments.

#### **4. The Local Bicycle and Pedestrian Transportation Network**

A map showing Proposed and Existing Bicycle and Pedestrian Facilities in the City of Sebastopol is included as Appendix D.

##### Existing Conditions

##### *Bicyclists and Bicycle Conditions*

The existing bicycle network in Sebastopol consists of several segments of Class I pathway. Pursuant to the recommendations in the recent Bike Lane Feasibility Study (May 2011) the project list (Appendix C) has been amended to include a list of proposed bikeways which will include Class II bike lanes, “Sharrows” or Shared Lane Markings, and Class III bike routes to create a community wide network of bicycle facilities.

Existing Class I pathways include the Joe Rodota Trail, which extends east from Petaluma Avenue approximately 0.25 miles to the Sebastopol city limits and continues eastward through the County to the City of Santa Rosa. The Railroad Forest Bike Path, which was recently completed, extends northward from the Joe Rodota Trail approximately 0.22 miles to Sebastopol Avenue. A 0.34 mile segment of pathway that provides a connection to the West County Trail is located along Eddie Lane on the north side of Analy High School between Morris Street and High School Road. The West County Trail extends 0.34 miles from High School Road west to the city limits near Dufranc Avenue, then continues beyond the city limits to SR 116. Finally, a short section of Class I pathway is provided on Jewell Avenue between Meadowlark Avenue and Lynch Road. A segment by segment breakdown of existing bikeways is listed in Table 4.

##### *Pedestrians, Pedestrian Districts, and Pedestrian Conditions*

Sebastopol’s quiet neighborhoods, multitude of local and regional parks, and vibrant downtown offer residents, workers and visitors many walkable destinations. Furthermore, Sebastopol is temperate and compact, so summer fog and short distances keep walk trips more comfortable than in the hotter and more spread-out Sonoma County cities.

However, State Highways 12 and 116, which funnel most West County-bound traffic directly through the center of downtown Sebastopol, and which are operated by Caltrans, rather than Sebastopol, have a significant impact on “Walkability.” Sebastopol’s topography presents an additional challenge: Many of the city’s residential neighborhoods west of Main Street are hilly, which can be difficult for some pedestrians to negotiate, especially persons with certain disabilities. These hills have also limited the construction of roadway corridors parallel to Sebastopol’s literal Main Street (Highway 116), focusing automobile traffic—local and otherwise—onto Healdsburg Avenue, North Main Street and South Main/Petaluma Avenue.

These hills also serve to concentrate most pedestrian activity on the Highway 116 corridor, or “Main Street,” the location of Sebastopol’s two primary “pedestrian districts” or activity centers—places where walking could be prioritized as a mode of travel. The downtown pedestrian district encompasses a large portion of the city’s center, including the old cannery area to the east of our downtown. The district is roughly bounded by Laguna Park Way, High Street, Willow Street



and Morris Street. The district includes major community destinations, such as: the Plaza; Main Street and its shops; restaurants; bars and services; City Hall; the Sebastopol Branch Library; Ives Park and Community Pool; the post office, a park-and-ride lot; residences; and a variety of other businesses and destinations. Wide sidewalks, street trees and crossing enhancements are found throughout much of the district.

Sebastopol's second pedestrian district, the Main Street corridor, overlaps the first, and extends from Analy High School south to Spooner Park. The Main Street pedestrian corridor provides access to Analy High School to the north, Safeway, Rite Aid, and civic destinations near the center of town, the Sebastopol Post Office, West County Museum, Ives Park and Pool, the Sebastopol Charter School, Joe Rodota Trail, Park-and-Ride, and a number of restaurants, local shops, services, and residences in between.

In an effort to capitalize on what Sebastopol has to offer pedestrians, and to improve pedestrian safety and walkability in the downtown area, the City developed the "Street Smart Sebastopol" program in 2001. From the citywide Street Smart visioning process, a "wish-list" of over 40 projects was developed. Many of these projects have been completed, as opportunities have presented. Most visible are a series of pedestrian safety improvements at 15 intersections, mostly located along State Highway 116 in the downtown area. These intersections have been reconstructed with bulb-outs, pedestrian-level lighting, sidewalk widening, continuous sidewalks where formerly there were gaps, refuge islands, and pedestrian actuated crossing beacons and in-pavement lights, and landscaping. Three intersections were constructed in 2006. Another three were completed in 2010, and the remaining nine intersections are nearing completion at this writing. This work was accomplished using \$2 million in Countywide Transportation Sales Tax (Measure M) funds, combined with approximately \$1 million in Federal transportation grants. This project is a credit to the local jurisdictions' ability to work with Caltrans, which owns and operates these highways, to make pedestrian-related improvements.

#### *Bike Detection on City-owned Traffic Signals*

The City's two traffic signals on Bodega Avenue (at Jewell Avenue and Pleasant Hill Avenue North) were equipped for bicycle detection during the 2010-11 fiscal year, using funds from the Traffic Impact Fund.

#### *Bike Lane Feasibility Study*

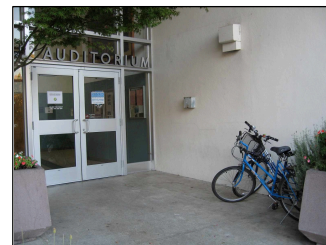
More recently, the City collaborated with Caltrans to complete a Bike Lane Feasibility. With help from Caltrans District 4 Bicycle Coordinator and other Caltrans staff, we were able to work out a scheme to create bicycle lanes on the State Highways in Sebastopol. This was a challenging process, due to the somewhat irregular geometry of our downtown highways, but the District's commitment to helping us find solutions was successful in moving forward our goal to establish bikeways throughout Sebastopol.

#### *Disabled Access – ADA*

The Americans with Disabilities Act (ADA) was enacted in 1990, providing rights and protections to 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 modifications within existing public rights-of-way. According to ADA, additions and alterations to existing facilities shall comply with R202.<sup>5</sup> Alterations include, but are not limited to, renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths or vehicular ways, or changes or rearrangement of structural parts or elements of a facility. Pavement patching and liquid-applied sealing, lane restriping, and short-term maintenance activities are not alterations.

In addition to providing individuals with disabilities 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 nicer environment for all pedestrians. These improvements can also reduce demand for paratransit 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.



### *Curb Ramp Upgrades*

The City has utilized Community Development Block Grant funding for an ongoing program of replacement and retrofit of non-compliant curb ramps beginning in 2004. The project continues as funding permits. All new street and sidewalk construction projects are required to upgrade ramps within the area of work to current ADA compliance. The City also collaborates with Caltrans in their program to create compliant facilities on State Highways in Sebastopol.

### *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 bicycle 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 Sebastopol and Sonoma County in general, considering existing barriers to bicycle and pedestrian travel such as distances between communities, gaps in the existing bicycle 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.

### *Sonoma County Transit*

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 crossings are important components of Sebastopol's pedestrian environment. Four Sonoma County Transit routes serve Sebastopol. The Route 20 provides daily service between

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<sup>5</sup> US Access Board; "Revised Draft Guidelines for Accessible Public Rights-of-Way," R202 – Alterations and Additions to Existing Facilities, 2005

communities on the Russian River, Forestville, Graton, Sebastopol and Santa Rosa. Route 22 is a weekday express bus that travels between Sebastopol and Santa Rosa. Sonoma County Transit also operates Route 24, a six-day per week local shuttle within Sebastopol. Route 26 travels weekdays between Sebastopol and Sonoma State University in Rohnert Park. Route 50 provides intercity service between Sebastopol and Rohnert Park, with a connection to Golden Gate Transit, which serves Marin County and San Francisco. Sonoma County Transit provides eight bus shelters at bus stops throughout Sebastopol.

In October, 2011, Sonoma County Transit completed construction of the Sebastopol Transit Hub facilities (new stop and shelters on Laguna Park Way, and on South Main Street) as part of a collaborative project with the City, funded through Transportation for Clean Air (TFCA) grant from the Bay Area Air Quality Control District.

### *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. Bicycle parking in the form of bicycle racks is provided at locations throughout the community including schools, some downtown businesses, parks, and civic facilities. The City's Community Development Agency recently approved a plan for installation of bike racks on public owned properties throughout downtown; approximately fifteen racks have been installed.

In 2010-2011 the City provided funding for installation of 32 bike racks on private properties at local businesses, schools and other community facilities, using a \$20,000 Transportation Fund for Clean Air grant from Bay Area Air Quality Management District. Other projects to provide bicycle amenities are included in the Street Smart Sebastopol program of projects, and in the project list for the City's Traffic Impact developer fee. There are no known existing shower or locker facilities designated for bicyclists, and none are proposed at this time.

### *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. For those who avoid walking and/or bicycle riding, concern about safety is one of the most frequently cited reasons for not doing so. In discussing bicycle 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. 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.

Local Enforcement Responsibilities – The Sebastopol Police Department enforces the California Vehicle Code and traffic laws in Sebastopol, including bicycle and pedestrian violations.

Existing and Proposed Safety and Education Programs – The city of Sebastopol contracted with the Sonoma County Bicycle Coalition, to develop safety and education materials for delivery to students in the Sebastopol Union School District, under a grant from the Caltrans Safe Routes to Schools Program.

### *Collision Analysis*

The collision history for Sebastopol is reviewed periodically to determine any trends or patterns that could indicate safety issues. The collision data for is collected by the California Highway Patrol (CHP) as published in their State Wide Integrated Traffic Records System (SWITRS) reports. The CHP Accident Investigation Unit maintains SWITRS. It was developed as a means to collect and process data from collision scenes. The program ensures that local police departments and the CHP utilize and maintain uniform data collection tools and methods to collect and compile meaningful data and statistics that can be used to improve roadway conditions and monitor the effectiveness of enforcement efforts.

Sebastopol's bicycle and pedestrian collision rates have historically rated in the higher ranges for the average number of collisions per year by population among cities of our size (there are 74 cities in California with a population of 10,000 persons or fewer). Sebastopol's high ranking can be attributed in part to the fact that most all of the collisions occur on the State Highways in town, which carry traffic volumes disproportionate to our population.

Detailed collision statistics are reviewed and analyzed as necessary to inform the City's decisions about proposed improvement projects, their location, and their design. The Police Department monitors SWITRS data and makes regular presentations of the data to the City Council and the public.

### *Bicycle Collisions*

Collisions involving bicycles typically represent only around 3% of the total crashes in a jurisdiction. Bicycle collisions have consistently numbered in a range between 5 and 10 per year, and while fatalities are rare to nonexistent in any given year, most bicyclists involved in the collisions sustain injury. The vast majority of collisions occur on either State Route 116, or on Bodega Avenue, which traverses the City from East to West, and carries significant volumes of through traffic into and from unincorporated areas West of Sebastopol.

### *Pedestrian Collisions*

Pedestrian collisions likewise occur at fairly consistent rates, with the vast majority occurring on State Route 116 or Bodega Avenue. Drivers are assigned fault in the majority of collisions with pedestrians.

## Proposed Improvements

### *Bikeways*

A breakdown of the proposed bikeways including facility type, length, estimated cost of improvements, project priority, and other criteria are listed in APPENDIX C - Table 5. The proposed bikeways network has been developed to provide bicycle access to destinations throughout Sebastopol. The network consists of primary routes that connect through the City and provide access to neighboring jurisdictions, as well as local bikeways that provide access to neighborhoods and destinations throughout Sebastopol. While some of the projects in this Plan have received a preliminary feasibility evaluation, engineering and environmental studies will be required prior to project implementation to determine project specific issues such as right-of-way impacts, traffic operations, parking impacts, and legal and environmental issues.

Approximately 12.4 miles of bikeways are proposed in Sebastopol, including 0.36 miles of Class I pathway, 5.58 miles of Class II bike lanes, 2.92 miles of “Sharrows” or Shared Lane Markings, and approximately 3.95 miles of Class III bike routes which will provide neighborhood access on local streets. In addition to these facilities, a signing program of warning signs and destination based ‘wayfinding’ signs is proposed. Approximately 20-25 signs placed strategically at community gateways, route junctions, and regular intervals along the primary network would provide coverage for the entire community.

Estimated projects costs are derived from Planning Level Cost Assumptions for Bike Facility Improvements, included in APPENDIX C - Table 6.

### *Pedestrian Facilities*

Proposed pedestrian improvements in this Plan include pedestrian safety improvements at crossing locations and gap closures and pedestrian connections where none presently exist. These proposed pedestrian facilities are listed in APPENDIX C - Table 7

Pedestrian Districts – Several areas in Sebastopol have been identified as a ‘pedestrian districts,’ including the downtown, the former Cannery Area including the old Barlow Apple-processing plant, Petaluma Avenue, Ragle Road, and Main Street (South and North). These districts are ones which experience frequent pedestrian activity and street crossings, or are expected to with further development. Therefore, the City should identify future pedestrian facilities and amenities in this district to serve this need.

## **5. Project Costs and Funding**

### Costs

Project costs for the improvement projects identified in this Plan are identified in Tables 5 and 7. These are planning level estimates, and actual project costs may vary significantly due to individual project circumstances.

### Past Expenditures

Sebastopol has invested an average of approximately \$300,000 per year on bicycle and pedestrian improvements throughout the City over the past five years. Completed work includes design and construction of 15 “Street Smart” intersection improvements, the Huntley Street sidewalk gap closure, a four-year Safe Routes to School program in the local school district, interim crosswalk improvements at Bodega and Ragle, solar-powered speed limit signage and the “Slow Down Sebastopol” campaigns, a Bike Rack Program for City-funded racks on private properties, bike detection on City-owned traffic signals, and a Transit Hub facility.

Future years average investment will likely be significantly lower, due to several factors, including current economic conditions generally, declining local revenues, uncertainty of Federal funding availability, and the completion of the \$3 million Street Smart program funded through Measure M in fiscal year 2011-12.

### Funding Sources

The City obtains funding for Bicycle and Pedestrian programs from a number of different sources. These include local funding from Traffic Impact Fees and Community Development Block Grants; State funding programs such as Bicycle Lane Account, Recreational Trails Program, Transportation Development Account, and the State Safe Routes to School program; Federal-aid funding such as Regional Bicycle and Pedestrian Program, Congestion Management Air Quality grants (CMAQ) and others; Bay Area Air Quality Management District programs such as Transportation Fund for Clean Air, and other sources:

The City will continue to seek out funding opportunities that will allow us to leverage our limited local resources to implement the projects listed in this plan.

SEBASTOPOL BICYCLE & PEDESTRIAN MASTER PLAN

# APPENDICES

## Appendix A Caltrans Checklist

	Location
a. The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	Section 2: Demographics and Commute Patterns
b. A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	Section 2: Setting and Context
c. A map and description of existing and proposed bikeways.	Map - Section 2: Text - Section 4: Description and List of Bicycle and Pedestrian Projects
d. A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	Map - Page 8: Text - Section 4: Support Facilities and Bicycle Parking
e. A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Map - Section 2: Text - Section 4: Transit and Multi-Modal Access
f. A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Map - Section 2: Text - Section 4: Support Facilities and Bicycle Parking
g. A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.	Section 4: Safety and Security
h. A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.	Section 1: Introduction
i. A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.	Section 2: Relationship to Other Plans & Appendix B of the Countywide Plan
j. A description of the projects proposed in the plan and a listing of their priorities for implementation.	Section 4: Project Priorities
k. A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Section 5: Costs and Implementation Strategies



## APPENDIX B

### Proposed Count Locations in City of Sebastopol

#	Primary Street	Cross Street	Notes
1	Bodega Avenue	Pleasant Hill Road	Primary Network / Local Bikeway
2	<b>Petaluma Avenue</b>	<b>Joe Rodota Trail</b>	<b>Primary Network / Downtown</b>
3	Railroad Forest Bike Path	Morris Street – Sebastopol Road	Primary Network / Downtown
4	Gravenstein Avenue (SR 116)	Petaluma Avenue – South Main Street	Primary Network
5	<b>West County Trail</b>	<b>North Main Street</b>	<b>Primary Network / School</b>
6	Healdsburg Avenue (SR 116)	Healdsburg Avenue (SR 116)	Primary Network / School / Commercial District
7	Healdsburg Avenue (SR 116)	Covert Lane	Primary Network / Local Bikeway
8	Bodega Avenue	High Street	Primary Network / Downtown
9	Ragle Road	Covert Lane	Local Bikeway / Regional Park
10	Jewell Avenue	Hayden Avenue	Local Bikeway / School

Note: Refer to Section 1, Bicycle Counts, for additional details about current status of the SCTA Bike and Ped Counts. Locations 2 and 5 in the table above have been included in counts, in addition to South Main Street at Burnett Avenue, as of this writing (November 2011).

## APPENDIX C

### EXISTING AND PROPOSED BIKEWAYS AND PEDESTRIAN FACILITIES TABLES

TABLE 4  
EXISTING BIKEWAYS

TABLE 5  
PROPOSED BIKEWAYS, ESTIMATED COSTS AND PRIORITIES  
(4 PAGES)

TABLE 6  
PLANNING LEVEL COST ASSUMPTIONS FOR  
BIKE FACILITY IMPROVEMENTS

TABLE 7  
PROPOSED PEDESTRIAN FACILITIES  
AND MISCELLANEOUS PROJECTS ( 2 PAGES)

TABLE 4  
EXISTING BIKEWAYS

Project Corridor/ Street	Begin Point	End Point	Class	Length (Miles)	Local (L) Regional (R)	Primary Network	SF Bay Area Regional Route	Use
Eddie Lane	High School Road	Johnson Street	I	0.34	R	Yes	Yes	Trans/ Rec
Joe Rodota Trail	Petaluma Avenue	Seb. City Limits	I	0.24	R	Yes	Yes	Trans/ Rec
Railroad Forest Bike Path	Sebastopol Avenue	Joe Rodota Trail	I	0.22	R	Yes	Yes	Trans/ Rec
West County Trail	Seb. City Limits	High School Road	I	0.34	R	Yes	Yes	Trans/ Rec
Jewell Ave Extension	Meadowlark Drive	Lynch Road	I	0.09	L	No	No	Trans/ Rec
		Class	I	1.23				
		Class	II	-				
		Class	III	-				

**TABLE 5**  
**PROPOSED BIKEWAYS, ESTIMATED COSTS AND PRIORITIES**  
 (Ref: Table 6 - Planning Level Cost Assumptions for Bike Facility Improvements)

**Class I Bikeways**

Corridor/Street	Begin Point	End Point	Length (miles)	Local or Regional Route	County Primary Network	MTC Regional Network	Use	Est. Cost	Jurisdiction	Priority
Bodega Avenue	City Limits	Ragle Road	0.30	R	Yes	Yes	Trans	\$263,700	City	High
Libby Park	Pleasant Hill Ave N	Washington Ave	0.06	L	No	No	Trans /Rec	\$44,550	City	Low
<b>TOTAL CLASS I</b>			<b>0.36</b>					<b>\$308,250</b>		

**Class II Bikeways**

Corridor/Street	Begin Point	End Point	Length (miles)	Local or Regional Route	County Primary Network	MTC Regional Network	Use	Est. Cost	Jurisdiction	Priority
Morris Street	Eddie Lane	Sebastopol Avenue	0.44	R	Yes	Yes	Trans	\$35,600	City	High
Laguna Park Way	Morris Street	McKinley Street	0.27	L	No	No	Trans	\$38,300	City	Med
North Main Street	Healdsburg Ave	Eddie Lane	0.29	L	No	No	Trans	\$39,600	City	High
Bodega Avenue	Ragle Road	Washington Ave	0.83	R	No	Yes	Trans	\$224,000	City	High
Covert Lane	Healdsburg Ave	Ragle Road	0.50	R	Yes	Yes	Trans	\$135,800	City	High
<b>TOTAL CLASS II</b>	<b>(CITY STREETS)</b>		<b>2.33</b>					<b>\$473,200</b>		

**TABLE 5**  
**PROPOSED BIKEWAYS, ESTIMATED COSTS AND PRIORITIES**  
 (Ref: Table 6 - Planning Level Cost Assumptions for Bike Facility Improvements)

Corridor/Street	Begin Point	End Point	Length (miles)	Local or Regional Route	County Primary Network	MTC Regional Network	Use	Est. Cost	Jurisdiction	Priority
<b>CLASS II BIKEWAYS (CONTINUED)</b>										
Petaluma Ave (SR 116)	S Main Street	McKinley Street	0.64	R	No	Yes	Trans	\$103,300	Caltrans	High
McKinley Street (SR 116)	Petaluma Ave	N Main Street	0.08	R	No	Yes	Trans	\$15,500	Caltrans	High
North Main Street (SR 116)	Sebastopol Ave	Healdsburg Ave	0.24	R	No	Yes	Trans	\$58,600	Caltrans	High
Healdsburg Ave	N Main St	Covert Lane	0.64	R	No	Yes	Trans	\$110,200	Caltrans	High
Gravenstein Hwy North (SR 116)	Covert Lane	Mill Station Road	0.52	R	Yes	Yes	Trans	\$155,100	Caltrans	High
South Main Street	Sebastopol Ave	Petaluma Avenue	0.57	R	Yes	Yes	Trans	\$99,300	Caltrans	High
Gravenstein Hwy South (SR 116)	Petaluma Ave	Cooper Road	0.56	R	Yes	Yes	Trans	\$118,700	Caltrans	High
<b>TOTAL CLASS II</b>	<b>(STATE HIGHWAYS)</b>		<b>3.25</b>					<b>\$660,700</b>		

**TABLE 5**  
**PROPOSED BIKEWAYS, ESTIMATED COSTS AND PRIORITIES**  
 (Ref: Table 6 - Planning Level Cost Assumptions for Bike Facility Improvements)

Shared Lane Markings

Corridor/Street	Begin Point	End Point	Length (miles)	Local or Regional Route	County Primary Network	MTC Regional Network	Use	Est. Cost	Juris-diction	Priority
Washington Ave	Bodega Ave	Huntley St	0.17	L	No	No	Trans	\$1,300	City	Med
Murphy Ave	Huntley St	Healdsburg Ave	0.39	L	No	No	Trans	\$2,800	City	Med
Valentine Avenue	Murphy Ave	Ragle Road	0.57	L	No	No	Trans	\$13,300	City	Med
Pleasant Hill Ave N	Covert Lane	Bodega Avenue	0.50	R	No	No	Trans	\$10,600	City	Med
Bodega Avenue	Main Street	Washington Ave	0.28	R	Yes	Yes	Trans	\$1,200	City	High
Ragle Road	Covert Lane	Bodega Avenue	0.52	R	Yes	No	Trans	\$10,800	City	Med
Willow Street	South Main St	Jewell Avenue	0.20	L	No	No	Trans	\$1,800	City	Med
Sebastopol Avenue (SR 12)	Morris Street	Main Street	0.29	R	No	No	Trans	\$6,700	Caltrans	High
<b>TOTAL SHARED LANE MARKINGS</b>			<b>2.92</b>					<b>\$48,500</b>		

**TABLE 5**  
**PROPOSED BIKEWAYS, ESTIMATED COSTS AND PRIORITIES**  
(Ref: Table 6 - Planning Level Cost Assumptions for Bike Facility Improvements)

**Class III Bikeways**

Corridor/Street	Begin Point	End Point	Length (miles)	Local or Regional Route	County Primary Network	MTC Regional Network	Use	Est. Cost	Jurisdiction	Priority
Burnett Street	Petaluma Ave	High Street	0.14	L	No	No	Trans	\$200	City	Low
High Street	Wilton Avenue	Willow Street	0.23	L	No	No	Trans	\$310	City	Low
Pitt Avenue	Healdsburg Ave	Wilton Avenue	0.20	L	No	No	Trans	\$270	City	Low
Wilton Avenue	Pitt	North High	0.03	L	No	No	Trans	\$100	City	Low
Jewell Avenue	Bodega Ave	Meadowlark Drive	0.82	L	No	No	Trans	\$1,200	City	Low
Washington Ave	Murphy Ave	Libby Park	0.39	L	No	No	Trans	\$530	City	Low
Zimpher Drive	Valentine Ave	Covert Lane	0.21	L	No	No	Trans	\$290	City	Low
Pleasant Hill Road	Bodega Ave	City Limits	0.34	R	No	No	Trans	\$460	City	Med
Fellers Lane	Grav Hwy So	Litchfield Ave	0.34	L	No	No	Trans	\$460	City	Low
Hayden Avenue	Litchfield Ave	Jewell Avenue	0.34	L	No	No	Trans	\$460	City	Low
Woodland Avenue	First Street	McFarlane Avenue	0.23	L	No	No	Trans	\$310	City	Low
McFarlane Avenue	Woodland Avenue	Lynch Road	0.24	L	No	No	Trans	\$330	City	Low
Lynch Road	McFarlane Avenue	Jewell Ave Ext	0.15	L	No	No	Trans	\$210	City	Low
Lynch Road	Grav Hwy So	City Limits	0.05	L	No	No	Trans	\$100	City	Low
Danmar Drive	Grav Hwy No	City Limits	0.05	L	No	No	Trans	\$100	City	Low
Norlee Street	Covert Lane	City Limits	0.19	L	No	No	Trans	\$260	City	Low
<b>TOTAL CLASS III</b>			<b>3.95</b>					<b>\$5,590</b>		

**Table 6**  
**Planning Level Cost Assumptions for Bike Facility Improvements**

Capital Project	Construction		Streets under Caltrans Jurisdiction			Streets under Sebastopol Jurisdiction		
	Unit	Cost (C)	Engineering (E) 25% of C	Project Management (PM) 25% of C	Total (C + E + PM)	Engineering (E) 10% of C	Project Management (PM) 25% of C	Total (C + E + PM)
<b>Class I Path</b>	<b>5,280 feet</b>	<b>\$550,000</b>	<b>\$137,500</b>	<b>\$137,500</b>	<b>\$825,000</b>	<b>\$55,000</b>	<b>\$137,500</b>	<b>\$742,500</b>
<b>Class II Bike Lanes</b>								
Reconfigure Roadway Striping to add Bike Lanes (Striping removal & new striping installation required)								
• On existing 2-lane streets	1,000 ft	<b>\$20,000</b>	5,000	5,000	<b>\$30,000</b>	2,000	5,000	<b>\$27,000</b>
• On existing 3-lane streets	1,000 ft	<b>\$25,000</b>	6,250	6,250	<b>37,500</b>	2,500	6,250	<b>33,750</b>
• On existing 4-lane streets	1,000 ft	<b>\$30,000</b>	7,500	7,500	<b>45,000</b>	--	--	--
Install Bike Lanes, Signs, & Symbols (Up to 4 signs & symbols per 1,000 ft) (No striping removal required)	1,000 ft	<b>\$5,000</b>	1,250	1,250	<b>7,500</b>	500	1,250	<b>6,750</b>
Signalized intersection electrical work/ detectors & detector symbols	Each intersection approach	<b>\$2,000</b>	500	500	<b>3,000</b>	200	500	<b>2,700</b>
Remove & replace 12-foot wide median	1,000 ft	<b>\$100,000</b>	--	--	--	2,400	6,000	<b>32,400</b>
<b>Shared Lane Markings (SLM)</b>								
Install SLM legends & signs (Up to 8 legends & 4 signs per 1,000 feet)	1,000 ft	<b>\$3,000</b>	750	750	<b>4,500</b>	300	750	<b>4,050</b>
<b>Class III Bike Routes</b>								
Install Signing (Up to 4 signs per 1,000 feet)	1,000 ft	<b>\$1,000</b>	250	250	<b>1,500</b>	100	250	<b>1,350</b>

Note: Costs to rehabilitate city streets, to resurface portions of streets or grind asphalt near gutters prior to construction of an asphalt overlay, are not included in the tabulated unit costs

Source: Sebastopol Bike Lane Feasibility Study, May 24, 2011, Whitlock & Weinberger Transportation, Inc.



**TABLE 7  
PROPOSED PEDESTRIAN FACILITIES AND MISCELLANEOUS PROJECTS**

PROJECT NAME	DESCRIPTION	LOCATION	PLANNING LEVEL COST ESTIMATE	NOTES	Priority
Gravenstein Highway South Enhancement	Sidewalk Gap Closures, Crossing Improvements, Transit Shelter Improvements	Gravenstein Hwy S, from Petaluma Avenue to Lynch Road	\$3,500,000	Conceptual Plan approved 1999. Included in CDA 5-year Plan 2007	High
Crosswalk Improvements	Traffic Signal and Crosswalk	Grav Hwy S at Fircrest	\$200,000	Intersection Control Priority #1	High
Crosswalk Improvements	Pedestrian Signal and Crosswalk	Bodega Avenue at Ragle Road	\$200,000		High
Bodega Avenue Sidewalk	Sidewalk Gap Closure	Bodega Ave between Golden Ridge and Pleasant Hill Ave N	\$100,000	Requires right of way acquisition, extensive grading, tree removal.	Med
Gravenstein Highway North Sidewalk	Sidewalk Gap Closure	Grav Hwy N between Live Oak Ave and Soll Court	\$300,000	Requires right of way acquisition, extensive grading, tree removal.	Med
Pine Crest School Pathway	Pedestrian Path	Maytum/Evan Intersection to Pine Crest School Campus	\$25,000	School Campus current not in use (2011)	Low
Crosswalk Improvements	Pedestrian Signal and Crosswalk	Bodega Avenue at Nelson Way	\$50,000		Low
Petaluma-Sebastopol Trail Feasibility Study	City support for County grant application, to study feasibility of portion of bicycle path within City limits.	Parallels State Route 116 from Joe Rodota Trail to South City Limits.	\$5,000	County P&R is lead agency. Cost represents City share of local matching funds for feasibility study (\$1700) plus limited staff time.	Med
Bike Racks	Provide Bike Racks on Public and Private Properties in Downtown Areas	Various	\$10,000	Ongoing	Low
Transit Shelter Improvements	Provide New Transit Shelter	Grav Hwy N @ Pacific Market	\$35,000	Collaboration with Sonoma County Transit	Med

**TABLE 7  
PROPOSED PEDESTRIAN FACILITIES AND MISCELLANEOUS PROJECTS**

PROJECT NAME	DESCRIPTION	LOCATION	PLANNING LEVEL COST ESTIMATE	NOTES	Priority
Gravenstein Highway South Enhancement	Sidewalk Gap Closures, Crossing Improvements, Transit Shelter Improvements	Gravenstein Hwy S, from Petaluma Avenue to Lynch Road	\$3,500,000	Conceptual Plan approved 1999. Included in CDA 5-year Plan 2007	High
Crosswalk Improvements	Traffic Signal and Crosswalk	Grav Hwy S at Fircrest	\$200,000	Intersection Control Priority #1	High
Crosswalk Improvements	Pedestrian Signal and Crosswalk	Bodega Avenue at Ragle Road	\$200,000		High
Bodega Avenue Sidewalk	Sidewalk Gap Closure	Bodega Ave between Golden Ridge and Pleasant Hill Ave N	\$100,000	Requires right of way acquisition, extensive grading, tree removal.	Med
Gravenstein Highway North Sidewalk	Sidewalk Gap Closure	Grav Hwy N between Live Oak Ave and Soll Court	\$300,000	Requires right of way acquisition, extensive grading, tree removal.	Med
Pine Crest School Pathway	Pedestrian Path	Maytum/Evan Intersection to Pine Crest School Campus	\$25,000	School Campus current not in use (2011)	Low
Crosswalk Improvements	Pedestrian Signal and Crosswalk	Bodega Avenue at Nelson Way	\$50,000		Low
Petaluma-Sebastopol Trail Feasibility Study	City support for County grant application, to study feasibility of portion of bicycle path within City limits.	Parallels State Route 116 from Joe Rodota Trail to South City Limits.	\$5,000	County P&R is lead agency. Cost represents City share of local matching funds for feasibility study (\$1700) plus limited staff time.	Med
Blke Racks	Provide Bike Racks on Public and Private Properties in Downtown Areas	Various	\$10,000	Ongoing	Low
Transit Shelter Improvements	Provide New Transit Shelter	Grav Hwy N @ Pacific Market	\$35,000	Collaboration with Sonoma County Transit	Med

**TABLE 7  
PROPOSED PEDESTRIAN FACILITIES AND MISCELLANEOUS PROJECTS**

PROJECT NAME	DESCRIPTION	LOCATION	PLANNING LEVEL COST ESTIMATE	NOTES	Priority
Transit Shelter Improvements	Provide New Transit Shelter	Grav Hwy S @ Fircrest Market	\$35,000	Collaboration with Sonoma County Transit	Med
Transit Shelter Improvements	Provide New Transit Shelter	Morris Street @ Sebastopol Ave	\$35,000	Collaboration with Sonoma County Transit	Med
Guide Signage System	Directional signs	Various Locations Downtown	\$10,000	Wayfinding Project; currently suspended due to CDA status	Med
Downtown Streetscape	Street Trees, Street Furniture, and Amenities	Various Locations Downtown	\$30,000	Downtown Streetscape Project; currently suspended due to CDA status	Med
Signal Timing Revisions	Adjust Signal Timing to Prioritize Pedestrians	5 Caltrans Signals in Downtown Area	\$30,000	Caltrans Jurisdiction	Low
<b>TOTAL ALL</b>			<b>\$4,565,000</b>		

## APPENDIX D

### MAP OF PROPOSED AND EXISTING BICYCLE AND PEDESTRIAN FACILITIES IN THE CITY OF SEBASTOPOL, SONOMA COUNTY, CALIFORNIA

