

Countywide Bicycle & Pedestrian Advisory Committee MEETING AGENDA

April 28, 2015 1:30 PM

Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions
2. Public Comment
3. Approval of Notes: March 24, 2015 – **DISCUSSION / ACTION***
4. Roundtable Updates
 - 4.1. Member Updates
 - 4.2. Other Entities' Updates
5. TDA Article 3 & TFCA
 - 5.1. TDA3 & TFCA Quarterly Report – INFORMATION*
 - 5.2. TDA Article 3 FY15-17 Program of Projects –**ACTION***
 - 5.3. TFCA Program of Projects – INFORMATION*
6. Bicycle and Pedestrian Count Program - Proposal for 2015 Approach – **ACTION***
7. Articles and events of Interest – INFORMATION
 - 7.1. Safe Routes to School Walk Audit Workshop – Monday, April 27, 2015 – <http://www.eventbrite.com/e/safe-routes-to-school-walk-audit-workshop-tickets-16502120286>
 - 7.2. Bay Area's Bike to Work Day Turns 21 – <http://www.baycrossings.com/dispnews.php?id=3267>
 - 7.3. Harvard Researcher Calls for Better Police Reporting of Bike Crashes – <http://usa.streetsblog.org/2015/04/06/harvard-researcher-calls-for-better-police-reporting-of-bike-crashes/>
8. Other Business / Comments / Announcements
9. Adjourn - **ACTION**

*Materials attached.

The next **SCTA** meeting will be held May 11, 2014
The next **CBPAC** meeting will be held May 26, 2015

Copies of the full Agenda Packet are available at www.sctainfo.org

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COUNTYWIDE BICYCLE & PEDESTRIAN ADVISORY COMMITTEE MEETING NOTES

Meeting Notes of March 24, 2015

ITEM

1. Introductions

Meeting called to order at 1:35 p.m. by Vice Chair Geoffrey Sykes in Chair Wendy Atkins' absence.

2. Public Comment

None.

**3. Approval of Notes: January 27, 2014 –
DISCUSSION / ACTION***

Approved as submitted.

**4. Notice of Special CBPAC Meeting on April
28, 2015 – INFORMATION**

Dana Turr y pointed out that this is a special meeting being held to meet the schedule of TDA3 funding and program of projects, as well as to address TFCA projects.

5. Roundtable Updates

5.1. Member Updates

Sonoma County Regional Parks:

Elizabeth Tyree announced that County Regional Parks has been recommended for the Sustainable Communities grant of \$290,436 for a feasibility study for the Petaluma/Sebastopol Trail.

*Sonoma County Bicycle and Pedestrian
Advisory Committee:*

Steve Schmitz reported that the Committee will be addressing the Active Transportation Program projects at their next meeting on April 15, 2015.

Mr. Schmitz next reported that considerable discussion took place regarding Dairyman

Winery, a new winery in Sebastopol to be located on the south side of Highway 12 and that would go through the Joe Rodota Trail. Major issues addressed involve the many large events that this winery would generate and their impact. Comments are being compiled to be submitted to the Sonoma County Permit & Resource Management Department.

Mr. Schmitz referred to the new State three-foot passing law and new regulatory signage, and showed a photograph of the new signage. The Committee is looking into appropriate locations for the signage to be placed throughout the County over the next year.

TDA3 funding was approved by the Committee for updating the Bicycle Safety Campaign.

City of Sebastopol:

Mr. Sykes reported that the Highway 116 bicycle lane project is at 50% plans and is out for review.

Discussion followed regarding the narrow margins on parts of Highway 116 and the possibility of making these wider for increased safety.

The General Plan Update is in process. Mr. Sykes noted that the Complete Streets Advisory Committee wishes to ultimately have comprehensive bicycle and pedestrian path plan through the City.

5.2. Other Entities' Updates

6. Bicycle and Pedestrian Count Program

**6.1. Eco-Counter pilot overview and update
– PRESENTATION/DISCUSSION**



Chris Barney presented a brief overview of the history of the bicycle and pedestrian count program, which began in 2009 as a manual count.

Because of the limitations in taking manual counts, automated counting equipment was purchased through TDA funding. This includes four infrared pedestrian counters that are installed to a pole and that take counts of passersby with an infrared beam, and four bicycle tube counters installed in the ground that take counts of bicycles going by in both directions.

Staff tested the equipment in the field for performance and accuracy of the data. Mr. Barney explained the methodology used in taking the counts, and that staff also took manual counts and compared these with the automated counts for accuracy. He showed the five locations where testing took place, explaining that these were chosen for proximity to the office, for examples of both urban and rural areas, and presented photographs of the sites.

Mr. Barney noted that, unlike automobile commute traffic, the typical manual count schedule that takes place from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m. does not represent the peak pedestrian and bicycle traffic. He also noted that automated counters do not record speed, only the direction of the pedestrian and bicycle. He showed charts of the data indicating the number of people counted, direction, and spikes throughout the day. He explained further how data can be gathered to show daily, weekly and monthly averages.

In response to Committee questions, Mr. Barney explained that the bicycle tube counters would likely count shopping carts as a stroller, but this was not tested. Infrared counters count the person. Where there are large groups of people (e.g., the Transit Mall) some people do get counted more than once. He noted that people standing in front of counters in groups were the most common causes for error.

6.2. 2015 Bicycle and Pedestrian Count Program – Staff Report – DISCUSSION*

Ms. Turréy summarized the history of the program, beginning in 2009 with manual counts, and noted how the automated counters have greatly improved data capacity. Counts will be taken solely upon request by jurisdictions. There are four bicycle tube counters and four infrared pedestrian counters. Thus far there has been no conflict in using the equipment. She offered staff's assistance and training in installing the counters, upon request by the jurisdiction.

Ms. Turréy invited the Committee to consider other ways they may use this data going forward. Ms. Tyree noted that staff has used manual count data in the past in applying for grants.

Ms. Schmitz noted that jurisdictions may choose to take counts at the same two or three locations each year. Mr. Barney added that a jurisdiction may also choose to request counters the same week each year in order to get a more scientific comparison of the data.

7. Comprehensive Transportation Plan Project List – DISCUSSION

Ms. Turréy distributed the project lists, explaining that the bicycle and pedestrian lists were separated by large capital projects, which are more detailed. She also distributed lists for those projects that are expected to be completed within the next ten years. Rehab projects will be separated out from this list.

Ms. Turréy invited the Committee to advise her of any updates.

8. Funding Updates – INFORMATION

8.1. ATP Application Workshop and Development Schedules*

Ms. Turréy pointed out workshop date and location information, noting various locations in the Bay area, and announced that a webinar is pending (March 27 or 30), and that a meeting at Caltrans in Oakland is scheduled for April 21.

8.2. Bike Rack Voucher Program deadline extension until May 22, 2015

Ms. Turréy explained that this is a BAAQMD program and presented this for informational purposes.

9. Other Business / Comments / Announcements

Jim Bohar addressed the recent dramatic increase in bicycle and automobile collisions reported in Oakland and San Francisco, and inquired whether any jurisdictions have looked into the possibility of separated bicycle paths from roads.

Mr. Schmitz noted that recent discussions have begun regarding an emerging trend in the U.S. in designing separated bicycle lanes (referred to as "Cycle Tracks") as a Class IV bicycle facility. He observed that these are more effective in urban areas, and are in wide use throughout Europe, but noted that the limited right-of-way in much of Sonoma County would make it difficult to install these types of facilities.

10. Adjourn – ACTION
2:45 p.m.

Staff Report

To: SCTA Technical Advisory Committee
From: Dana Turr y, Transportation Planner
Item: Quarterly Status Report of TDA3 and TFCA Projects
Date: April 23, 2015

This report provides the status of TDA3 and TFCA projects not yet fully expended as of March 31, 2015.

Transportation Development Act, Article 3 (TDA3) Projects						
Jurisdiction	Project	ID	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
County of Sonoma	Bodega Bay Bike & Ped Trail - Coastal Prairie Trail	15-0010-01	\$260,000.00	\$0.00	\$260,000.00	6/30/2017
Petaluma	E. Washington Park Multi-Use Pathway Connection	15-0010-02	\$306,623.00	\$0.00	\$306,623.00	6/30/2017
Santa Rosa	North Dutton Avenue Sidewalk Gap Closure	14-001-079	\$35,000.00	\$18,570.66	\$16,429.34	6/30/2016
Santa Rosa	Class III Bike Signage Program	14-0010-04	\$20,000.00	\$0.00	\$20,000.00	6/30/2016
Santa Rosa	Ped Enhancements Citywide	14-0010-05	\$100,000.00	\$0.00	\$100,000.00	6/30/2016
Santa Rosa	3rd Street Traffic Signal	14-0010-07	\$93,000.00	\$0.00	\$93,000.00	6/30/2016
Sebastopol	Class II Bike Lanes on 116	14-0010-01	\$59,439.00	\$41,652.28	\$17,786.72	6/30/2016
Sonoma	Napa Rd Class II Bike Lanes	14-0010-02	\$23,533.81*	\$0.00	\$23,533.81	6/30/2016
Windsor	Old Redwood Hwy - Lakewood Dr Bike/Ped	13-0010-02	\$169,992.00	\$169,992.00	\$0	6/30/2015

*Original programmed amount was \$5,000; 14-0010-03 was completed under budget of which the remaining funds (\$18,533.18) were moved to this project.

Project costs must be incurred prior to the TDA3 expiration date (typically June 30). Sponsors must submit invoices no later than August 31 for any funds expiring June 30.

Transportation Fund for Clean Air (TFCA) Projects						
Jurisdiction	Project	ID	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
Petaluma	Transit Marketing Program	15-SON-03	\$58,474.00	\$0.00	\$58,474.00	12/19/2016
Petaluma	Student Bus Pass Subsidy	15-SON-04	\$25,000.05	\$0.00	\$25,000.05	12/19/2016
Rohnert Park	Southwest Blvd Bike Lane Gap Closure & Traffic Calming	13-SON-02*	\$131,121.75	\$115,730.95	\$15,390.80	10/16/2015
Santa Rosa	Trip Reduction Incentive Programs	15-SON-01	\$241,452.15	\$91,183.25	\$150,268.90	12/19/2016
Sonoma County Transit	Sonoma County Transit Passenger Info. System	11-SON-01	\$227,955.40	\$0.00	\$227,955.40	10/28/2015
Sonoma County Transit	Bus Stop Improvement Projects	13-SON-06*	\$82,299.00	\$48,088.63	\$34,210.37	10/16/2015
Sonoma County Transit	Transit Marketing Program	14-SON-03	\$60,000.00	\$51,865.36	\$8,134.64	10/29/2015
Sonoma County Transit	Transit Shelters	14-SON-04	\$77,983.00	\$0.00	\$77,983.00	10/29/2015
Sonoma County Transit (Sebastopol)	Sebastopol Bus Stop Improvements	14-SON-05	\$75,000.00	\$0.00	\$75,000.00	10/29/2015
Sonoma County Transit	Transit Marketing Program	15-SON-02	\$146,278.33	\$0.00	\$146,278.33	12/19/2016
Windsor	Arterial Management	15-SON-05	\$132,941.84	\$0.00	\$132,941.84	12/19/2016

* For FY12/13, SCTA project numbers differ from BAAQMD numbers. BAAQMD files are "12-SON" and SCTA files are "13-SON"; there are no "13SONxx" project numbers at BAAQMD.

Staff Report

To: Countywide Bicycle & Pedestrian Advisory Committee
From: Dana Turr y, Transportation Planner
Item: FY 2015/2016 TDA Article 3 Program of Projects
Date: April 28, 2015

Issue:

Shall the CBPAC recommend approval of FY15-16 Transportation Development Act Article 3 (TDA3) Program of Projects?

Background:

Transportation Development Act (TDA) funds are generated from a statewide ¼ cent sales tax. Article 3 of TDA is a set-aside of approximately 2% of those monies. The Metropolitan Transportation Commission (MTC) administers TDA3, which is distributed based on population. Each year, an annual fund estimate or “entitlement” is developed for each jurisdiction. Unused “entitlement” is accumulated as credit. A jurisdiction’s claim in any given year cannot exceed the sum of their accumulated credit plus their projected entitlement for the following two years.

Sonoma County’s cities/towns and the County of Sonoma are eligible to apply. TDA3 funds may be used for bicycle lanes, bicycle and pedestrian paths, and related planning and marketing efforts. There are no matching requirements with this funding source. TDA3 projects are required to meet Caltrans safety design criteria and CEQA requirements; be completed within three years; be maintained; be consistent with adopted bicycle plans; and be authorized by a governing council or board.

An initial Call for Projects was issued on February 9, 2015, with an application deadline of March 13, 2015. A revised Call for Projects was issued on February 11, 2015, which extended the application deadline to April 6, 2015. No applications were received by the April 6, 2015 deadline and the deadline was again extended until April 17, 2015. In addition to the application, project sponsors are requested to deliver an authorizing governing-body resolution to SCTA staff by May 22, 2015.

An application for one (1) project has been received from Santa Rosa. Please see project information below:

Applicant: Santa Rosa

Contact: Nancy Adams

Project: Pedestrian and bicycle crossing at Jennings Avenue and SMART rail corridor

Project Description: Design and construct an at grade pedestrian and bicycle crossing of the SMART rail corridor at Jennings Avenue and construct pedestrian enhancements to provide a continuous active transportation corridor between Dutton Avenue and Range Avenue.

Project Elements: Engineering, construction and contingency

Funding Source	All Prior FYs	Application FY 13/14	Totals
TDA Article 3		\$503,313	\$503,313
all other sources:			
Gas Tax**		\$888,687	\$888,687
CFF		\$8,000	\$8,000
General Fund**		\$800,000	\$800,000
Totals		\$2,200,000	\$2,200,000

**City actively seeking grant funds

Overview of FY15/16 TDA3 Applications

	Jurisdiction	Contact Person	Project	TDA3 Funds Requested
1	Santa Rosa	Nancy Adams	Pedestrian and bicycle crossing at Jennings Avenue and SMART rail corridor	\$503,313
	Total:			\$503,313

Fiscal Impacts:

The proposed "Program of Projects" will provide \$503,313 of benefit to Sonoma County.

Action Requested:

The CBPAC is requested to consider the project described in this staff report, and make a recommendation to the SCTA Board of Directors. Approval of the project will be an action item for the SCTA Board meeting on May 11, 2015. Project sponsors are invited to attend the SCTA Board meeting to be able to answer any questions about their proposed projects.

Staff Report

To: Technical Advisory Committee
From: Dana Turr y, Transportation Planner
Item: Transportation Fund for Clean Air (TFCA) FY15/16 “Program of Projects”
Date: April 23, 2015

Issue:

What is the status of the FY15/16 Transportation Fund for Clean Air (TFCA) “Program of Projects”?

Background:

As per requirements from the Bay Area Air Quality Management District (BAAQMD), the SCTA adopts local projects that implement BAAQMD criteria for air quality improvement. These funds are generated through a \$4 surcharge on vehicle registrations in the Bay Area, 40% of which are programmed by SCTA. In Sonoma County, only the southern portion of the County is within the Air District. Cloverdale, Healdsburg and the unincorporated areas north of Windsor do not receive TFCA funds administered by SCTA.

Funds are to be distributed according to criteria adopted by the SCTA Board on October 16, 2006, which gives Santa Rosa, Petaluma, and the County guaranteed funds according to their population (i.e., their population percentages within the air district boundaries in the County). The remainder of the funds may be applied for on a competitive basis. No forward balances are allowed from prior programming cycles. Funds are paid to project sponsors on a reimbursement basis.

Funding:

The Call for Projects, issued on January 27, 2015, was based on a total of \$577,664 of available funding. On April 14, 2015, BAAQMD found an accounting error which reduced the total amount available for allocation by \$12,725.28 to \$564,938.72.

FY 15/16 Distribution – Revised April 14, 2015

	Santa Rosa	County	Petaluma	Competitive	Total Allocation
Population Percentages	39.97%	24.27%	13.85%	21.92%	100%
Revised Allocation	\$225,806.01	\$137,110.63	\$78,244.01	\$123,778.07	\$564,938.72

SCTA received applications for TFCA funding for five (5) projects totaling \$551,097, by the final application deadline of April 10, 2015. All of the projects meet the minimum cost-effectiveness thresholds set by BAAQMD. Summaries of the projects listed in the table below are included in Attachment A.

Proposed FY 15/16 TFCA Projects

Project Number	Jurisdiction	Project Title	Amount Requested
16SON01	Santa Rosa	Free Rider Trip Reduction Incentive Programs	\$230,892
16SON02	Sonoma County	Transit Marketing Program	\$140,199
16SON03	Petaluma	Youth Bus Pass Subsidy Program	\$16,000
16SON04	Petaluma	Transit Marketing Program	\$64,006
16SON05	Petaluma	Traffic Signal Coordination Timing Project	\$100,000
Total:			\$551,097

The remaining balance of \$13,841.72 is available for programming. Funds not programmed by SCTA during this cycle will be programmed by BAAQMD. The table below lists potential projects that have been discussed with SCTA.

Potential Projects for Remaining \$13,841.72

Jurisdiction	Project Title/ Type	Project Information
Petaluma	Electric Vehicle Charging Station Installation/ Alternative Fuel	TFCA funds would help fill a funding shortfall from a California Energy Commission (CEC) grant received for equipment and installation of five public electric vehicle (EV) charging stations in Petaluma. TFCA funds would cover installation costs that exceed the amount granted from the CEC. The EV charging station project and CEC grant have been accepted by City Council and are ready for implementation.
Multi-jurisdictional (sponsor TBD)	Marketing for Bus Transit to SMART/ Trip Reduction Transit Marketing	Promotional campaign to encourage riding the bus to SMART during start of SMART service. Could include marketing materials, free rides to SMART, etc. Would entail a coordinated effort between Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit, and SMART.
Santa Rosa	Bike Locker Installation/ Trip Reduction Bicycle	Installation of Bike Lockers at Transit Mall

Fiscal Impact:

Sonoma County jurisdictions will receive a benefit of up to \$564,938.72 to implement air-pollution-reducing projects and SCTA will receive \$29,462.63 to administer the program.

Action Requested:

The Technical Advisory Committee is requested to review the FY15/16 TFCA Proposed Program of Projects, make a recommendation for the programming of the remaining \$13,841.72, and make a recommendation for approval by the SCTA Board of Directors at their May 11, 2015 meeting. Staff recommends approval of the Proposed Projects.

Project sponsors are encouraged to attend the May 11, 2015 Board meeting.

Attachment:

A. FY 15/16 PROJECT INFORMATION SUMMARY

Attachment A

FY 15/16 PROJECT INFORMATION SUMMARY

16SON01 – Santa Rosa Transit Free Rider Trip Reduction Incentive Programs – \$230,892

Grantee will use TFCA funds for maintenance and expansion of two comprehensive incentive programs offered to employers and all Youth (5 through 18 years) within the Santa Rosa city limits. One component of the program is designed to enable employer to encourage their employees to reduce single-occupancy vehicle trips resulting from their commute to and from work.

Incentives include:

- *Guaranteed Ride Home taxi voucher*
- *Subsidized Monthly/ 31-Day transit pass(es) for Sonoma county Transit and Santa Rosa City Bus*
- *The incentive for carpooling, walking and bicycling to and from work is entry into a monthly drawing to win one of twenty \$50 gift cards. Participants are automatically entered into the drawing each time they make one round-trip or two one-way trips to /from work using one of the previously mentioned commute options.*
- *Learn to Ride CityBus Travel Training Program includes a complimentary Santa Rosa CityBus 31-Day pass for all participants in the 2 hour training class. The 31-Day pass encourage class participants to continue practicing their new skills and enjoy the convenience of bus travel.*
- *Program management/administration and marketing expenses are also included.*

The second part of this program is the Santa Rosa Youth Bus Pass subsidy. Grantee will use TFCA funds to provide a subsidy for all Santa Rosa Youth bus passes during the duration of this program. Also, funds will be used to subsidize a single 31-Day pass for eligible Youth who participate in the Learn to Ride CityBus travel Training Program.

The standard \$10 subsidy reduces the cost of a 31-Dasy pass from \$35 to \$25 for Youth ages 5 through 18. The subsidy is increased to \$11 for Youth passes sold directly through local middle and high schools within the Santa Rosa city limits. This reduction encourages parents/guardians of youth to allow their children to take public transit as a means of primary travel to and from school, after school events and part-time jobs.

16SON02 – Sonoma County Transit Marketing Program – \$ 140,199

Sonoma County Transit seeks \$140,199 in TFCA-40% funds to support its FY 2016 and FY 2017 Transit Marketing Program. As the only 100% natural gas powered transit system in the San Francisco Bay Area, Sonoma County Transit will continue to market itself as “The Clean Air Alternative,” a promotion that began several years ago to promote transit usage and the benefits of Sonoma County Transit’s alternative fuel fleet.*



Sonoma County Transit’s ongoing “Connecting Communities” campaign promotes transit as an auto alternative. Sonoma County Transit’s marketing

messages for FY 2016 and FY 2017 will promote transit and clean air on venues such as pressdemocrat.com and thebohemian.com, in addition to, advertising in local print media throughout the County.

Sonoma County Transit's enhanced marketing efforts have been aided in recent years with the use of TFCA funds and have resulted in increased public awareness of Sonoma County Transit and its services. One of Sonoma County Transit's primary marketing efforts each year is promotion of its Summer Youth Pass. The Summer Youth Pass provides unlimited rides for students, 18 and under, between June 1 and August 31. The Summer Youth Pass program encourages middle and high-school students who use transit for their school commute to continue using transit during the summer. The program also introduces new students to transit and encourages continued use during the school year.



In September 2014, the Sonoma County Board of Supervisors approved a Free-Fare pilot program for 2015 that permits Veterans and Sonoma County College Students to ride Sonoma County Transit free. County general funds have been set aside to reimburse Sonoma County Transit for the uncollected passenger fares. Sonoma County Transit's current TFCA marketing grant 15SON02, has been used to support this successful program which in March, 2015 resulted in a 28% increase in "Student" ridership. Although overall system ridership has declined, the pilot program and its TFCA funded marketing efforts have helped to offset further declines.

Funding from this request will cover staff, consultant and media costs necessary for continuing Sonoma County Transit's marketing efforts and will focus on cities within BAAQMD's Sonoma County service area which include: Sonoma, Petaluma, Rohnert Park, Cotati, Sebastopol, Santa Rosa and Windsor.



Sonoma County Transit will identify the Bay Area Air Quality Management District as a project partner in its promotions.

**heavy duty bus fleet*

16SON03 – Petaluma Transit Youth Bus Pass Subsidy Program \$16,000

City of Petaluma will use TFCA funds towards the subsidized Youth Bus Pass Program. This program includes monthly and quarterly bus passes, including quarterly deeply discounted bus passes for those students who qualify. Since the introduction of the quarterly pass program in 2013, quarterly pass sales have almost completely supplanted monthly pass sales.

16SON04 – Petaluma Transit Marketing Program – \$64,006

City of Petaluma will use TFCA funds to sustain the Petaluma Transit marketing program. Specifically, Petaluma Transit will:

- Provide On-Street Service Information: Employ industry best practices to increase ridership via improved service information at bus stops and key trip generators (schools, transit transfer centers, public facilities, senior centers, etc).

- *Create and Provide Paper and Online Marketing Materials: Employ industry best practices to design, create, and provide marketing materials for existing and potential riders, including maps, brochures, timetables, etc.*
- *Carry out additional Marketing Campaigns and Improvements as needed to support planning and operations during FY16. Potential marketing needs include:*
 - *Service changes anticipated Fall 2015*
 - *Bus stop improvements*
 - *Promotional materials for schools*
 - *Marketing of AVL Real-time information system.*

16SON05 – City of Petaluma Traffic Signal Coordination Timing Project – \$100,000

Grantee will use TFCA funds to coordinate signal timing at 14 intersections during AM and PM peak commute hours. The project will reduce vehicle congestion and corresponding emissions by coordinating signal timing along the Old Redwood Highway and East Washington/Washington Street corridors.

- *The Old Redwood Highway corridor is located on the north side of Petaluma and includes two signalized interchange ramps controlled by Caltrans as well as three signalized intersections at Stony Point road, North McDowell and Redwood Way, controlled by the City of Petaluma. Total of 5 signals.*
- *The East Washington/Washington Street corridor is located in central Petaluma both east and west of US 101. This corridor includes two signalized interchange ramps controlled by Caltrans as well as 7 signalized intersections at Kentucky Street, Petaluma Boulevard North, Copeland Street, Lakeville Street, Payran Street, Ellis/Johnson Street, and McDowell Boulevard, controlled by the City of Petaluma. Total of 9 signals.*

Staff Report

To: Countywide Bicycle and Pedestrian Advisory Committee
From: Dana Turr y, Transportation Planner
Item: SCTA Bicycle and Pedestrian Count Program Proposal
Date: April 28, 2015

Issue:

What should the new approach to the SCTA Bicycle and Pedestrian Count Program be moving forward?

Background:

SCTA conducted manual bicycle and pedestrian counts from 2009 through 2014 in the unincorporated areas of Sonoma County and its nine cities/towns. In summer 2014, SCTA began an automated bicycle and pedestrian count pilot program with the purchase of four Eco-counter infrared bicycle and pedestrian counters, and four Eco-counter selective bicycle tube counters. With the completion of the automated count pilot program and equipment validation, the SCTA bicycle and pedestrian count program will fully transition to using automated counters in 2015. A new program approach that is consistent with current bicycle and pedestrian data needs and the new method of collecting data has been requested by the SCTA Board.

Proposed New Approach to Bicycle and Pedestrian Count Program:

The Bicycle and Pedestrian Count Program should aim to measure bicycling and walking trends on high-use corridors, mode shift, impact of infrastructure investment, and need for new investment; this should be done through collection of data using automated Eco-counter equipment.

Data Collection and Program Management

The proposed approach to the Bicycle and Pedestrian Count Program moving forward includes two major components:

1. Collect data on high-use corridors and Measure M bicycle and pedestrian projects to inform the Countywide Bicycle and Pedestrian Master Plan, which is updated every four years.
 - a. This data collection would be managed by SCTA with input from the CBPAC.
 - b. High-use corridor data collection would be on an annual basis. Annual data from high-use corridors would show use trends and demonstrate transferability with other similar types of corridors throughout the county. The continuation of counts at each location would be revisited after the completion of each Countywide Bicycle and Pedestrian Master Plan update. Data would be collected in approximately two to four locations for each Plan update.
 - c. Measure M bicycle and pedestrian project data collection would occur once prior to project implementation (if applicable) and once after project implementation.

2. Provide use of automated Eco-counter equipment to Sonoma County jurisdictions to support their project or program data needs on a by-request basis.
 - a. Use of Eco-counter equipment by Sonoma County jurisdictions would be by request to SCTA on a first come first serve basis. Requests to SCTA should include installation location, proposed dates for pick up and return of equipment, information about the project or program for which the data will be used, and whether training or assistance is needed for installation. Jurisdictions using the equipment should be responsible for installation and removal. SCTA staff can provide installation support and training when necessary or desired. Eco-counters may be reserved in advance. The Eco-counter request form is attached.
 - b. Other agencies or organizations may partner with public works departments in Sonoma County jurisdictions to collect data for their project or program needs.

SCTA Reporting

SCTA would provide data from the Eco-counter equipment at the end of each installation period, or on an alternative schedule agreed upon by the agency and SCTA.

SCTA would prepare an annual technical report that includes data collected throughout the year. This report would be reviewed by the CBPAC and SCTA Board.

Bicycle and pedestrian count data would be used to inform Countywide Bicycle and Pedestrian Master Plan updates, and other relevant reports and plans.

Policy Impacts:

None.

Fiscal Impacts:

The staff, volunteer, and consultant time needed to run the bicycle and pedestrian program will be reduced by fully transitioning away from manual counts into conducting only automated bicycle and pedestrian counts.

Staff Recommendation:

The CBPAC is requested to consider the proposed new approach to Bicycle and Pedestrian Count Program and make a recommendation to the SCTA Board of Directors.

Attachment:

Eco-counter request form

SCTA Eco-Counter Check-out Form

Pneumatic Tube Counter(s): **Counter Name**

Pyro Infrared Counter(s): **Counter Name**

Other accessories and installation tools (Update based on actual request):

- Pyro Counter Mounting Bracket and Hardware (3 x mounting screws, 2 mounting plates for installation without bands)
- 3 Pyro Counter Mounting bands (2 for installation 1 backup)
- Pyro Counter star driver (for hardware)
- Pyro Counter L-wrench (for bands)
- 2 pneumatic tube adapter/filter
- 3 Greenways tubes (2 for installation, 1 backup)
- 4 soft soil mounting nails
- 4 pavement nails
- 5 figure 8 tube anchors (4 for installation, 1 backup)
- 3 tube clasps (2 for installation, 1 backup)
- 1 chain (for tube counter)
- 1 combination lock – Lock G (for tube counter) – Combination 2041
- 1 magnetic key (to wake up counters for data upload)
- Installation Guides
- Roll of high adhesive cloth pavement tape (please return after installation)

Checkout Date: _____

Expected Return Date: _____

Checked out by (name and jurisdiction):

Installation Location:
