

# Appendix A

## PLANNING DOCUMENTS REVIEWED

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### Previous and Concurrent Planning Efforts

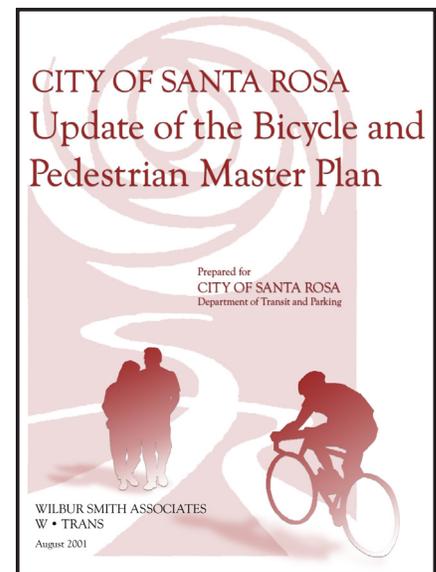
The current planning effort builds on work done in recent years for several aspects of infrastructure and transportation planning in Santa Rosa. As a result of these efforts there are several documents related to Santa Rosa's pedestrian and bicycle system. The documents summarized in this appendix are of particular relevance and importance in understanding the planning environment and conditions in Santa Rosa. Within these documents there are several key themes that can be applied to the BPMP, including:

- Create a comprehensive and well-connected pedestrian and bicycle network;
- Provide attractive and safe streets for all modes of transportation;
- Prioritize projects and maintenance needs that match available funding; and
- Promote transportation options that accommodate the diverse needs of City residents.

### City Of Santa Rosa Update Of The Bicycle And Pedestrian Master Plan, 2001

The purpose of the 2001 Update of the Bicycle and Pedestrian Master Plan (2001 BPMP) was to update the 1994 Bicycle Master Plan and identify suggested improvements to the existing system through the year 2020. The pedestrian element of the plan is limited to pedestrian use of the multi-use pathways. The Vision from the 2001 Plan is to promote pedestrian and bicycle use as viable, attractive, and non-polluting forms of transportation, as well as to assure safe and convenient access to all areas of the City. The two main objectives identified in the plan are:

- Identify and implement a comprehensive pedestrian and bicycle network that will provide the public with an attractive transportation alternative to the automobile; and
- Continue the City's eligibility for obtaining grant funds for pedestrian and bicycle improvements.



As an update to the 2001 Plan Update, this Plan will build on the long-term vision, goals and objectives of the City's pedestrian and bicycle system. This plan will also strengthen previous planning efforts by reinforcing the pedestrian component, and by reviewing conditions and priorities to bring them up to date with current needs.

### Citywide Creek Master Plan

The 2007 Citywide Creek Master Plan (CCMP) is a blueprint for the restoration, preservation and development of access opportunities for the City's extensive creek network. The Plan presents a set of policies and recommendations for site-specific improvements to the nearly ninety miles of creeks that flow through Santa Rosa. It presents strategies to protect, enhance and restore waterways and associated riparian vegetation within the City, and to develop a network of trails alongside the creeks to provide access to these corridors and to serve as alternative transportation routes for pedestrians and bicyclists throughout the City.

The CCMP includes recommendations for creek-side pathways for a variety of recreational trail users, including pedestrians, bicyclists, equestrians, wheelchair users and pedestrians with strollers. It also offers recommendations for enhancing access to these trails, as well as suggestions for the creation of trailheads and trailside parks. Based on the CCMP, trails will be part of an open space network that in many places will function as linear parks or greenways and provide off-street linkages to locations of interest. Connections to regional trails and locations of interest such as schools and parks will be indicated by signage. The system will be designed to be safe and convenient, be consistent with City and County policies, and to comply with the Americans with Disabilities Act.

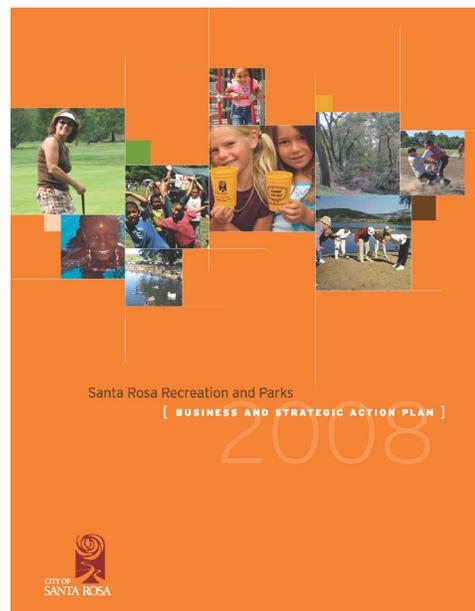


The BPMP Class I facilities corresponds to the CCMP designation of paved and unpaved paths along designated creeks. In addition, the BPMP corresponds to the recommended “Transportation Facility Design Standards” (crossings, signage requirements etc.) identified in Section 3.3.1 of the CCMP.

**City Of Santa Rosa Recreation And Parks Department Business And Strategic Action Plan, 2008**

The Business and Strategic Action Plan (BSAP) serves as an updated framework for future Recreation and Park Department decision making, priority setting and budgeting. Santa Rosa’s previous Recreation and Parks Strategic Plan was completed in August of 1994.

Although the BSAP is largely focused on development of the Recreation and Park Department, the plan contains goals that are pertinent here. Establishing physically accessible recreation programs, creating a system of well connected trails, and the promotion of education and information are all themes that are carried into the 2009 BPMP Update.



**Santa Rosa 2035: General Plan, November 2009**

The Santa Rosa General Plan (GP) is a long-term plan that addresses issues related to physical development, growth management, transportation services, public facilities, community design and conservation of resources in the Santa Rosa planning area. The plan creates a vision for future development, establishes a basis for judging all public and development projects, and sets priorities for policy and project implementation. In particular, the transportation element of the GP relates to the current BPMP through its Transportation element:

- Establishes a roadway classification system;
- Recognizes the three categories of bikeways;

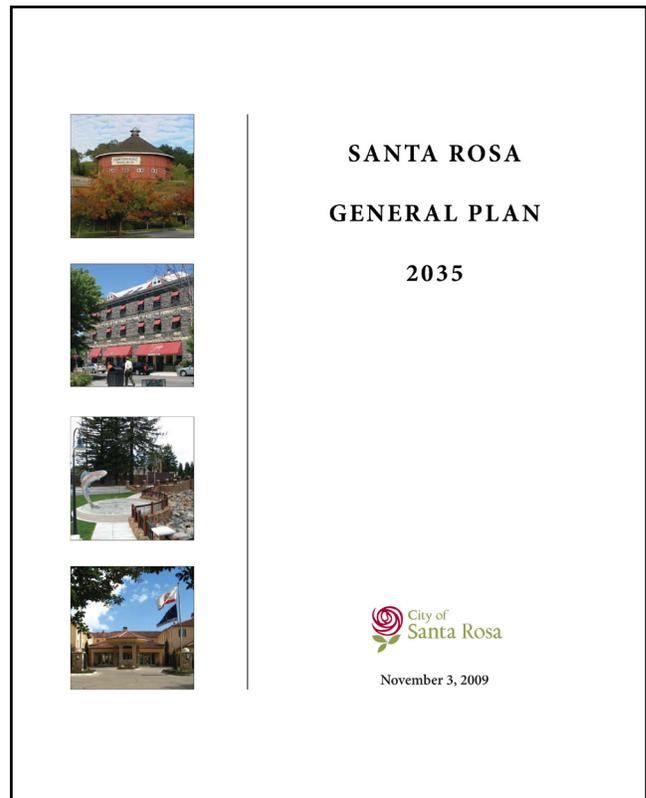
- Recognizes five criteria for prioritizing bikeway projects: route safety, bicyclist demand, linkages to downtown, connectivity, and feasibility of implementation; and
- Acknowledges that walking is the most basic form of transportation and recommends that the City work to create a continuous sidewalk network, improve pedestrian crossings, and establish safe routes to schools.

The General Plan also includes Guiding Principle #4 which focuses on pedestrians and bicycles. The Goal serves to, “Reduce dependence on the automobile by improving pedestrian, bicycle, and transit alternatives and by locating essential commercial services in proximity to housing.”

Methods to adhere to this principle include:

- Provide attractive and safe streets for pedestrians and bicyclists;
- Develop a safe, convenient and continuous network of pedestrian sidewalks and pathways that link neighborhoods with schools, parks, shopping areas and employment centers; and
- Develop a citywide system of designated bikeways that serves both the experienced and casual bicyclist, and which maximizes bicycle use for commuting, recreation, and local transportation.

Because the General Plan provides guidance for regulatory documents to enforce, it is important that other implementation standards effectively follow the goals and objectives of the General Plan. Recommendations outlined in Chapter Six of the BPMP update can be used to revise goals and objectives of the General Plan that are not being implemented as efficiently as they could be.



### Other Planning And Source Documents Reviewed

A list of some of the other, but not all, planning and source documents consulted include:

- 1 American Association of State Highway and Transportation. *Official's Guide for the Development of Bicycle Facilities.*
- 2 California Department of Finance. *Demographic Research Unit. Reports and Research Papers.* [www.dof.ca.gov/research/demographic/reports/estimates](http://www.dof.ca.gov/research/demographic/reports/estimates)
- 3 California Department of Transportation. *Guidelines for the Installation of Marked Crosswalks.*
- 4 California Department of Transportation. *Highway Design Manual.* [www.dot.ca.gov/hq/oppd/](http://www.dot.ca.gov/hq/oppd/)

hdm/pdf/chp1000.pdf

- 5 California Department of Vehicles. *California Vehicle Code*. [www.dmv.ca.gov/pubs/vctop/vc/vc.htm](http://www.dmv.ca.gov/pubs/vctop/vc/vc.htm)
- 6 California Law. *California Streets and Highways Code*. [www.leginfo.ca.gov/cgi-bin/calawquery?codesection=shc&codebody=&hits=20](http://www.leginfo.ca.gov/cgi-bin/calawquery?codesection=shc&codebody=&hits=20)
- 7 City of Santa Rosa. *Design and Construction Standards*. [http://ci.santa-rosa.ca.us/departments/publicworks/engineering/design\\_const/Pages/default.aspx](http://ci.santa-rosa.ca.us/departments/publicworks/engineering/design_const/Pages/default.aspx)
- 8 City of Santa Rosa. *Design Guidelines*. <http://ci.santa-rosa.ca.us/departments/communitydev/development/Pages/DesignGuidelines.aspx>
- 9 Metropolitan Transportation Commission. *Planning: Bicycles/Pedestrians*. [www.mtc.ca.gov/planning/bicyclespedestrians/](http://www.mtc.ca.gov/planning/bicyclespedestrians/)
- 10 U.S. Census. *2006 American Community Survey*.
- 11 California Department of Transportation (Caltrans) *California Manual on Uniform Traffic Control Devices for Streets and Highways*.