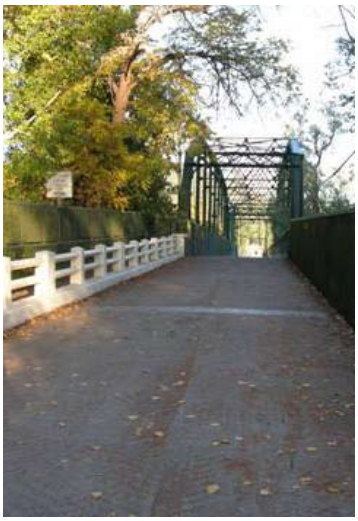

LOWER RUSSIAN RIVER
COMMUNITY BASED TRANSPORTATION PLAN

MAY 2009

SCTA
sonoma county transportation authority

ACKNOWLEDGEMENTS

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The Lower Russian River Stakeholders Committee advised this planning process.

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The input of the public was crucial to the integrity of this plan. All those who gave of their time to serve as stakeholders, fill out surveys, voice their opinions and participate in interviews, are due sincere thanks!

Sonoma County Transportation Authority

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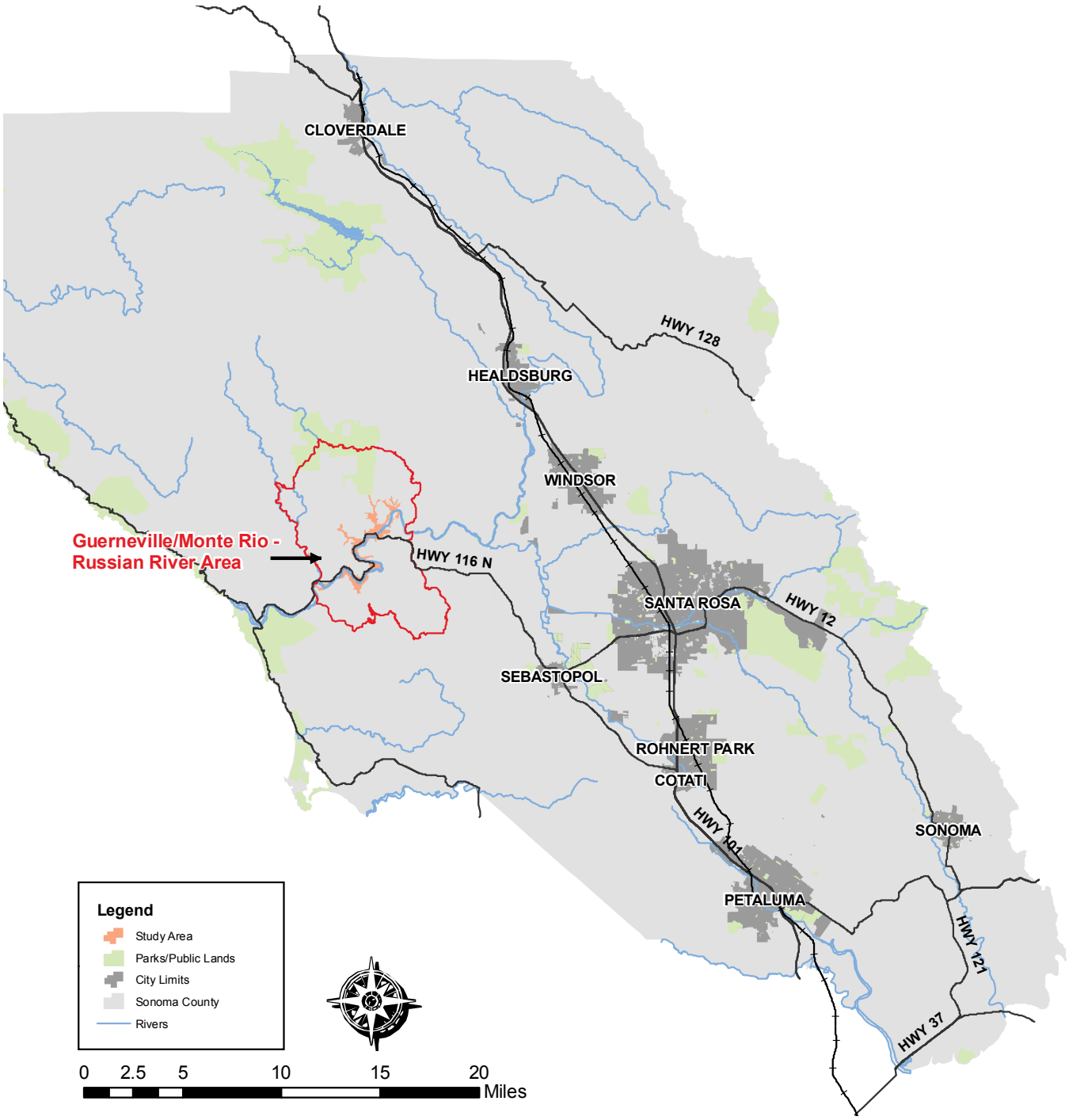
EXECUTIVE SUMMARY

Funded by the Metropolitan Transportation Commission (MTC) and conducted by the Sonoma County Transportation Authority, this *Lower Russian River Community Based Transportation Plan* focused on outreach to the Lower Russian River community to identify transportation problems and potential solutions. With a population of approximately 8,000, this area of unincorporated Sonoma County known as West County is identified as a "Community of Concern" by MTC based on the percentage of low-income residents. The goal of the plan is to improve transportation options for this low-income population. (Please see base map on page 2).

The plan describes existing conditions and services, as well as future plans, to provide context to the plan. The methods used for outreach are also described. The key components of the plan, however, are the public outreach findings and "action plan" in Chapter 5 derived from them.

Regarding the findings, the overarching theme provided by area residents and representatives of community-based service organizations is best summed up by the phrase *"Running on Empty,"* specifically many people feel they are about ¼th of a tank away from a crisis. Another overarching theme is that transportation modes that are an alternative to the automobile – transit, bicycle and walking in particular – are difficult to impossible because services and facilities are insufficient or lacking altogether. Many area residents, especially the homeless, seniors, and low-income families, struggle to meet the challenges of daily life with severely constrained resources. Accessing needed services, such as health care, government services, and child care, as well as employment, while living in a geographically isolated community makes these challenges even more difficult. Likewise, the geographic isolation, study area characteristics; relatively low population, and population dispersal makes the provision of services difficult.

Twenty-eight "solutions" have been proposed to improve the mobility and access of low-income people in the study area. These projects and strategies respond to community-identified transportation needs and solutions. Potential solutions were evaluated based on: community support, implementation feasibility, cost/benefit, public health benefits, environmental benefits, and safety/security. The action plan also provides context to problems and information about barriers to implementation. For the most part, solutions that were



the most feasible have already been implemented. Considering the current economic downturn, implementation of some solutions will depend on resumption or augmentation of funding availability. Never-the-less there is value in having long-range plans in place to provide guidance as to what public priorities are, and to offer ideas to the public and private sectors about approaches that can be implemented over time to improve the lives of the area's low income people by improving their means of transportation.

RANKING OF SOLUTIONS		
	High Priority	**Rank**
#1	Class II Bicycle Lanes on Highway 116: Foothill Drive to Duncan Road	1
#2	Class II Bicycle Lanes on River Road: Westside Road to Highway 116	2
#3	Class I Multi-Use Trails (Off-Road) Trails Feasibility Study	2
#4	Add Express Bus Service to Santa Rosa	3
#5	Transportation Manager Coordination	3
#6	Add Evening Bus Service	4
#7	Safe Routes to School (non-infrastructure)	4
#8	Install More Shelters and Benches	4
#9	Expand Local Bus Service	4
#10	Bicycle Education in English & Spanish	5
#11	Repair Guerneville Sidewalks	5
	Medium Priority	**Rank**
#12	Decrease Bus Headways	6
#13	Signalization of Intersection of Highway 116/Drake & Neeley Roads	6
#14	Permit Larger Items on Buses	6
#15	Signalization of Intersection of Highway 116 /Mill Street	6
#16	Class II Bicycle Lanes on Armstrong Woods Road: Highway 116 to State Park	7
#17	Build Sidewalks in Monte Rio	7
#18	Build Sidewalks in Guerneville	7
#19	Class II Bicycle Lanes on Highway 116: Armstrong Woods Rd. to Foothill Drive	8
#20	Permit More Bicycles on Bus	8
#21	Casual Car-Pool System	8
#22	Volunteer Driver Program for Seniors' Transportation	9
#23	Reduce Incidences of Speeding and DUIs	9
#24	Class II Bicycle Lanes on Hwy. 116: Mays Canyon Rd. to Armstrong Woods Rd.	9
#25	Class III Bicycle Route on Cazadero Highway/Austin Creek Road	10
	Lower Priority	**Rank**
#26	Auto Loan Program	11
#27	Build Sidewalks in Rio Nido	11
#28	Class II Bicycle Lanes on Highway 116: Duncan Road to Moscow Road	11

CHAPTER 1

INTRODUCTION

OVERVIEW

The Lower Russian River Community Based Transportation Plan was conceived to create a transportation plan based on community input. The Lower Russian River community of Sonoma County has been involved in the identification of transportation problems, as well as potential solutions. These findings are presented in this plan, along with an action plan to facilitate implementation of ideas to improve transportation access and mobility for the area's low-income residents.

Funded by the Metropolitan Transportation Commission (MTC), and conducted by the Sonoma County Transportation Authority (SCTA), this plan is focused on addressing the transportation needs of low-income people who live in the Lower Russian River area. The planning has emphasized community outreach to ensure a collaborative process inclusive of residents, employers, community-based organizations, transportation and service providers, governmental agencies, and the business community.

REGIONAL PLANNING

MTC is the San Francisco Bay Area's Regional Transportation Planning Agency (RTPA), as well as the Metropolitan Planning Organization (MPO), and as such has region-wide responsibilities to plan, finance and coordinate transportation. MTC's Community Based Transportation Planning Program was established in 2002 to advance the findings of two reports completed as part of the 2001 Regional Transportation Plan (RTP).

Historic Guerneville Bridge

First, the Lifeline Transportation Network Report identified transit needs in economically disadvantaged communities throughout the nine-county San Francisco Bay Area and recommended community-based transportation planning as a first step to address those

Walkers on Monte Rio Bridge

needs. The report furthermore identified a Lifeline Transportation Network of transit routes and where there were gaps in that network. The report sought to answer: a) where low-income communities exist; b) what destinations are crucial for low-income people; c) how well public transportation was meeting those needs; and d) how deficiencies could be addressed. The report also recognized that transit could not be the only answer; rather a multi-modal approach was recommended. Other strategies mentioned in the report included vanpools, guaranteed ride-home programs, auto loan programs, community shuttles, dial-a-ride systems, expanded use of taxi vouchers, modified use of paratransit, and bicycle and pedestrian facilities, including enhanced access to transit.

The second report, the Environmental Justice Report, likewise identified the need for local planning in low-income and minority communities. Transportation was acknowledged to be a critical component of economic well being. The report called for community members and service providers to work cooperatively to determine how services could be improved to meet needs.

By means of the "Equity Analysis Transportation 2030" report, MTC subsequently defined areas they called "Communities of Concern," to identify which communities were the priorities for such planning. MTC examined where there were concentrations of minority and low income populations. Low income communities were defined as those where thirty percent or more of the households earn below 200% of the federal poverty level. The doubling of the figure to 200% was done to account for the high cost of living in the San Francisco Bay Area. In 2008, an example of the federal poverty level was an income of $21,200 for a family of four. At 200%, this would be $42,400 for the MTC region. Income thresholds vary according to how many people are in a household. For purposes of the "Communities of Concern," minority communities were defined as those with seventy percent or more of the persons in households being African American; Asian American; Hispanic or Latino; American Indian or Alaskan Native; Native Hawaiian or other Pacific Islander; or Multi-Racial. Placing the threshold at seventy percent is indicative of the high degree of diversity across Bay Area communities

Four "Communities of Concern" were identified in Sonoma County based on low-income status (none for minority status based on the 70% criteria). These were labeled: 1) Central Sonoma Valley, 2) South-Central Santa Rosa, 3) Southwest Healdsburg, and 4) Guerneville/Monte Rio.

South-Central Santa Rosa was further identified as the Roseland community. SCTA conducted the MTC-funded Roseland Community Based Transportation Plan (Roseland CBTP), which was adopted by SCTA in June 2007. In 2008, MTC authorized funding to complete eighteen additional CBTPs, including plans for the three remaining "Communities of Concern" in Sonoma County. This Lower Russian River Community Based Transportation Plan is the second CBTP to be completed for Sonoma County. (Please see MTC's "Communities of Concern" map on page 7.)

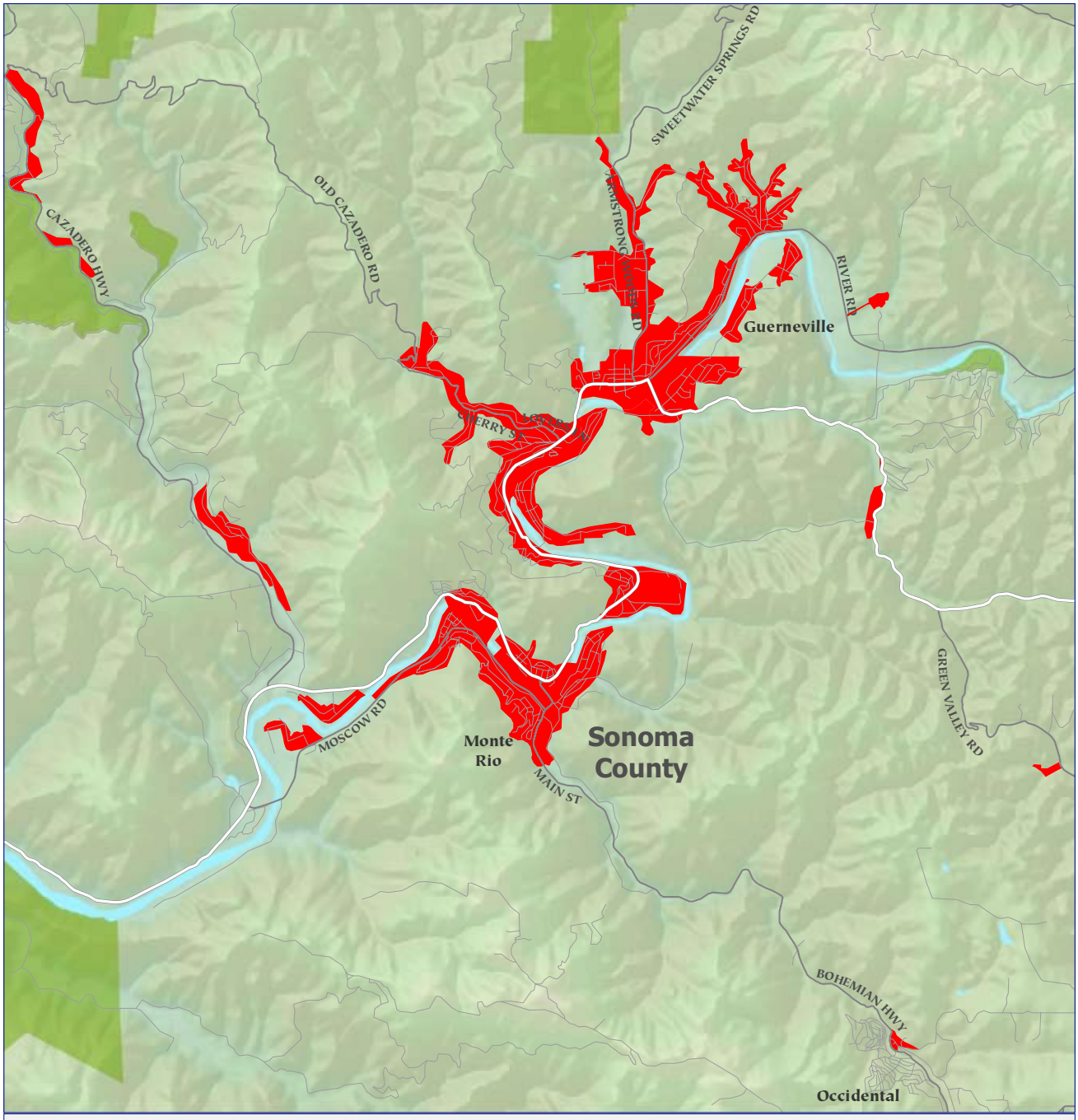
SONOMA COUNTY TRANSPORTATION AUTHORITY

The Sonoma County Transportation Authority (SCTA) is leading the CBTP

Community of Concern:
Guerneville / Monte Rio

Metropolitan Transportation Commission
Planning, Financing and Coordinating Transportation for the nine county San Francisco Bay Area

Research and Demographic Unit
Geographic Informations Systems Unit



Map Legend

Transportation Features
- Amtrak
- BART
- Caltrain
- Light Rail
- Ferry
- Regional Airport
- International Airport

Communities of Concern
- Minority Concentration
- Population in Poverty
- Both Minority & Poverty

Source: MTC
Cartography: MTC GIS/ January 2008

Path: G:_section\Planning\EJ\Arcmap_proj\44_Community_of_Concern_EJ_Map_book_8x11.mxd

Scale:
1 inch equals 1.1 miles
0 ½ 1 in.

planning efforts in Sonoma County. SCTA acts as the countywide planning and programming agency for transportation—advocating for and securing funding, overseeing projects, and planning for the future. Formed by 1990's legislation, SCTA is governed by a 12-member Board of Directors comprised of one elected official from each of the County's nine City Councils and three elected officials from the County's Board of Supervisors.

SCTA's mission is:

As a collaborative agency of the cities and County of Sonoma, we work together to maintain and improve our transportation network. We do so by prioritizing, coordinating, and maximizing the funding available to us and providing comprehensive, countywide planning. Our deliberations and decisions recognize the diverse needs within our county and the environmental and economic aspects of transportation planning.

CHAPTER SUMMARIES

Chapter One

Introduction Overview introduced the plan and its purpose, providing background to the origins of the plan and the agencies involved in conducting it.

Chapter Two

Setting and Conditions describes existing conditions, including the area's demographics; historical context; geographical and hydrological challenges; existing transit, transportation and other related services; employment, housing, and infrastructure.

Chapter Three

Outreach Strategy documents the outreach conducted as an integral part of the planning, including the parties involved and the strategies used to gain public input

Chapter Four

Identification of Problems and Potential Solutions details community-identified problems and potential solutions arising from community-based outreach.

Chapter Five

Action Plan for Implementation lays out an action plan for implementation based of a prioritization of solutions. Projects and strategies are linked to problems and then described with costs, potential funding sources, agency implementation responsibilities and delineated implementation issues.

Chapter Six

Summary summarizes the planning effort and provides direction as to the plan's utility.

CHAPTER 2

SETTING & CONDITIONS

THE LOWER RUSSIAN RIVER AREA

With a population of approximately 8000, the MTC-identified "Guerneville/Monte Rio Community of Concern," in fact encompasses all of the most populated areas from Rio Nido to the Cazadero Highway, including areas adjacent Armstrong Woods Road, and sections along Old Cazadero Road and Cazadero Highway. In order to represent all of the neighborhoods, we are calling this plan the Lower Russian River Community Based Transportation Plan, even though the study area does not extend to Duncans Mills and Jenner to the west or to Mirabel/Forestville to the east.

The area, known locally for years as just "The River," is one of the most beautiful in Sonoma County. The study area is mostly a narrow river valley, defined by the meandering Russian River and slopes of surrounding forested hills. The Russian River itself is about 110 miles long, originating approximately five miles east of Willits in central Mendocino County. The river flows generally southward from its headwaters to Mirabel Park where the direction of flow changes to generally westward through the study area and on to the Pacific Ocean. The Lower Russian River area experiences cool, wet winters, and warm, dry summers. Marine fog comes up the river from the sea to the west producing overnight cooling and condensation that sustain the many redwood trees, ferns, and river vegetation.

The river is a magnet for recreation and tourism. The area is popular spring, summer, and autumn when the river has a gentle current for swimming, fishing, kayaking and boating. In the winter, however, the river can be transformed—with dangerous, swift currents and muddy waters. The river also presents major challenges in the form of intermittent flooding. During peak floods, the primary road system and many homes and businesses

West end of study area

have been partially under water. Because many structures have now been elevated in large part using Federal Emergency Management Agency (FEMA) grant funding, floods no longer have as negative an impact and recovery is in general much faster than in earlier times. Even without floods, however, the river topography presents challenges for the provision of transportation and other services.

The Lower Russian River community, located wholly in the part of unincorporated Sonoma County known as West County, is in fact many small communities, each with its own name, history and identity. If one were traveling westward down the river from Rio Nido at the eastern end of the study area, one would pass Rolands and El Bonita on the way to Guerneville. The river then passes Vacation Beach, Northwood, Bohemian Grove, Montesano, Monte Rio, Villa Grande and Sheridan at the western end of the study area. Cazadero Highway takes travelers north from Highway 116, paralleling Austin Creek and passing through Berkeley Camp before reaching the tiny town of Cazadero. North of Montesano are East and West Guernewood and Guernewood Park. Guerneville is the largest community in the project area, both in terms of year-round residents and commercial establishments. Monte Rio is the second largest community. Businesses are concentrated along River Road and Highway 116/Main Street.

HISTORICAL CONTEXT

From Images of America; The Russian River; Simone Wilson; Arcadia Publications; 2002 and Guerneville Early Days: A History of the Lower Russian River; John C Schubert; 1997

The Pomo peoples were the first to arrive in the north coast region, at least 5,000 years ago. There is record of a temporary camp named "Ceola" (Pomo: shady place) near what is now Guerneville. They called the river Shabaikai (the snake). The Russians explored the lower river, setting traps for beaver, when they were settlers living between Bodega Bay and Fort Ross from 1812 to 1841. They called the river Slavyanka (the pretty little Russian girl). Overlapping the colonial Russian-American Company period, the Spanish Empire's Alta California was in existence (for half a century). Then Alta California became a territory of the new Mexican Republic. In 1833, Mariano Guadalupe Vallejo erected a temporary presidio at a place then called Juarez, which is near present day Mirabel Park. At that site, Sergeant Vallejo's brother-in-law, Juan B.R. Cooper, constructed the first commercial power driven sawmill (named El Molino meaning the Mill) a year later. The Russians left in 1841-42, and the Mexican era ended shortly afterward, when California was ceded to the United States in 1848. By around 1844 the name of the river was becoming known as El Rio Ruso (translated as Russian River).

The California "Gold Rush," influenced the area with its associated demand for timber to build a growing San Francisco. According to local lore, before logging of the huge redwoods began, the Russian River Valley had the greatest biomass density on earth. The ancient old growth redwood forests became a ready resource, after more proximate forests had been logged. Logging camps and mills were established, as well as the first businesses to serve the first settlers, who arrived in the 1850s. Early logging operations depended on the power of horses, mules and oxen for transport. The largest mill was located where the present day

Guerneville Safeway store is now. Milled lumber reached Santa Rosa and points south by wagons via Pocket Canyon (currently State Route/Highway 116). Some of the early settlers had come from China. In the 1870-90s they worked as miners, cooks, farm workers and road laborers; and some were store owners. There were no paved roads at that time. The river was crossed by temporary bridges, until the County funded the construction of a permanent Guerneville Bridge in 1885.

The broad gauge railroad came into being in the area in the mid-1870s, reaching Guerneville from Fulton in 1877, and on to Monte Rio by 1909. A narrow gauge rail reached Monte Rio from Marin County to the south in 1876. Trains provided a much more efficient way to move timber products. What later became the Northwest Pacific (NWP) railroad was expanded to reach beyond Duncans Mills to the west of the study area; to Cazadero; and along branches to the north and south of the river. The trains also brought new settlers and tourists. By 1910, Monte Rio had a summertime population of approximately 15,000, or nearly twice the current population of the entire study area. Businesses, as well as schools and civic buildings, were established to serve both visitors and residents. The first resorts were built along the railroad, and many cabins were constructed for summer use by residents of Sonoma, Marin and San Francisco counties. Monte Rio had a seven-story hotel, originally built in 1901, with the county's first elevator. The area had become popular as a recreational destination before the turn of the century. To supplement train travel, several ferry boats transported people up and down the river.

Almost all of the old-growth redwoods had been logged by 1900. Guerneville was then known as Stumptown for good reason. Fortunately some of the magnificent old trees were not cut and are now found in Armstrong Redwoods State Natural Reserve, along the Fife Creek watershed. The other redwoods found throughout the study area today grew after the logging of the older forest. Some of the once forested lands became used for agriculture. Hops and tobacco were two early crops; then grapes and other fruits.

Beginning in the 1920s and increasing in the 1930s travel by automobile became popular. This was the era of the Big Bands and the area became a favorite destination for listening and dancing to the bands. In the 1920s the lower Russian River area had available 15,000 guest beds (Russian River Chamber of Commerce website). The completion of the Golden Gate Bridge in 1937 facilitated automobile travel from San Francisco. Area train service was phased out by the late 1930s. The railroad alignments in many cases later became the alignments of the roadway system. For example, the current alignments of River Road and Cazadero Highway follow the old railroad rights-of-way.

During World War II, many servicemen came to the area. Dance halls and music venues sprang up. The River remained popular with vacationers through the 1950s; however, the affordability of airplane travel to more distant vacation spots, and road improvements to places like Lake Tahoe in the 1960s negatively impacted the older resorts in the study area. Winter floods also had a negative impact on businesses. Many housing units that had been built as summer cabins began to be used as year-round homes by low-income households. Many new residents were what were called "counter-culture" or "hippies." With this change, the demand for urban services increased. Guerneville currently has a public sewer system, but sewer handling in other areas has been problematic. Guerneville is the study area's primary commercial center, with quite limited secondary services in Monte Rio, Rio Nido and Cazadero.

In the late 1970s the River area experienced another metamorphosis when large numbers of gay men and lesbians, many from San Francisco, began coming to the River as a recreational destination, as well as to settle. Many older resorts and businesses gained a new lease on life. The Lower Russian River area continues to be a place of much diversity, where indi-

viduals and families live, work, and enjoy the area's recreational opportunities.

To cite a concise reference regarding the area's history:

History has profoundly impacted the development and occupancy of land in the Russian River area. The strongest historical impacts are those created by man: the logging of the forests, subdivision of the land, the provision of visitor and tourist attractions, and construction of buildings, roads and railroads. Some of these activities have contributed to the problems that exist in the area today, including those conditions of physical and economic blight". Other activities, such as the accommodation of visitors and tourists could provide the foundation for future revitalization of the area. Thus history provides a framework for the assessment of both the Russian River area's present problems and future potentials." (Redevelopment Plan for the Russian River Redevelopment Project)

REDEVELOPMENT AREA DESIGNATION

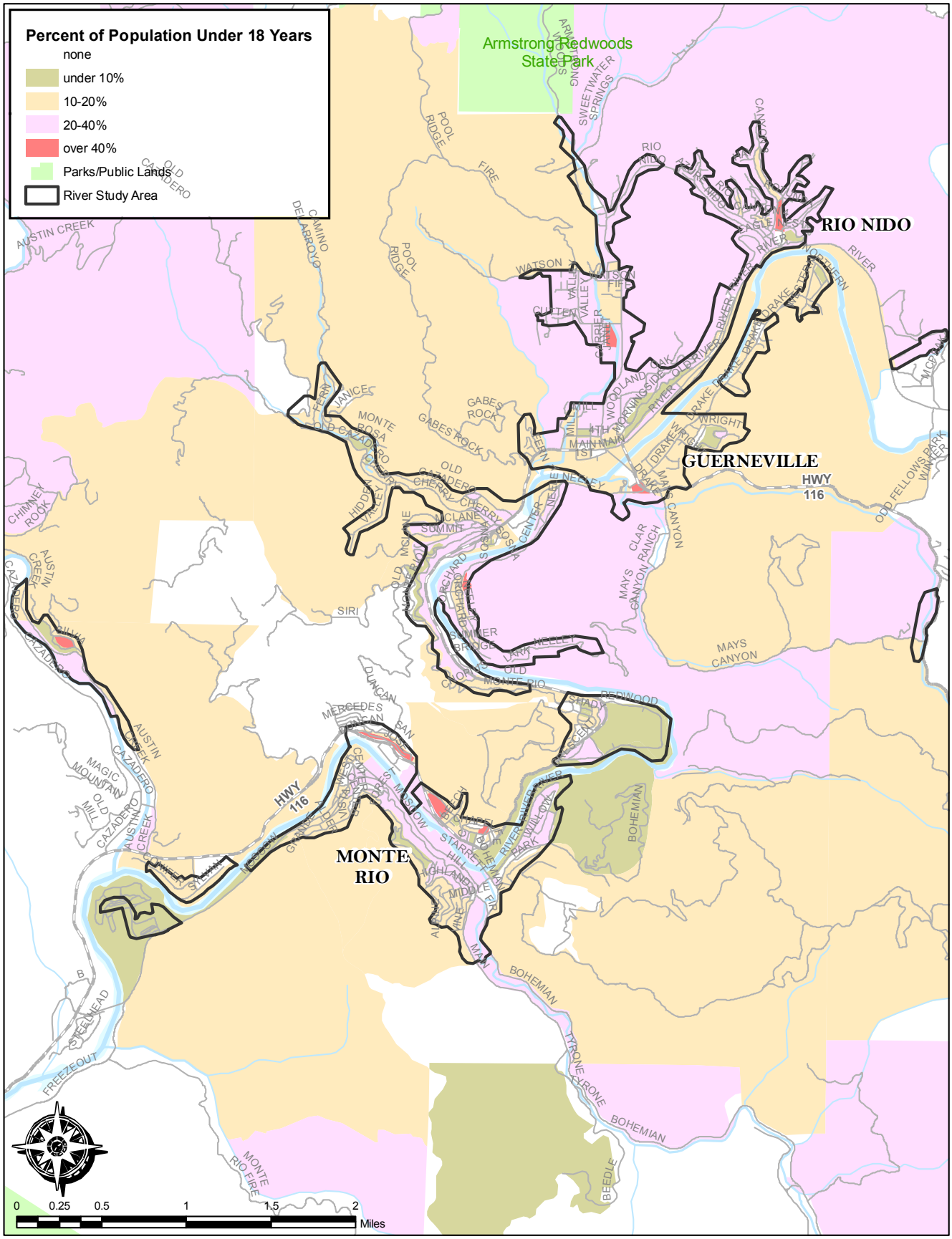
In 2000, the Lower Russian River was designated as the Russian River Redevelopment Project, under California Redevelopment Law. This area is nearly the same as the "Community of Concern" area. The overarching goal of redevelopment is to alleviate the area's physical, social and economic blight. Redevelopment is aimed at improving health, safety, and quality of life in a designated project area. It is also focused on the preservation and expansion of employment and affordable housing opportunities. The redevelopment authority creates a mechanism for the reinvestment of local property tax revenues to implement community development projects. The main differences between the redevelopment area and the CBTP study area are that the latter includes sections along Armstrong Woods Road and Cazadero Highway.

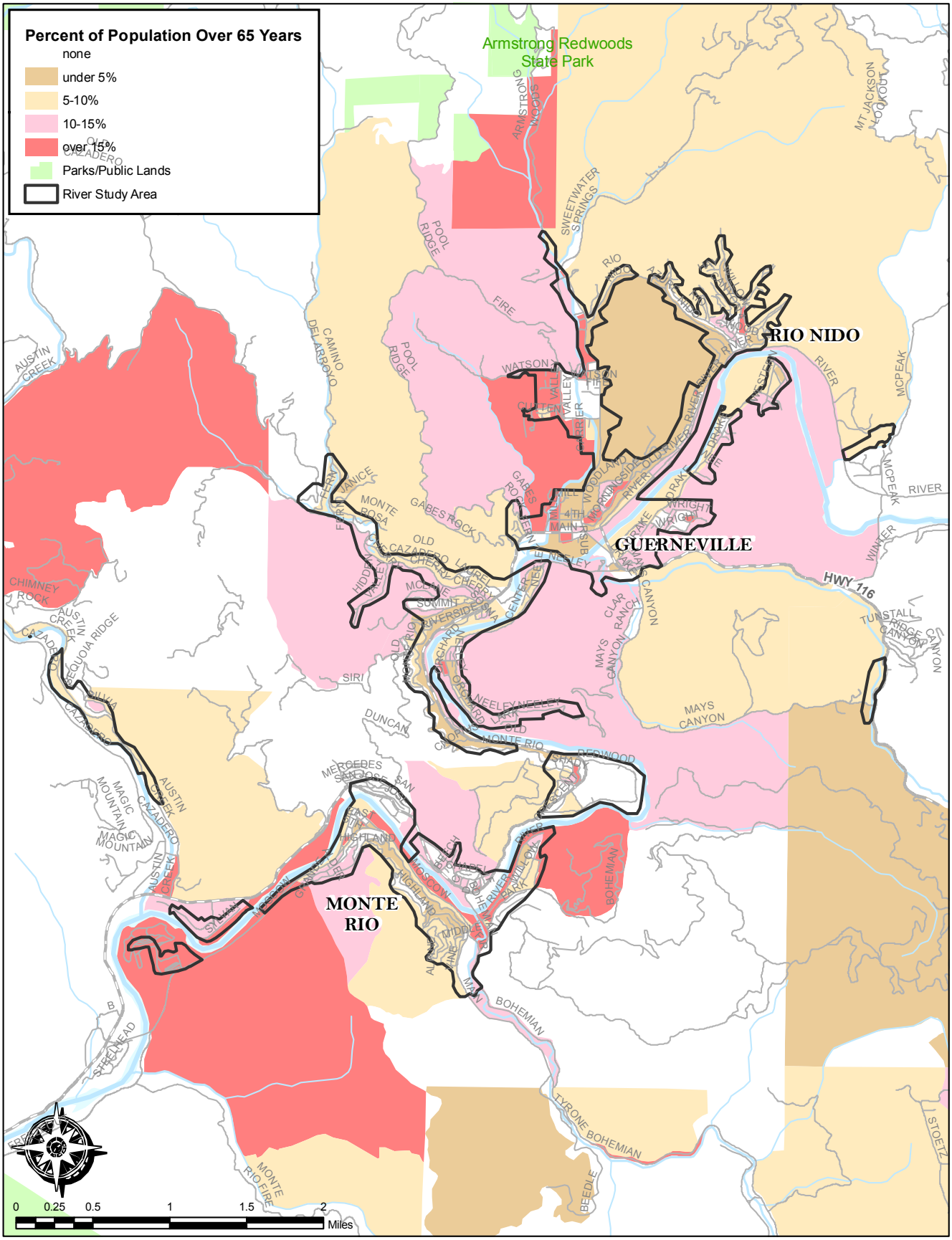
Cazadero

The governing body of the Sonoma County Redevelopment Agency is the Sonoma County Community Development Commission (CDC). The Redevelopment Plan for the Russian River Development Project was prepared by the CDC, providing the CDC with "...powers, duties and obligations to implement the program generally formulated" in the plan "for redevelopment, rehabilitation and revitalization of the project Area." Twenty-three "Specific Goals and Objectives" were included in this preliminary plan, three pertaining to transportation. These are:

- The improvement of streets to ensure safe motor vehicle, bicycle and pedestrian movements and facilitate emergency vehicle accessibility.
- The provision of an improved commercial and residential parking supply
- The provision of streetscape and pedestrian amenities to encourage pedestrian/bicycle circulation

Under California Redevelopment Law, the Sonoma County Board of Supervisors has ultimate responsibility, however, an advisory body was authorized by the Board to guide the redevelopment efforts and creation of a strategic plan. This body, named the Russian River Redevelopment Oversight Committee (RRROC), is charged with ensuring that the area's redevelopment is based on local input. The process involves the interaction of the RRROC, other members of the local community, elected officials and County staff. The outreach conducted as


Percent of Population Under 18 Years
none
under 10%
10-20%
20-40%
over 40%
Parks/Public Lands
River Study Area
Armstrong Redwoods State Park
RIO NIDO
GUERNEVILLE
MONTE RIO
HWY 116
0 0.25 0.5 1 1.5 2
Miles


Percent of Population Over 65 Years
none
under 5%
5-10%
10-15%
over 15%
Parks/Public Lands
River Study Area
Armstrong Redwoods State Park
RIO NIDO
GUERNEVILLE
MONTE RIO
HWY 116
0 0.25 0.5 1 1.5 2 Miles

part of this planning process is detailed in Chapter 3 and offered additional public guidance to this CBTP effort. California Redevelopment Law defines activities for the use of redevelopment funding. Related to transportation, allowable activities include roads, sidewalks, bicycle lanes, lighting, and landscaping.

DEMOGRAPHICS OF STUDY AREA

In looking at demographics of the area, there are several ways in which statistics are aggregated. Stated mostly simply, the population of the MTC-designated "Community of Concern" is made up of two Census Tracts. The 2000 Census lists Census Tract #153704 as having 4,105 people; Census Tract #153703 as having 4,080. This total population equals 8,185, which is the population used in the referenced Equity Analysis Transportation 2030 report.

The "Community of Concern" map shows the "Population in Poverty" within this larger area, and includes all the areas where there are concentrations of people. The total population, however, is quite widely dispersed over both Census Tracts. The implications for the provision of public transportation services is clear in that it is difficult to serve a population in a rural, low-density, dispersed pattern. Making it even more difficult is that many residential areas are reachable only along narrow roads that go up canyons and may not link to adjacent roads.

There are also two "Census Designated Places or CDPs," within the two Census Tracts. These represent the largest and second largest towns and surrounding area, however, they comprise approximately one half of the study are population. Additional information pertaining to these two CDPs will be detailed in Appendix A.

Population & Households

According to the Association of Bay Area Governments (ABAG, Projections 2007), which prepares detailed demographic forecasts throughout the Bay Area, the Lower Russian River "Community of Concern" will not experience a high growth rate in future decades. Constrained by the steep topography and river ecosystem, as well as limitations on the capability of supplying urban services while preserving the natural ecosystem, the 2000 population of 8,185 is predicted to grow to 9,334 by 2030, only 1,149 people more than in 2000. In terms of households, the 3,718 households in 2000 are expected to grow to 4,244 in 2030, only 526 more over this 30 year period. A slow growth rate has been consistent over the recent time period. It took 100 years for Guerneville to grow from 363 (in 1880) to 1,525 (in 1980). By 1990 the town had 1,966 people and by 2000, 2,441. Monte Rio had 1,137 people in 1980, fewer in 1990 (1,058) and up to 1,104 in 2000.

Rio Theater in Monte Rio

Of the total households a substantial number are not occupied year-round. Some are vacant and others are occupied on an intermittent basis—either part-time or only during the summer season. Likewise, the number of people needing transportation is subject to seasonal variation.

Homelessness

According to a report of the Sonoma County Task Force for the Homeless titled Homelessness in Sonoma County 2007, the Russian River area has a homeless

Highway 116 in Monte Rio

population of about 250, presumably mostly a subset of the nearly 3,000 people considered low-income. This is approximately 3% of the area's population and 13% of the county's total homeless population of 1,974 people. The report also notes that "There are very few services at the River and homeless people there are generally unsheltered." While statistics are not known, outreach revealed than a high percentage of the homeless are also veterans. Temporary shelters were established in Guerneville at the end of 2008 to allow homeless persons to be sheltered during the cold winter nights.

Age & Gender

The median age of Sonoma County's population is 37.5 years (in 2000) with the projection that this will increase before the next Census, as the "boomer" generation ages. (Please see maps on pages 13 and 14 showing the age distribution in the study area of those under 18 years of age, and those over 65.)

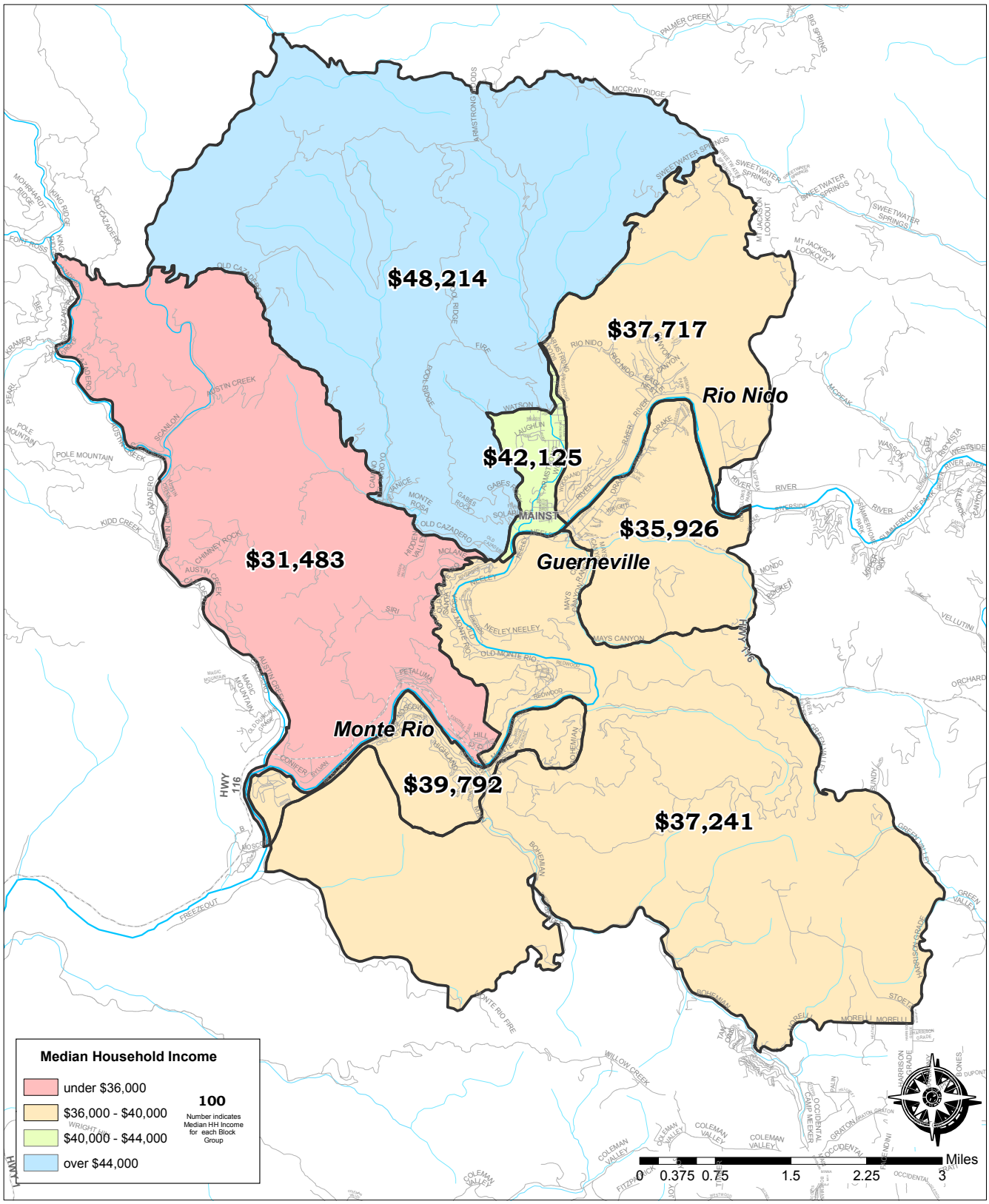
Income, Education & Employment

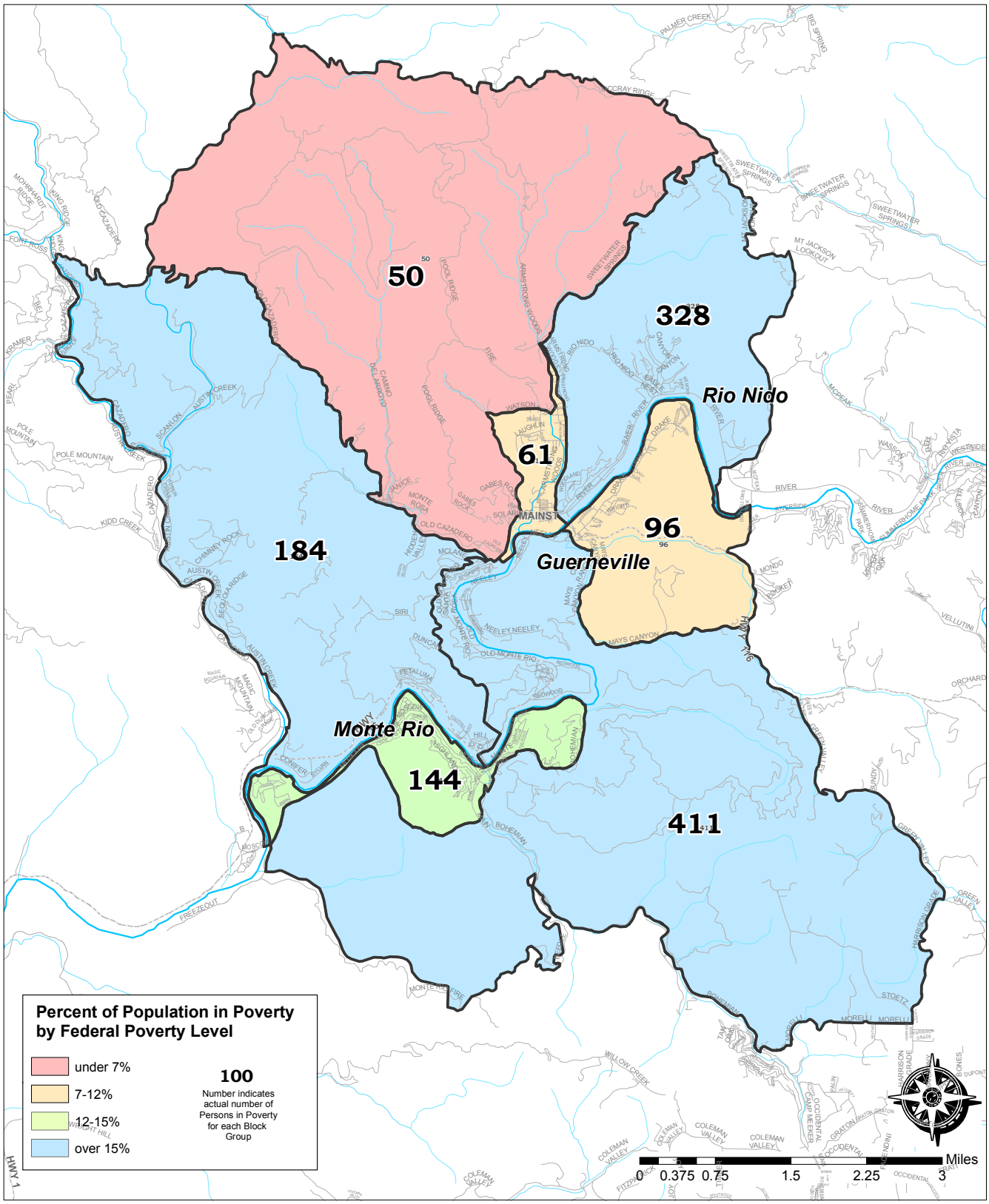
Mean household income was $38,476 in the study area in 2000 (compared to $53,076 for the County as a whole). Significantly, low-income households are expected to decrease to 1,148 from the 1,639 of the 2000 Census, as mean household income is projected to rise. It is expected to rise to $52,619 by 2030. See Appendix B income distribution Using the formula of 200%of the federal poverty level, the Equity Analysis Transportation 2030 document reported 35.7% or 2,886 of the 8,084 people who resided in the Lower Russian River area were low income. (Please see maps on pages 17 and 18 showing median household income and percentages of the population in poverty by federal levels.)

Total employment is expected to rise from 1,662 to 1,789 in this same period (i.e., by 2030). The Sonoma County General Plan 2020, states that "In the future, a larger share of the resident workforce will be able to secure local jobs" as "Most of the employment is projected to be in population serving industries, reflecting the importance of tourist commerce." (p.66). It should be noted, however, that many forecasts preceded the recent global economic crisis, which is negatively impacting the asset base and economic status of people, governments and businesses alike.

Racial/Ethnic Heritage

Based on the 2000 Census, minority groups comprise 17.2% of the study area's population; therefore, 82.8% are not minority. Of the 17.2 % minority segment, the Hispanic/Latino population was the greatest, but still less than 10%. There are differences in the distribution of minorities within the study area. Hispanics/Latinos made up only 7.3% of the population within the area of Monte Rio; but nearly twice that, 14.5% within the area of Guerneville. The majority of both of these population segments were of Mexican heritage; and most speak at least some English. The Hispanic/Latino percentage of 17.3% of the people in Sonoma County as a whole in 2000 was considerably higher than in the CBTP area. The County percentage is expected to rise, and is currently estimated to be over 22%. As a county, the percentage of the population with Hispanic roots has risen from only 4% in 1970, to 6.9% in 1980, to 10.2% in 1990, to 17.3% in 2000, to the current estimate of over


$48,214
$37,717
Rio Nido
$42,125
$35,926
Guerneville
$31,483
Monte Rio
$39,792
$37,241
Median Household Income
under $36,000
$36,000 - $40,000
$40,000 - $44,000
over $44,000
100
Number indicates Median HH Income for each Block Group
Miles
0 0.375 0.75 1.5 2.25 3


50
328
Rio Nido
61
96
Guerneville
184
Monte Rio
144
411
Percent of Population in Poverty by Federal Poverty Level
under 7%
7-12%
12-15%
over 15%
100
Number indicates actual number of Persons in Poverty for each Block Group
Miles
0 0.375 0.75 1.5 2.25 3

22%. Some of the interviewees contacted as part of this plan indicated that this segment of the population is growing in the Lower Russian River area, however, it is also known that many Mexican nationals have been returning to Mexico due to the current economic downturn.

ETHNICITY		
White	6,779	82.8%
Hispanic/Latino	769	9.4%
Multi	212	2.6%
Black	172	2.1%
American Indian/ Alaska Native	109	1.3%
Asian	77	0.9%
Other	67	0.8%
Source: US Census N=8,185		

TRAVEL MODES

The percentage of people in the study area who drove alone to work per the 2000 Census was 72.4%—higher than the 68% for the Bay Area as a whole, and much higher than the aggregated 59.8% of the "Communities of Concerns." The following table shows the means of transportation to work in 2000 for the Lower Russian River area (please see map on page 21, showing households without vehicles).

TRAVEL MODES	
Drove Alone	72.4%
Carpool	12.3%
Walk	6.7%
Work At Home	5%
Transit	1.6%
Other	1.0%
Bicycle	0.6%
Motorcycle	0.5%
Total	**100%**
Source: US Census	

Noteworthy is that the transit mode was only 1.6%. Of the 44 "Communities of Concern," only three had a lower percentage of transit use. For the Bay Area as a whole transit use accounted for 9.7% and in the aggregated "Communities of Concern" 13%. The number walking to work in the study area (6.7%) and working at home (5%) were both higher than for the Bay Area as a whole (3.2% and 4% respectively), as well as for the "Communities of Concern" (4.8% and 2.4% respectively).

While the cited data on travel modes is useful, it should be noted that it is limited because it only pertains to the primary mode used to get to work. Trips for school, errands, and shopping, for example, are not captured, nor is the shortest leg of travel. For example a person's walking or bicycling to a bus stop to continue their trip by bus for a greater distance, would not be represented. Interestingly, of the survey respondents, 38% indicated that they did not work; another 13% work from home; therefore, 51% make no work trips. There are additional study area people who are able to reduce their commute trips to less than the customary fives days a week. Of the surveyed people who worked, 74% indicated they drove and 4% car/van pooled. CBTP survey rates for transit use, bicycling and walking to work were higher than the "Communities of Concern" data at (7%, 6% and 4% respectively) perhaps because the surveys were conducted in the more urbanized areas where these modes are most feasible.

The Equity Analysis Transportation 2030 document reported which households had vehicles or none. Most households did have a vehicle or vehicles, which is not surprising in the study area where alternatives to driving are very limited. Of 3,718 households, 233 were "zero-vehicle." The percentage of minority households without a car was slightly more than for non-minority households (7.6% versus 6.1%), however, over 92% of both minority and non-minority households had one or more vehicles in the study area. These rates are high compared to Sonoma County as a whole, where 15.4% of low-income households had no vehicle in 2000. In the study area there were more households with more than one vehicle than with just one (1,485 versus 1,997). The number of households without a vehicle is projected to decrease from 236 in 2000 to 198

in 2030; the number of multi-vehicle households is expected to rise by 531 vehicles within the same period.

DESTINATIONS

Key Destinations and Associated Employment

The distribution of key destinations was also reported in the Equity Analysis Transportation 2030. Clearly, services are limited in the Lower Russian River area. The chart below (extracted from the report) provides a snapshot of the study area, showing the number of key destinations, the number of associated employees and the number of each per 1000 residents. (Please see map on page 22, showing key study area destinations.)

Other Destinations

Below are brief summaries of some of the particulars regarding various destinations both within and beyond the Lower Russian River. A comprehensive inventory is not intended herein:

KEY DESTINATIONS & ASSOCIATED EMPLOYMENT

	Number of facilities	Employees	Number/100 residents	Employees per 1000 residents
Food Stores	7	120	.8	13.4
Social Services	11	107	1.2	12.0
Schools grade 1-8	2	77	.22	8.62
Health Services	10	64	1.1	7.2
Post Offices	3	16	.34	1.79
Banks & Credit Unions	1	7	.11	.78
High Schools	0	0	0	0
Colleges & Universities	0	0	0	0

Urban Services

Due to the limitation of services available in the study area, virtually all residents find they must travel outside the area at times. Per survey results, the primary destinations that necessitate travel outside the study area are governmental and medical services.

The unincorporated town of Forestville offers some services, the city of Sebastopol considerably more; and Santa Rosa many more. Some specialized services, including some medical and veterans' services are available only in San Francisco or Oakland.

Forestville is located east of the study area, about 7 miles from Guerneville accessed directly from Highway 116, or River Road. Sebastopol is about 14 miles further south on Highway 116 and is the West County's only incorporated city, and as such is a primary destination for River residents in need of services, such as shopping, banking, medical services and entertainment.

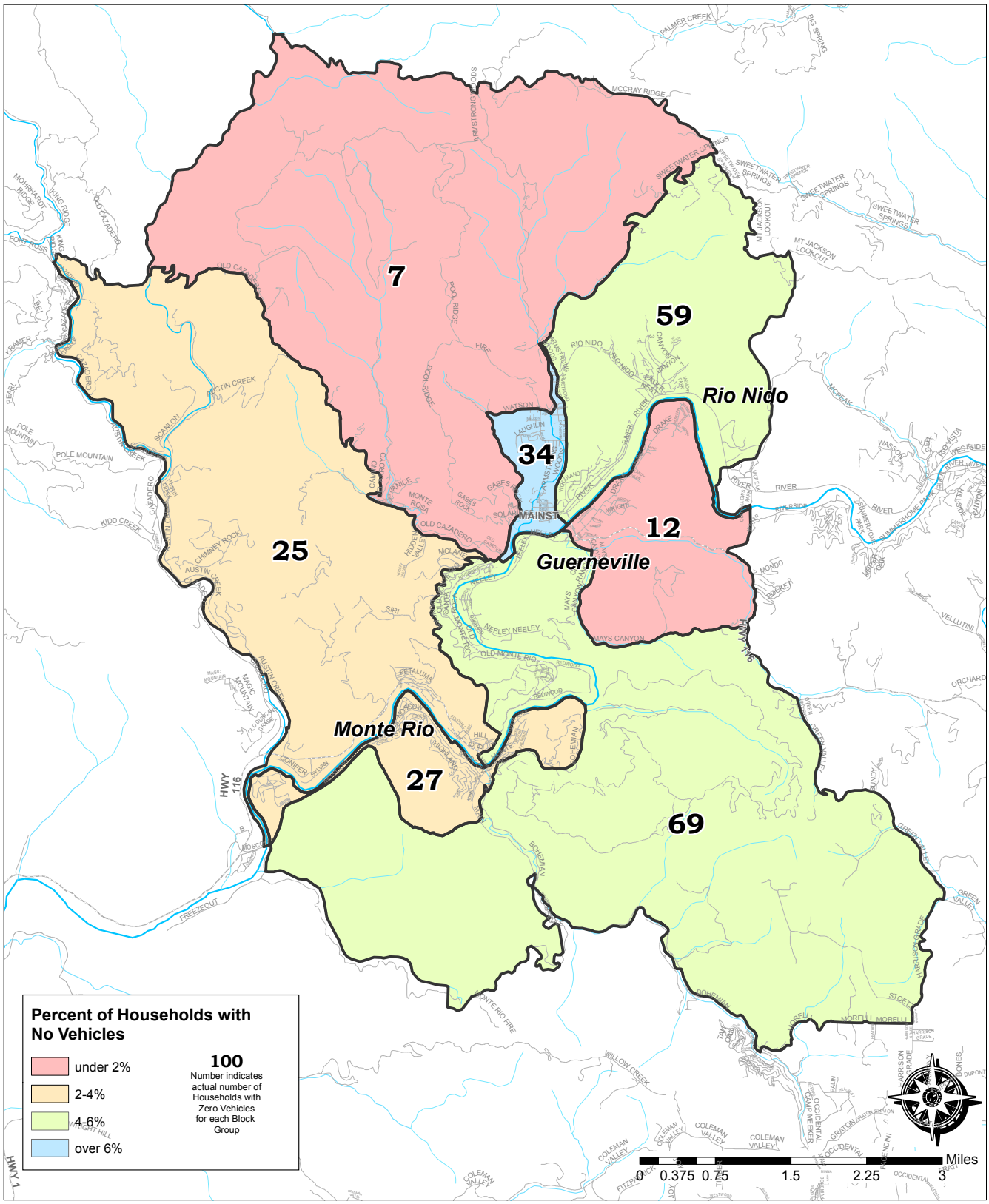
Santa Rosa is the County's largest city. It is where the County's governmental offices, federal offices, and courts are located, as well as its medical centers (e.g., Memorial, Kaiser and Sutter hospitals & medical centers). Santa Rosa offers diverse shopping, business, restaurant, and entertainment choices. For lower-income people wishing to take advantage of the reduced prices offered by the "big box" stores, Santa Rosa is a primary destination.

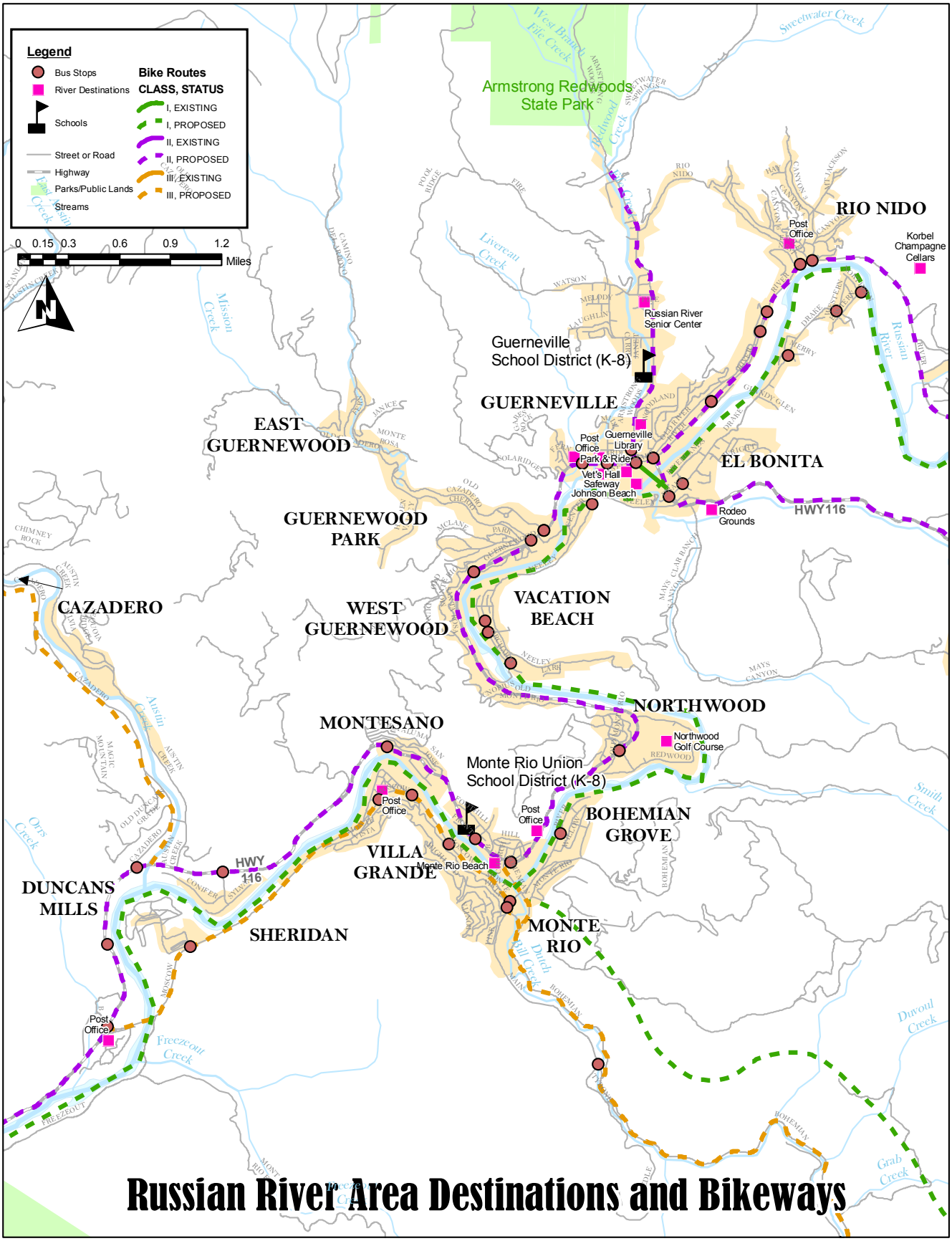
In addition to these more urbanized areas being destinations for services, they are also destinations for employment for many study area residents. Many government, medical, retail, technical, service, and construction jobs are only available outside the study area.

Schools & Childcare

There are three elementary/middle schools in the study area, one each in Guerneville, Monte Rio and Cazadero. All three serve students in grades Kindergarten through 8th.

The Guerneville Elementary 2007-2008 school year had an enrollment of 298 students. Per the school's website, 51% are considered to be disadvantaged; 18% have disabilities; and 14% are English learners. The table below, also from the website, shows that 18.5% of the students are Hispanic/Latino, which is a higher


7
59
34
12
25
27
69
Rio Nido
Guerneville
Monte Rio
Percent of Households with No Vehicles
under 2%
2-4%
4-6%
over 6%
100
Number indicates actual number of Households with Zero Vehicles for each Block Group
0 0.375 0.75 1.5 2.25 3
Miles


Legend
Bus Stops
River Destinations
Schools
Street or Road
Highway
Parks/Public Lands
Streams
Bike Routes
CLASS, STATUS
I, EXISTING
I, PROPOSED
II, EXISTING
II, PROPOSED
III, EXISTING
III, PROPOSED
0 0.15 0.3 0.6 0.9 1.2
Miles
N
Armstrong Redwoods State Park
RIO NIDO
Post Office
Korbel Champagne Cellars
Russian River Senior Center
Guerneville School District (K-8)
GUERNEVILLE
Guerneville Library
Post Office
Park & Ride
Vet's Hall
Safeway
Johnson Beach
EL BONITA
Rodeo Grounds
HWY116
EAST GUERNEWOOD
GUERNEWOOD PARK
WEST GUERNEWOOD
VACATION BEACH
CAZADERO
NORTHWOOD
Northwood Golf Course
MONTESANO
Monte Rio Union School District (K-8)
Post Office
Post Office
BOHEMIAN GROVE
VILLA GRANDE
Monte Rio Beach
HWY 116
DUNCANS MILLS
SHERIDAN
MONTE RIO
Post Office
Russian River
Mission Creek
Austin Creek
Freezeout Creek
Dutch Bill Creek
Duncans Creek
Smith Creek
Grab Creek
Sweetwater Creek
Livereau Creek
Redwood Creek
Russian River Area Destinations and Bikeways

percentage than the general population of the Guerneville area (14.5%).

The Monte Rio Elementary School 2007-2008 school year had an enrollment of 102 students. The School Accountability report table below, from the school's website, shows that 11.8% of the students are Hispanic/Latino, which is a higher percentage than the 7.3% of the general population of the Monte Rio area. School enrollment in recent years has seen a gradual decline.

GUERNEVILLE STUDENT ENROLLMENT BY ETHNICITY	
African American	2.0%
American Indian	1.7%
Asian	1.3%
Caucasian	72.5%
Filipino	.3%
Hispanic/Latino	18.5%
Multiple/No Response	3.7%
Other	0.8%
Source: Guerneville N=298	

MONTE RIO STUDENT ENROLLMENT BY ETHNICITY	
African American	4.9%
American Indian	1.0%
Asian	0%
Caucasian	78.4%
Filipino	3.9%
Hispanic/Latino	11.8%
Multiple/No Response	0%
Other	0.8%
Source: Monte Rio N=102	

Cazadero's Montgomery School, also a K-8 school, has had a gradually dwindling enrollment. The numbers of students declined from 84 in 2002, to 64 in 2004, to 49 in 2006.

Most of the high-school aged children, attend El Molino High School in Forestville, which is in the West Sonoma County Union High School District. Transportation is provided from the Lower Russian River area by the West County Transportation Agency. A few students have also attended Analy High School in Sebastopol, some of whom have used Sonoma County Transit bus transportation. There is also a small charter school, Russian River Charter School, on River Road east of the study area in Forestville, (student enrollment is about 70-80 students in grades 9-12) .

College/university students must travel outside the area for schooling, or access distance learning from home. College/university offerings include Santa Rosa's Santa Rosa Junior College (SRJC), Empire Business College and Law School, University of San Francisco (North Bay Regional Campus), New College of California, and Rohnert Park's Sonoma State University (SSU).

The study area is home to a performing arts camp, held during the summer. Various musical events are scheduled at the location near Cazadero on Cazadero Highway.

Pertaining to pre-school childcare there are several private operations in the study area, as well as a Head Start school on Armstrong Woods Road. The difficulty for parents to get children to and from childcare on time, particularly while also getting to and from jobs, is a barrier if vehicle availability is lacking or inconsistent.

Senior Services

The Russian River Senior Center is situated on Armstrong Woods Road, about a mile from Guerneville's downtown. It is a place where meals are served at low cost, classes presented, and recreation made available. The center in fact houses the West County Community Services' Senior Resource Center, an organization offering diverse senior services. Sonoma County Transit previously offered transit service to the center, however, ridership numbers were low and service was discontinued. The senior center director reported that many area seniors reside in outlying rural areas where transit and paratransit services are not available.

Veterans' Services

Some services for veterans are available locally in Sonoma County; others only in San Francisco. In Santa Rosa veterans typically access health care, employment training, substance abuse treatment, and assistance with VA benefits. The San Francisco Veterans Medical Center at Fort Miley provides medical, surgical and psychiatric services. A free shuttle is available from the Santa Rosa Veterans Medical Clinic on Chanate Road to Fort Miley, however, accessing the shuttle via transit from the Lower Russian River area is time consuming and involves bus transfers. Other veterans' services are in Oakland. It is understood that the local clinic will be moving close to the airport this year, which may further decrease ease of access.

Post Offices

There are four United States Post Offices in the Lower Russian River area. They are in Guerneville, Monte Rio, and Villa Grande along the river; the fourth is in the town of Cazadero.

Recreation/Trails

The Russian River itself is the most popular draw for area recreation, especially during the summer for swimming, boating and fishing. Particularly in the summer, tourists come from the Bay Area and the hot inland valleys, as well as from outside the country. The river is also well utilized by residents. Additionally services associated with recreation, such as lodging and dining, are a key source of local employment. Many resorts are found in the area, most along the river. There is also the Northwood Golf Course near the river. There are several large public access beaches; and other private ones. The area is also rich in parklands. Armstrong Redwoods State Natural Reserve and Austin Creek State Recreation Area, both are large parks offering picnicking and camping, trails and scenic vistas. Armstrong Redwoods encompasses 805 acres; Austin Creek approximately 5,683 acres.

There are two park and recreation districts in the lower Russian River: Monte Rio Recreation and Park District and the Russian River Recreation and Park District. Monte Rio's offers public access to a community center, beach, riverfront meadow, and amphitheater. The Russian River district operates four playgrounds, parks and beaches.

Sonoma County Regional Parks opened the Guerneville River Park in spring 2007. It is located on the south side of the river in the area of the crossings of the new and old bridges. Family and group picnic sites, pathways, a restroom and parking are available to serve the public. An outdoor stage area is slated for construction in spring 2009.

Beyond the study area to the west, of course, is the Pacific Ocean. The Lower Russian River's River Road/Highway 116 corridor is the primary access route to historic Duncans Mills, Jenner at the mouth of the river, and the coastal beaches, particularly well utilized during the warm months. The Bohemian Grove is famous as the private site of an annual gathering of world leaders. The area additionally hosts an array of parades, music festivals, and other local events. It is during well-attended events that parking supply becomes an acute issue.

Medical/Social Services

West County Health Center, Inc. operates two licensed community health centers that offer comprehensive outpatient medical services. One is the Russian River Health Center in Guerneville; the other in Occidental, south of the study area. They offer full scope family practice with 24 hours a day/ 7 days a week call coverage. Services include primary health care for all ages, including prenatal and obstetrical care. Immunizations, reproductive health care, HIV/AIDS primary care and case management, dental services, services focusing on teenagers, and mental health counseling are some of what is provided. Having such services available locally is critically important to area residents.

For the past 30 years, West County Community Services (WCCS) has been providing numerous human and social services to a wide range of people and groups in West County. The multi-services agency is separated into six inter-related programs: Administration & Support, Counseling and Prevention, Adult and Youth Employment, Russian River Senior Resource Center, After School Programs and Emergency Services.

Three of the agency's five sites are located in Guerneville; two in Sebastopol. The downtown Guerneville office provides counseling and family support and emergency services. The Russian River Empowerment Center in Guerneville is a mental health self-help center, providing peer counseling, mental health and wellness support groups, and arts and crafts. At the Sebastopol site, youth career development and rehabilitation employment assistance is provided. The WCCS Family Services Center in Sebastopol provides adult employment assistance to SonomaWORKS clients, youth diversion and counseling to youth and families.

Sebastopol's Palm Drive Hospital serves the whole West County area, as the only hospital in the West County. It also operates the emergency room closest to the Lower Russian River area. This facility is approximately 14 miles from Guerneville. Santa Rosa is the location of the County's major medical centers. Memorial, Kaiser and Sutter hospitals and medical centers are sited there. Some specialized medical services and veterans medical services are available only outside of the County.

LAND USES & PROPOSED DEVELOPMENT

Overall the density of land use is low in the study area. Per the Sonoma County General Plan 2020, the bulk of the area is designated "Resources and Rural Development," which is sparsely settled. In the more populated areas, most are considered "Rural Residential" and some "Urban Residential," however, there are no large high density areas. Particularly along the river, many parcels are designated as "Recreational or Visitor Serving Commercial." Other uses include "Public and Quasi Public" lands (such as schools and public beaches) and "Land Intensive Agriculture." The latter is found mostly immediately south of Rio Nido on the south side of the Russian River and north of downtown Guerneville.

The recently adopted Sonoma County General Plan 2020, by policy sets limitations on development in the study area. Due to the constraints of water availability, sewage capacity, and flooding, very little development is expected in the Lower Russian River. Uses within the 100-year floodway are to be limited to recreational and visitor serving uses without the construction of permanent structures. Limited expansion of some resorts and construction of single residences and businesses can be expected, however, no large commercial or housing subdivisions are currently planned or expected.

There are only two projects currently submitted to Sonoma County for permit consideration. These are a:

- 48 unit apartment complex with community center located at 14119 Mill Street in Guerneville. This is an affordable housing project proposed by Burbank Housing for the site where Noonan's Garage is currently located.
- 120 room hotel/resort with new public river access located at 17155 Highway 116 in Guernewood Park, adjacent the Dubrava Townhomes project.

TRANSPORTATION INFRASTRUCTURE & CONDITIONS

Roads

Being a rural area of Sonoma County, the study area's roads all have no more than two travel lanes. Many area roads are quite narrow where they traverse increasingly rural areas, and where they are built on steep slopes or pass through forested lands. Many of these roads do not meet modern standards, with very few having curbs, gutters and/

or sidewalks. Many are low-volume, neighborhood-serving facilities.

River Road, Highway 116 (State Route 116), Bohemian Highway/Main Street, and Cazadero Highway are the four primary regional roadways. The primary travel corridor of the area is located along the length of the northern side of the river and is the only facility classified as a "Rural Principal Arterial." This is River Road from the east end of the study area to Highway 116 in Guerneville and then Highway 116 from the Guerneville Bridge to the west end of the study area. This facility is also designated as a "Scenic Corridor" (Sonoma County General Plan 2020). Sections of this roadway are channelized (i.e., with a continuous left-turn center lane) and other sections provide turn lanes. River Road begins at Highway 101 in Santa Rosa and ends in Guerneville, paralleling the river in the study area. Highway 116, named Pocket Canyon Highway from Forestville to Guerneville, crosses the Russian River at Guerneville. This southern section of 116 is classified as a "Rural Minor Arterial." Highway 116 then proceeds westward along the north side of the river to Cazadero Highway (the western end of the study area) and ending at Highway 1. Jenner is located to the north of the juncture of State Routes 1 and 116; and the Highway 1 Bridge over the river is to the south. Bodega Bay is south of this junction. Both Old Cazadero Road and the Cazadero Highway take travelers north from different points on Highway 116, however, only Cazadero Highway currently reaches all the way to the hamlet of Cazadero. The Bohemian Highway/Main Street corridor takes travelers south from Highway 116 in Monte Rio across the river going south to Camp Meeker, Occidental and Freestone. Armstrong Woods Road takes travelers north to Armstrong Woods State Park and Austin Creek State Recreation Area from downtown Guerneville. Moscow Road goes from Monte Rio to the west toward Duncans Mills on the south side of the river. Cazadero Highway, Armstrong Woods Road, Moscow Road and Bohemian Highway/Main Street are classified as "Rural Collectors."(Please see the map on page 27 showing study area road classifications.)

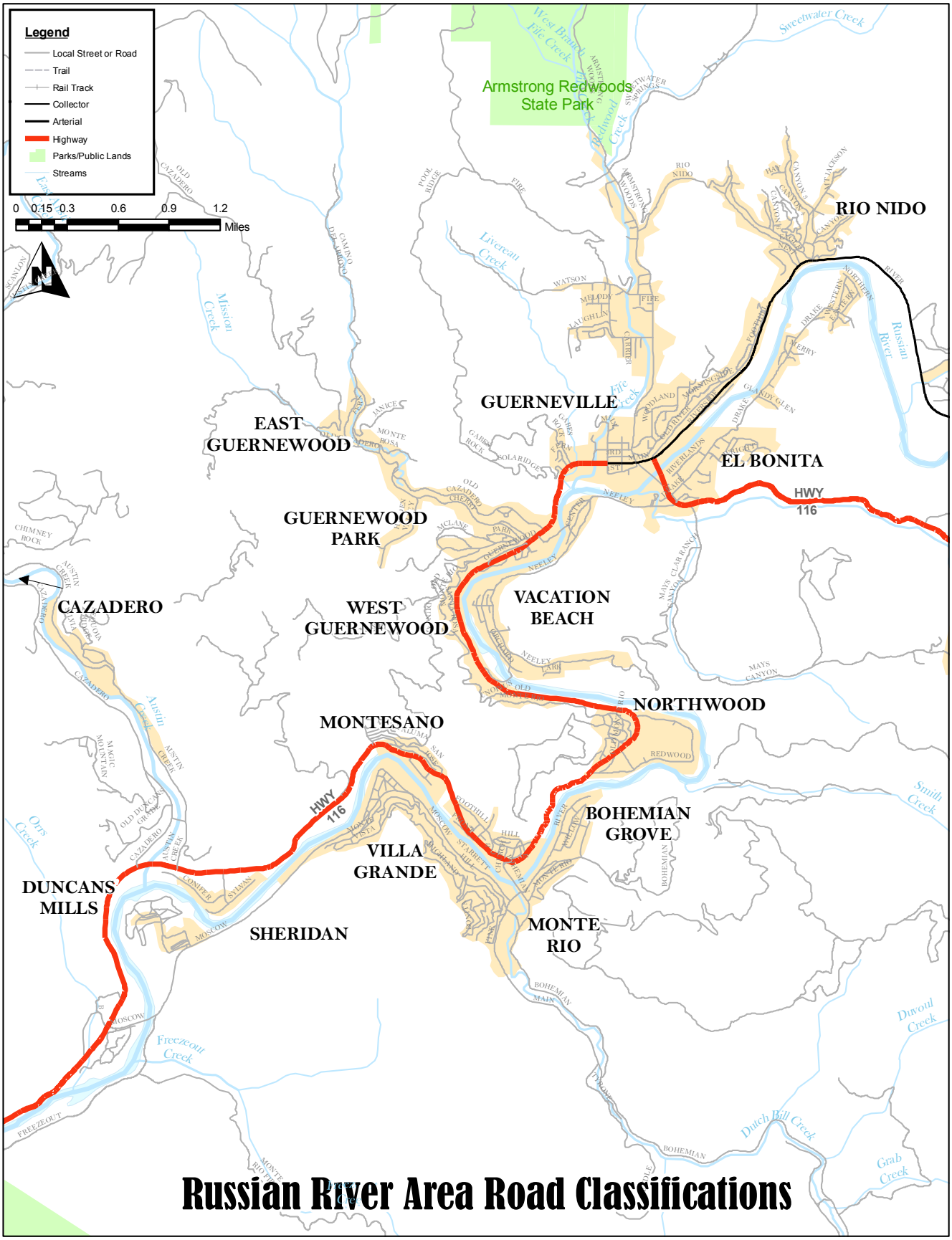
All of the area's public roadways are maintained by the County of Sonoma Transportation and Public Works Department, except one. Highway 116 is under the jurisdiction of the California Department of Transportation, known as Caltrans. No new area roads are currently proposed for construction. The Sonoma County General Plan 2020 calls for working with Caltrans "...in considering passing and turning lanes along Highway 116 to reduce congestion...." Outreach interviews with Caltrans representatives revealed that right-of-way widths vary dramatically through the Highway 116 corridor—from hundreds of feet to only roadway easements. While it is acknowledged that the lack of shoulders is perhaps the biggest problem along certain sections, these property rights issues add difficulty and complexity to implementing facility improvements.

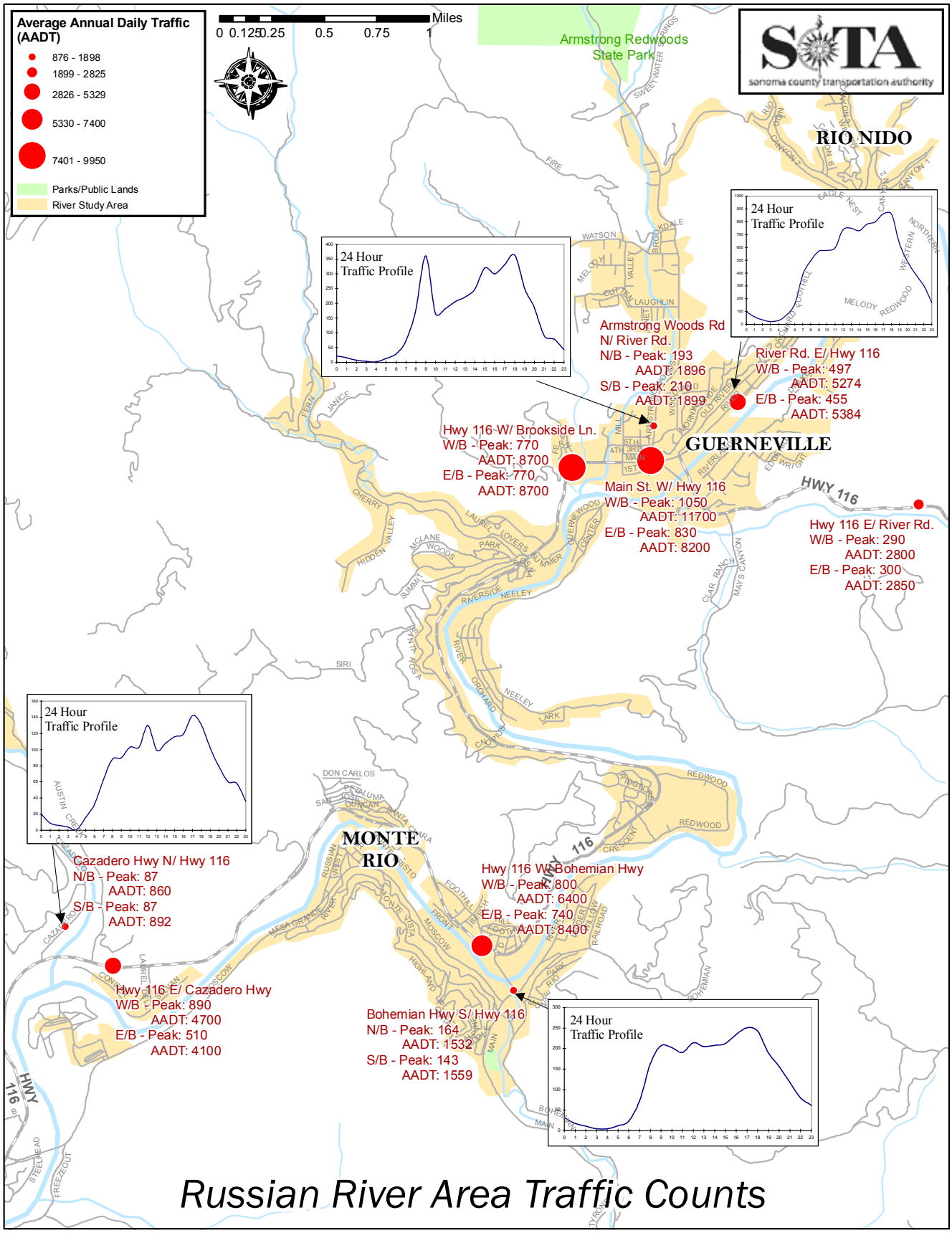
Traffic calming improvements are recommended as policy in the new Sonoma County General Plan 2020 in the communities of Guerneville and Monte Rio, however, funding for such improvements has not been identified, nor has there been specification of what improvements may be considered.

Bridges

There are only two permanent vehicular bridges that cross the river in the study area, one in Guerneville and one in Monte Rio. Additional bridges are found just east and west of the study area. The Guerneville Bridge, under the jurisdiction of Caltrans on Highway 116, replaced the old bridge, which is now a Class I multi-use pathway leading from the area of Drake and Neeley roads on the south side of the river to downtown. The Monte Rio Bridge is an aging, narrow two lane bridge (about 75 years old). It is tentatively scheduled for replacement in 3 to 5 years.

Due to the gentleness of the river flow in summer, seasonal crossings are possible. There has been a summer crossing from


Legend
Local Street or Road
Trail
Rail Track
Collector
Arterial
Highway
Parks/Public Lands
Streams
0 0.15 0.3 0.6 0.9 1.2
Miles
N
Armstrong Redwoods State Park
RIO NIDO
GUERNEVILLE
EAST GUERNEWOOD
EL BONITA
HWY 116
GUERNEWOOD PARK
CAZADERO
WEST GUERNEWOOD
VACATION BEACH
NORTHWOOD
MONTESANO
BOHEMIAN GROVE
VILLA GRANDE
DUNCANS MILLS
SHERIDAN
MONTE RIO
Russian River
Mission Creek
Austin Creek
Freezeout Creek
Dutch Bill Creek
Duvoul Creek
Grab Creek
Smith Creek
Orrs Creek
Sweetwater Creek
Livereau Creek
Fife Creek
Redwood Creek
Russian River Area Road Classifications


Average Annual Daily Traffic (AADT)
876 - 1898
1899 - 2825
2826 - 5329
5330 - 7400
7401 - 9950
Parks/Public Lands
River Study Area
Miles
0 0.125 0.25 0.5 0.75 1
Armstrong Redwoods State Park
sonoma county transportation authority
RIO NIDO
GUERNEVILLE
MONTE RIO
24 Hour Traffic Profile
Armstrong Woods Rd N/ River Rd.
N/B - Peak: 193
AADT: 1896
S/B - Peak: 210
AADT: 1899
River Rd. E/ Hwy 116
W/B - Peak: 497
AADT: 5274
E/B - Peak: 455
AADT: 5384
Hwy 116 W/ Brookside Ln.
W/B - Peak: 770
AADT: 8700
E/B - Peak: 770
AADT: 8700
Main St. W/ Hwy 116
W/B - Peak: 1050
AADT: 11700
E/B - Peak: 830
AADT: 8200
Hwy 116 E/ River Rd.
W/B - Peak: 290
AADT: 2800
E/B - Peak: 300
AADT: 2850
Cazadero Hwy N/ Hwy 116
N/B - Peak: 87
AADT: 860
S/B - Peak: 87
AADT: 892
Hwy 116 E/ Cazadero Hwy
W/B - Peak: 890
AADT: 4700
E/B - Peak: 510
AADT: 4100
Hwy 116 W/ Bohemian Hwy
W/B - Peak: 800
AADT: 6400
E/B - Peak: 740
AADT: 8400
Bohemian Hwy S/ Hwy 116
N/B - Peak: 164
AADT: 1532
S/B - Peak: 143
AADT: 1559
HWY 116
Russian River Area Traffic Counts

Highway 116 to Vacation Beach; and another from Highway 116 to Guernewood Road north of Vacation Beach.

Traffic Volumes

Traffic counts on the primary study area roadways were obtained from the Sonoma County Transportation and Public Works Department. The direction of travel is given and the numbers of vehicles are averaged over the year to yield what is called the Average Annual Daily Traffic (AADT). This averaging, however, by its nature does not reveal the seasonal variations in the area. Specifically, traffic volumes on a warm summer day could be expected to be higher than on an inclement winter day. The numbers of all-year residents is subject to seasonal variation, plus considering the variable nature of the recreational visitor attractions, traffic volumes could be expected to also fluctuate accordingly. (Please see map on page 28, showing traffic volumes.)

Roadway Incidents

The California Highway Patrol collects collision and incidence data for the past ten-year period within the primary transportation corridor of the Lower Russian River. There have been 274 people injured and 5 people died during the last decade as a result of collisions on the primary travel corridor of River Road and Highway 116 in the study area. The good part is that there have been no fatalities in the last 4 years.

Bicyclist and Pedestrian Facilities

Many people within the study area rely on bicycling and walking to reach desired destinations. Facilities for bicyclists and pedestrians, however, are quite limited. The only existing designated bicycle facility located within the Lower Russian River area is the Guerneville Bicycle and Pedestrian Bridge (i.e., the historic Guerneville Bridge west of the new vehicular bridge). This Class I bicycle and pedestrian pathway connects the downtown plaza to the south side

of the Russian River. Class I facilities are separated from the roadway.

There are no Class II facilities (bike lanes signed and marked with stripes on the roadway) or Class III facilities (signed as route on roadway) in the area. Along parts of many of the area's main roads, roadway/shoulder widths are such that the striping of a bicycle lane would be possible. For example, wide shoulders exist along most of Armstrong Woods Road between downtown Guerneville and the Armstrong Redwoods State Park. Noteworthy is that sections of Highway 116 west of Monte Rio have narrow to virtually non-existent shoulders, in addition to being a roadway with curves—a circumstance which is acutely hazardous for non-motorized travel. As would be expected the costs of adding a Class II is significantly increased if roadway widening for the addition of shoulder widths is necessary. Furthermore, Caltrans has a policy requiring connectivity of new facilities to existing facilities—for example each new segment of a Class II facility is to connect with an existing Class I or II facility.

The draft County Bicycle and Pedestrian Plan proposes Class II and III projects in the study area and beyond. They are:

PROPOSED BICYCLE FACILITIES	CLASS	LENGTH IN MILES
River Road from Westside Road to Highway 116	II	5.28
Highway 116 North from Green Valley Road to Armstrong Woods Road	II	9.67
Highway 116 North from Armstrong Woods Road to Foothill Drive	II	4.63
Highway 116 North from Foothill Drive to Duncan Road	II	0.59
Highway 116 North from Duncan Road to Moscow Road	II	2.90
Armstrong Woods Road from Highway 116 to State Park Entrance	II	1.84
Cazadero Highway/Austin Creek Road from Highway 116 to Fort Ross Road	III	6.31
Moscow Road from Bohemian Highway to Casini Ranch	III	3.49
Bohemian Highway/Main Street from Highway 116 to Morelli Lane	III	5.23

(Please see map on page 22, showing existing and proposed bicycle facilities.)

Roadway shoulders and unpaved pathways serve as pedestrian facilities throughout the project area. Use of shoulders as pathways can be problematic where roadway widths are narrow, where traffic speeds are high, and where there are many points of potential conflict with vehicular traffic.

In Guerneville sidewalks are found along Main Street (Highway 116) in the downtown; along; the southern section of Armstrong Woods Road, and on Church, Mill, First, Third and Fourth streets, although facility gaps are present. Pedestrian improvements in Guerneville may include the rehabilitation of existing sidewalks along Main Street; pedestrian signal phasing at Main Street and Armstrong Woods Road; new ADA-compliant curb ramps throughout the downtown area; crosswalk enhancements on Main Street at Mill and Church streets; and sidewalk enhancements on Armstrong Woods Road at First Street.

Sidewalk infrastructure is in place to a much more limited extent in Monte Rio and Cazadero. In Monte Rio, a few sidewalks exist in the Main Street area near the old Pink Elephant bar, near the central parking area, and across the Monte Rio Bridge. Continuous sidewalks along Main Street, across the Monte Rio Bridge and along Highway 116 in the downtown area would greatly improve the walking environment in Monte Rio.

Cazadero has a very small downtown along Cazadero Highway. Short sections of sidewalks have been constructed in the center part of town, such as adjacent the post office.

By observation, it was noted that accessibility is impacted in most of the study area. People using wheelchairs or other mobility devices will find many uneven surfaces near bus stops and a general lack of connecting sidewalk infrastructure in all but the central parts of Guerneville.

Another observation made during public outreach in the field is that a number of bicyclists are not using best practices to bicycle safely. Such practices as helmet use, using reflective or light colored clothing at night, and riding with traffic are examples.

A comprehensive analysis of incidents/accidents was not undertaken in this report, however, it was noted that over the last 10 years, 63% of the recorded incidents/accidents involving pedestrians on Highway 116 occurred at three roads (Armstrong Woods Road; Church Street, and Mill Street). Over the same period, 50% of the incidents/accidents involving bicyclists on Highway 116 were recorded at the same three roads.

Trails

The only planned Class I/Multiuse Trail in any adopted plan (General Plan/Bikeways Plan) in the study area is the Dutch Bill Creek Trail from Monte Rio to Graton Road

in Occidental. In the draft Sonoma County Bicycle & Pedestrian Plan this 5.46 mile facility (only part of which is in the study area) was estimated to cost $2,184,536.

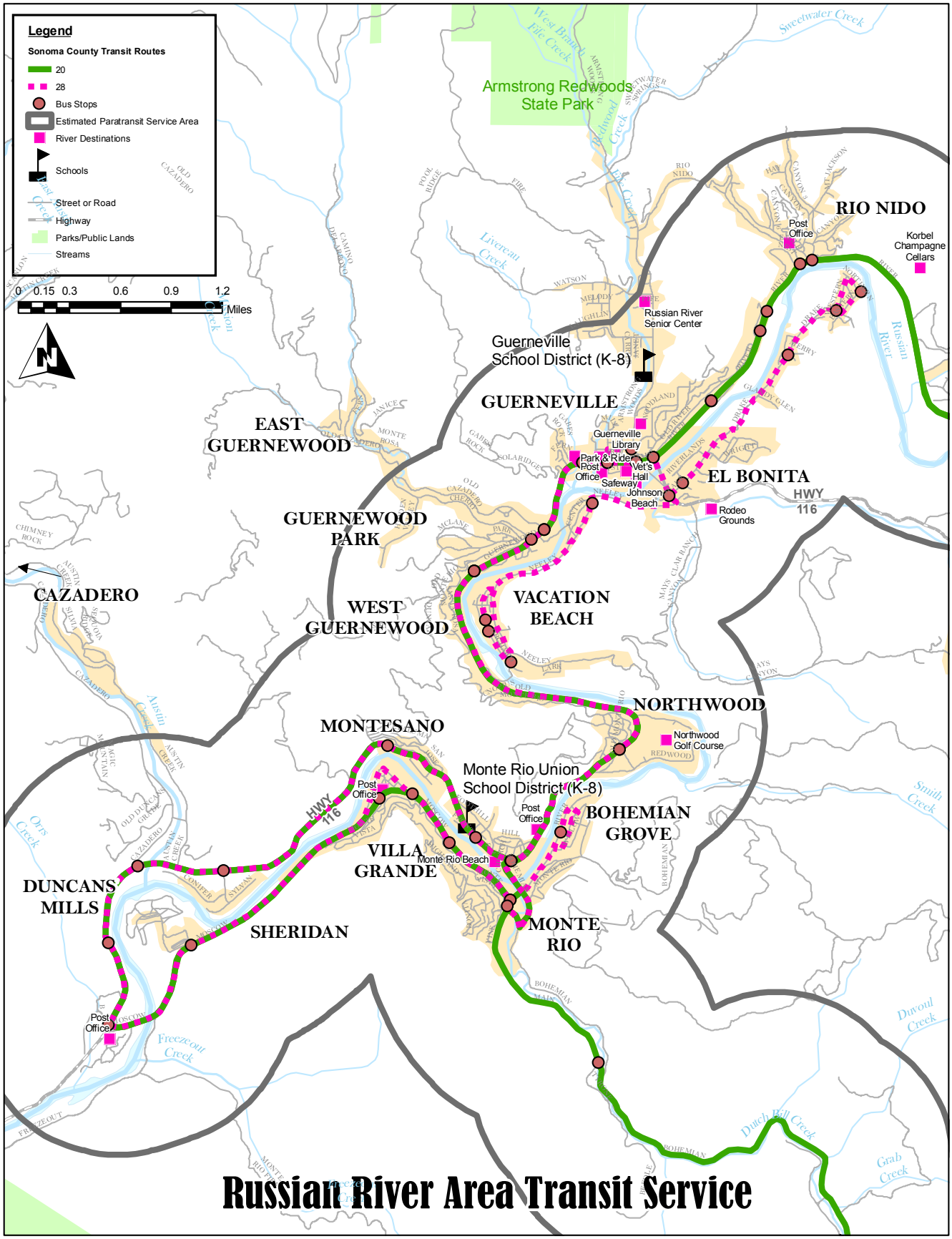
Additional Class I paved bicycle and pedestrian pathways are proposed in the draft Sonoma County Bicycle and Pedestrian Plan. These facilities are also included in the draft Outdoor Recreation Plan (ORP), which are currently very programmatic. The ORP simply describes the various corridors and several points of connection between them. For example, the Russian River trail could be interpreted as being in many different places—on the north or south side of the river, or crossing once or twice, etc. It is a very coarse planning document that does not spell out detailed projects for this area. These are described below:

- The proposed Russian River Trail begins at Monte Rio and ends at the City of Healdsburg. The trail connects Monte Rio, Guerneville, the Guerneville Bridge, proposed Guerneville River Access, Forestville River Access, Steelhead Beach Regional Park, Wohler Bridge Fishing Access, proposed Windsor River Front Park, and the City of Healdsburg. The trail connects many of the existing access easements and planned river access locations while generally paralleling the Russian River. The trail will also connect with the Old Cazadero Trail, Armstrong Redwoods Trail, and the West County Trail Extension. In the draft County Bicycle & Pedestrian Plan this 22.86 mile facility (only part of which is inn the study area) was estimated to cost $9,144,800.
- The proposed Willow Creek Trail begins at Sonoma Coast State Beach at Willow Creek and ends at Monte Rio. This trail will connect Willow Creek State Park, proposed Willow Creek Trail, proposed state park expansion, Duncans Mills, Dutch Bill Creek Bikeway, and Monte Rio. In the draft County Bicycle & Pedestrian Plan this 7.51 mile facility (only part of which is in the study area) was estimated to cost $3,004,292.
- The proposed Armstrong Woods Trail begins at Guerneville and ends at Armstrong Redwoods State Reserve. The trail will generally parallel Armstrong Woods Road. The alignment of this facility is thus more defined than the other two. This trail will connect with the Russian River Trail

SONOMA COUNTY TRANSIT SERVICES

The Lower Russian River area is served by Sonoma County Transit (SCT). SCT is the only public transit operator in the West County region. The total SCT service area covers over 390 square miles, serving most of the unincorporated areas and all nine incorporated cities in Sonoma County. This fixed-route system provides countywide service along major travel corridors in rural areas of Sonoma County. The system also links most small towns and communities and all the cities including Cloverdale, Healdsburg, Windsor, Santa Rosa, Sebastopol, Rohnert Park, Cotati, Sonoma and Petaluma. SCT operates twenty-one routes Monday through Friday between 5:00 a.m. and 11:30 p.m. Weekend service consists of thirteen routes operating on Saturday and nine on Sunday between 7:00 a.m. and 9:30 p.m. SCT's major intercity routes consist of routes 20, 26, 30, 40, 44, 48 and 60 (Lifeline Routes in Sonoma County were designated as 20, 30, 40, 44, 48 and 60). Express and commute bus service is also provided via routes 22, 34, 38, 42, 46, 50 and 62.

In addition to intercity public transit service, SCT provides local public transit service, under contract, within the Town of Windsor (route 66), and the cities of Sebastopol (route 24), Rohnert Park and Cotati (routes 10, 12, 14) and Sonoma (route 32), respectively. Local service is also provided within the unincorporated Lower Russian River area (route 28) and unincorporated Sonoma Valley communities (route 32). Weekend intercity service


Legend
Sonoma County Transit Routes
20
28
Bus Stops
Estimated Paratransit Service Area
River Destinations
Schools
Street or Road
Highway
Parks/Public Lands
Streams
0 0.15 0.3 0.6 0.9 1.2
Miles
N
Armstrong Redwoods State Park
RIO NIDO
Post Office
Korbel Champagne Cellars
Russian River Senior Center
Guerneville School District (K-8)
GUERNEVILLE
EAST GUERNEWOOD
Guerneville Library
Park & Ride
Post Office
Vet's Hall
Safeway
Johnson Beach
EL BONITA
HWY 116
Rodeo Grounds
GUERNEWOOD PARK
CAZADERO
WEST GUERNEWOOD
VACATION BEACH
NORTHWOOD
Northwood Golf Course
MONTESANO
Monte Rio Union School District (K-8)
Post Office
BOHEMIAN GROVE
VILLA GRANDE
Monte Rio Beach
DUNCANS MILLS
SHERIDAN
MONTE RIO
Post Office
Russian River
Sweetwater Creek
Livereau Creek
Austin Creek
Ohys Creek
Freezeout Creek
Smith Creek
Dutch Bill Creek
Grab Creek
Russian River Area Transit Service

is also provided from July through September to the unincorporated Sonoma Coast communities of Freestone, Bodega, Bodega Bay, Jenner, and to the unincorporated Lower Russian River area (route 29).

Intercity route 20, local route 28 and summer weekend route 29 all serve the Lower Russian River area. Route 20 operates daily, providing regular and express service between Santa Rosa and the Lower Russian River area. The regular route serves the Santa Rosa Transit Mall, Santa Rosa Junior College, Sonoma County Administration Center, and Coddingtown Mall in Santa Rosa. It then travels to the Lower Russian River area via Sebastopol serving the towns of Graton, Forestville, Mirabel Heights, Rio Nido, Guerneville, Monte Rio, Duncans Mills, Villa Grande, Camp Meeker, and Occidental. Route 20 also serves park-and-ride lots that are located in the downtown areas of Sebastopol, Guerneville and Occidental.

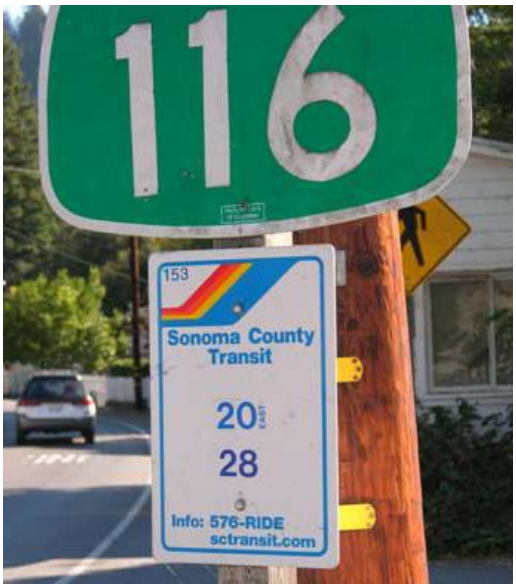
Route 20 River Express travels between Santa Rosa and the Lower Russian River area via Mendocino Avenue, Old Redwood Highway, and River Road. Route 20 Occidental Express travels between Santa Rosa and Occidental via Highway 12, Highway 116, and Graton Road, also serving Sebastopol and Graton. Most of route 20's regular service interlines with route 30 providing overlapping service between the Santa Rosa Transit Mall and Coddingtown Mall in Santa Rosa.

Route 28 provides weekday local service from the Safeway Shopping Center and downtown plaza in Guerneville to the Neeley Road and Drake Road area south of the Russian River, Guernewood Park, Monte Rio, Bohemian Grove and Duncans Mills. Route 28 offers public transit service primarily for persons with errands to and from downtown Guerneville and Monte Rio and also provides local feeder service to and from outlying Lower Russian River communities for continued travel east on intercity route 20 toward Rio Nido, Forestville, Graton, Sebastopol, Santa Rosa and beyond.

Route 29, in-service only during the months of July, August and September, provides weekend service from Coddingtown Mall, Santa Rosa Junior College, and the Santa Rosa Transit Mall to several destinations on the Sonoma Coast. The route also serves Sebastopol, Freestone, Bodega, Bodega Bay, Doran Beach Regional Park, the Sonoma Coast State Beaches, and Jenner. In addition, route 29 offers weekend service between the Sonoma Coast and the Lower Russian River communities of Duncans Mills, Monte Rio, Guerneville, and Rio Nido (please see map on page 32, showing transit routes, bus stops, and approximate paratransit service area).

Within the Lower Russian River project area, there are public transit amenities located at various existing bus stops. In Rio Nido, there are passenger waiting shelters at the bus stop located in the eastbound direction on River Road and on Canyon 7 Road next to the Pee-Wee Golf Course. An additional wooden bench is located adjacent to the shelter on Canyon 7 Road. In Guerneville, there are passenger waiting shelters located at the bus stops on Highway 116 at Safeway and at the Guerneville Plaza. An additional wooden bench is located adjacent to the shelter at the plaza. A stone bench is also located at the bus stop on Highway 116 across from the Guerneville Park and Ride Lot. In Northwood, there is a passenger waiting shelter located at the bus stop on Highway 116 next to the Northwood Golf Course. And in Monte Rio, there is a passenger waiting shelter located at the bus stop on Main Street north of the fire station.

In addition to the passenger waiting shelters and benches described above, SCT provides and services trash receptacles at the bus stops in Guerneville located at Safeway and at the Guerneville Plaza. Information panels with route schedules and maps are also included within the shelters at the bus stops located in Guerneville at the Guerneville Plaza and in Monte Rio on Main Street. Bicycle racks are provided at the bus stops located at the Safeway and Park-



and-Ride Lot bus stops in Guerneville, at the Northwood Golf Course bus stop, and at the Monte Rio bus stop on Main Street. SCT also owns and maintains the 60-space Guerneville Park-and-Ride facility located on the north side of Highway 116 across from Fife's Resort.

Ridership

During the twelve months between November 2007 through October 2008, ridership on intercity Route 20 was 140,946 passenger trips. This represented a 1.4% increase in ridership on Route 20 compared with the same time period during the previous year. The months with the highest numbers in 2007/2008 were August and April; the lowest December and January. Local Route 28 ridership from November 2007 through October 2008 was 6,188, representing a 14.5% increase over the previous year. And Route 29 recorded 741 passenger trips during the months of July, August and September 2008. This was a 20.3% increase in ridership on Route 29 compared with the previous year. Combined, all routes serving the Lower Russian River project area had a total ridership of 147,875, which was an increase of almost 2% over the previous year. (source: Sonoma County Transit)

Spanish Language

Picto-grams are installed inside all of SCT's fixed-route buses indicating basic rules for riding the bus, however, fixed-route bus schedules have minimal Spanish-language translations related to bus schedules and cash fares. Several fixed-route bus operators are bi-lingual in Spanish and English and all bus operators receive minimal Spanish-language training on an annual basis. In addition, currently two paratransit schedulers and two paid paratransit drivers are bi-lingual in Spanish and English. One member of the transit information staff is adept at conversational Spanish.

Sonoma County Transit's schedule, fare and policy change notices and public hearing notices are translated into Spanish. Spanish-language translators are also made available, upon request, at public hearings. Schedule information and public notices at bus stops are translated into Spanish in areas of Sonoma County that have been identified as having concentrations of Spanish-speaking individuals.

Sonoma County Transit's website www.sctransit.com is available to be viewed in both Spanish and English. The website contains all of SCT's general policy information for its fixed-route bus service and paratransit service, as well as cash fare and bus pass information. In addition, while rarely requested, SCT's paratransit eligibility application is available in multiple languages, including Spanish. Many of SCT's on-board public notices are presented in Spanish, including its non-discrimination obligations under Title VI and general safety and security information.

LIFELINE TRANSPORTATION NETWORK

The Lifeline Transportation Network Report (MTC, Dec 2001) which was described in Chapter 1, was undertaken to identify a "safety net" of transportation services for those with low-incomes. The report identifies which public transit

services, by bus route, were the most vital. Lifeline status was determined based on: 1) service to CalWORKS clusters; 2) service to essential destinations; 3) being an operator trunk route (i.e. part of their "core services), and 4) being a regional link. Route 20 was selected based on the first two categories. CalWORKS, California Work Opportunity and Responsibility to Kids, was established by California Assembly Bill 1542 and required each county to establish a countywide program for moving people from welfare to work.

The identification of two types of gaps was part of the report: spatial and temporal. A spatial gap exists if service is missing; temporal gaps exist if there are time gaps in services (such as transit needs during times of the day when services are not available).

The report established service objectives for hours of operation and frequency of service for both "Urban Core Transit Operators/Routes" and "Suburban Transit Operators/Routes".

The service objectives are broad targets that encompassed the whole nine-county region, thus as such do not account for the wide variability in local circumstances, nor were associated implementation costs assigned. The study area would be considered a suburban transit route for Lifeline purposes.

For Sonoma County, the Lifeline Transportation Network Report (2001) identified no spatial gaps; however, none of the six Sonoma County Transit (SCT) routes identified as part of the Lifeline Transportation Network met the frequency of service objectives for all time periods during the week and on weekends. In the study area, the identified Lifeline Route is SCT Route 20 (Occidental—Monte Rio—Santa Rosa) with connections to the local route, as well as Santa Rosa CityBus and Golden Gate Transit. While other SCT routes were designated as Lifeline routes, none of the other routes serve the Lower Russian River project area directly.

Temporal Gaps in the Lower Russian River

Potential temporal gaps in transit service were identified by comparing the span of the service day and frequency of Lifeline transit service to the urban or suburban service objectives developed in the Lifeline Transportation Network Report. Lifeline services in the Lower Russian River area were compared to the suburban objectives. The objectives call for 30-minute frequencies Monday through Saturday and 60-minute frequencies on Sunday. The objectives for hours of service are 6:00 a.m. to 10:00 p.m. during weekdays, and 8:00 a.m. to 10:00 p.m. on weekends.

Effective November 2008, within the Lower Russian River project area, intercity route 20 operates during weekdays between 5:45 a.m. and 10:15 p.m. During weekend days, route 20 provides service within the project area between 8:30 a.m. and 8:00 p.m. Local route 28 also provides weekday service within the project area between 9:15 a.m. and 3:45 p.m. Route 28 does not currently operate on weekend days. However, route 29 operates during the months of July through September providing additional weekend service within the project area between 10:30 a.m. and 6:00 p.m. Route 20, which is the only route in the Lower Russian River identified as a Lifeline route, meets the suburban Lifeline objectives for hours of service during weekdays but does not meet the objectives on weekends.

In order to compare the frequency of service for intercity route 20 within the Lower Russian River project area to the suburban Lifeline objectives, eastbound and westbound time-points in Rio Nido, Guerneville and Monte Rio were compiled and averaged. The headways on intercity route 20 vary depending on the time of day. Service frequencies on route 20 during weekdays averages 94 minutes (or every one hour and 34 minutes) and on weekends averages 212 minutes (or every three hours and 32 minutes). Neither the average weekday frequencies nor the average weekend frequencies on inter-

city route 20 currently meet the Lifeline service objectives within the project area.

The Sonoma County Short Range Transit Plan FY 2008–FY 2017 identifies fixed route service changes planned through FY 2017. "Weekday express service expanded between Guerneville and Santa Rosa on route 20" is one of two proposed changes scheduled for fiscal year 2009. Preparation of this document, however, preceded the current economic downturn. Transit funding is in jeopardy, thus the feasibility of implementation of proposed and needed improvements is also in question.

Although not identified as a Lifeline route, local route 28 currently provides additional weekday service within the Lower Russian River project area with average frequencies at 78 minutes (or every one hour and 18 minutes). Routes 20 and 28 service combined increases average weekday frequencies in the project area to 86 minutes (or every one hour and 16 minutes). Additionally, during the months of July through September, although not identified as a Lifeline route, weekend service provided by route 29 supplements route 20 to increase average weekend frequencies in the project area to approximately 180 minutes (or every three hours).

PARATRANSIT SERVICES

Paratransit services are available within part of the study area. According to Sonoma County Transit's Short Range Transit Plan FY 2008–FY 2017, increased demand for paratransit services is anticipated. There will be a need for vehicle fleet expansion and increased vehicle hours of service. SCT contracts with the Volunteer Center of Sonoma County, a non-profit organization, to provide paratransit services that comply with the Americans with Disabilities Act (ADA). The ADA requires that people with disabilities have the same access to public transit as those not disabled. Public agencies offering fixed route services are required to offer comparable paratransit service to people unable to use the fixed route service. In the Lower Russian River area, the coverage area under this regulation consists of a swath three-fourths of a mile in both directions from the Route 20/28 bus route. No paratransit services are available to residents of Cazadero, nor to those living up Cazadero Highway, the north ends of Armstrong Woods Road and old Cazadero Road, or in dispersed areas along both sides of the Russian River.

In order to use paratransit services, individuals must be certified as eligible in accordance with MTC's regional eligibility process. People who are determined to be ineligible are offered travel training to assist them to use fixed-route services (SRT page 9).

REGIONAL TRANSIT CONNECTIVITY

Sonoma County Transit's Route 20, delivers Lower Russian River customers to the Santa Rosa Transit Mall. As such, bus riders can make connections to other County bus routes throughout the County; Santa Rosa CityBus routes throughout Santa Rosa; and connections to out-of-county transit services.

Golden Gate Transit runs routes south to Marin County (connecting to San Francisco-bound ferries) and into San Francisco City/County. Golden Gate Transit's Route 80 is designated as a Lifeline Route with connections to Bay Area Rapid Transit (BART), AC Transit, MUNI, and SamTrans transit services.

The Mendocino Transit Authority offers service from the transit mall to the north (e.g., Ukiah, Willits, Fort Bragg); and the Napa County Transportation & Planning Agency provides a fixed-route bus connection from Santa Rosa's downtown to the Napa Valley. Named VINE, few VINE buses run to and from Santa Rosa on a Monday, Tuesday, Wednesday and Saturday schedule.

CONNECTIONS WITH OTHER MODES

Air

Santa Rosa is the site of the Charles M. Schulz Sonoma County Airport, which

currently offers Horizon Airlines flights to Seattle, Washington; Portland, Oregon; and Las Vegas, Nevada. From the Santa Rosa Transit Mall, Sonoma County Transit Route 62 takes travelers to the airport. For other destinations and international flights, travelers must utilize the San Francisco or Oakland airports. In addition to public transit, the Santa Rosa Airporter offers transport services to these airports and is located on Santa Rosa Avenue south of the Santa Rosa Transit Mall. It is reachable by bus.

Rail

The Sonoma Marin Area Rail Transit (SMART) train was recently approved by the voters in the November 2008 election. Construction is to begin in 2011, with service anticipated to begin in 2014. The train will run within the Highway 101 corridor for 70 miles from Cloverdale to the Larkspur Ferry Terminal in Marin County. The train will be most proximate to study area residents at two stations in Santa Rosa (Jennings and Railroad Square) and one in downtown Windsor, all of which will be accessible by transit. The Santa Rosa stations are approximately 18 road miles from Guerneville; the Windsor station approximately 17 miles.

Connection to Amtrak trains is provided by bus service that departs from The Courtyard at Marriott in Santa Rosa's Railroad Square, on the other side of Highway 101 from the Santa Rosa Transit Mall. Connections to the pick-up point are available via Sonoma County Transit and Santa Rosa CityBus routes.

OTHER TRANSPORTATION SERVICES & ALTERNATIVES

Alternative Senior Transportation

In response to the West County senior community's need for alternative transportation options the Volunteer Driver Transportation Program was established in early 2008. Coordinated by the Sebastopol Senior Center, volunteer drivers provided 1,815 rides to seniors over the age of 60 by the time 2008 ended. Volunteers are screened and trained; then use their own vehicles and fuel to take seniors to medical appointments, shopping, business appointments, visits, and other places. Trips are normally scheduled Mondays through Fridays. This has become a popular service, but it requires ongoing recruitment in the community, including in the lower Russian River area, to maintain an adequate pool of willing drivers. Sonoma County's Area Agency on Aging contributed to the establishment and staffing of this program.

Workshops for older drivers are also offered through the Sebastopol Senior Center. These are designed to improve the safety of seniors' driving, allowing participants to understand how age affects driving, learn tips to drive safely, gain knowledge of how to assess driving ability, and access resources to learn of options to driving.

Taxi Service

Taxi services were reported used by some area residents on an intermittent basis. It was reported that some people take the bus to Santa Rosa for shopping, then due to the size/bulk of their purchases will return via taxi. Such a one-way trip from, for example, Santa Rosa Avenue in Santa Rosa to Guerneville costs about sixty-five dollars.

Car- and Van-Pooling

A high percentage of study area residents own cars. Of those surveyed 4% of those who worked reported car- or van-pooling to employment. Per the census this figure was 12.3%. Greater encouragement of this travel arrangement might boost utilization, yielding savings in energy costs and mitigating environmental impacts. Car or van-pooling arrangements can take on a range of forms from formalized private or governmental organization to "casual" arrangements. Rides can also be asked through community bulletin boards. The WACCOBB.net site is an example of a community organization site having a bulletin board.

Motorcycle/ Scooters

Per the 2000 Census, only a .5% of the people in the study area who work used motorcycles to get to work. The percentage of use for all trip types is not known. It is possible that motorcycle or motor scooter use could be viable alternatives for more people, and one that offers environmental and cost-savings benefits over single occupant automobile use.

Car-Share, Bicycle-Share, Scooter-Share Programs

Three alternatives that are possible with an organizing effort are programs tailored to allow part-time use of automobiles, motor scooters or bicycles. Car-share, motor scooter-share and bicycle-share programs might be possible. The experience of other efforts could be leveraged for application in the study area.

Sustainable Transportation

EcoRing in an organization working in the Lower Russian River and Sonoma Coast area. Its mission is to inspire and establish a vibrant eco-tourism community with active participation of residents, businesses, local governments and visitors. They are educating the community about economic and environmental sustainability; and facilitating the development of eco-friendly tours, events, lodging, dining, products and appropriate transportation. Established as a non-profit, public benefit corporation, EcoRing's funding was approved by the Sonoma County Board of Supervisors in April 2006. Funding was derived from the Russian River Redevelopment Project.

According to EcoRing, Lower Russian River area tourism directly accounts for 65% of the area's income, and as such is essential in maintaining current merchant and service businesses, as well as associated jobs. Study area businesses are mostly small independently operated establishments that are vulnerable to seasonal fluctuations in tourism. EcoRing to trying to bolster year-round tourism by bringing together the various offerings for visitors in bundlings of accommodations, attractions, entertainment, transportation and activities that offer a destination and vacation experience to travelers. Developing a green transportation network is vital component. It would link tourists to local attractions and businesses, and build a web of economic activity. Green alternatives might include bicycling, walking, shuttles, and transit.

TRANSPORTATION DURING FLOOD CONDITIONS

Floods along the Russian River are a cyclical part of nature. Area residents for the most part have learned to cope with these forces of nature. The lazy river of summer can become of a dramatically different character when huge volumes of water overflow its banks. Floods most often have come between late December and early March with the greatest number of high water marks in January; followed by February.

Consideration of flooding is included in this plan because during these intermittent periods, unique transportation challenges come into play. With a singular primary highway corridor, when it becomes impacted with inundations, there are no redundant facilities to compensate. At times, residents are constrained to remain in the area and seek higher ground as necessary, unless they have elected to leave the area temporarily and in time. In past years evacuation facilities have opened in, for example, Sebastopol.

During times of flooding, the Sonoma County Department of Emergency Services coordinates the emergency response. They monitor the need to call for road closures and evacuations. A series of monitoring stations are located along the Russian River and its tributaries. Flood stages are determined according to water levels recorded at these stations; flood predictions are based on these levels in combination with weather forecasts.

Emergency Services are authorized to utilize public transit buses and paratransit vehicles if needed. In prior years, Sonoma County Transit has been requested to

provide extra buses to the area, as well as to a staging areas where people were received for transport to temporary shelters. The contract operators for both the fixed route and paratransit services are, by contract, obligated to comply with Emergency Services' requests. If high-water vehicles are required, National Guard vehicles might be requested as well.

In years past it has been noted that some residents have been reluctant to evacuate until the situation becomes seriously to severely threatening. At times these late evacuations have necessitated helicopter air-lifts after vehicles could no longer access the area. That said, Emergency Services reported that for the most part area residents have learned from experience and are well prepared to "ride out' the floods. Persons who might not be prepared and/or who might not have options for alternative temporary housing include homeless people and newcomers who are not yet cognizant of the danger.

Sonoma County's various transit/paratransit operators have engaged in pro-active planning to be able to maintain operations in emergency situations. This involves having adequate supplies and equipment to support both on-duty staff and operations during periods when normal supply chains might be interrupted.

Transportation issues may arise post flooding as well. While there is pressure to re-open roadways quickly, road crews need sufficient time to safely clear debris and make necessary repairs. Debris removal can be a major task. In some cases, entire mobile homes have floated during floods and come to rest on area roadways.

The following chart shows where flooding can be expected as the rains come and the water levels rise.

LEVEL	FLOOD IMPACTS
29.0	Minor flooding expected along the lower portions of the Russian River
32.0	Flooding of Lower Mill Street in Guerneville and Old Bohemian Highway in Monte Rio.
33.0	The south end of the Guerneville Bridge expected to be inundated
35.0	Moderate flooding forecast along lower Russian River. Numerous businesses and residences in the lowest sections of towns within the reach are expected to flood. Mill, lower 4th and 5th streets in Guerneville forecast to flood. Redwood Drive in Northwood forecast to flood
37.0	Significant flooding can be expected throughout lower portions of Russian River. Rio Nido village forecast to begin flooding. River Road east of Guerneville and River Boulevard east of Monte Rio expected to flood.
38.0	Significant flooding expected throughout lower portions of Russian River. Freezeout Road between Monte Rio and Duncans Mills will be inundated. Highway 116 expected to become flooded below the Cazadero Road intersection.
39.0	Significant flooding expected along lower portions of Russian River. River Road, along with a few houses. Armstrong Woods Road, 4th Street, and Mill Street forecast to flood. The village of Northwood Grove and Monte Rio School expected to become inundated.
40.0	Major flooding expected along Russian River. Many roads in Guerneville, Monte Rio, and Rio Nido will be flooded.
42.0	Major flooding expected throughout entire reach of lower Russian River. Many roads, homes, and businesses along Russian River will become inundated
44.0	Major flooding forecast along entire reach of lower Russian River. Many roads along reach will become inundated making travel very difficult. Some homes and businesses along Russian River expected to become flooded
45.0	Disastrous flooding forecast to occur along lower Russian River. Much of downtown Guerneville will become inundated. Many roads will flood making travel nearly impossible throughout the reach
47.0	Disastrous flooding can be expected along Russian River. Much of Guerneville will be flooded up to the north side of Main Street. All towns along reach will experience disastrous inundation to roads, homes, and businesses. Travel through towns along Russian River will become impossible.
48.0	Disastrous flooding can be expected for all towns along lower Russian River. Travel in areas near the river will be impossible with many roads inundated. At least 30,000 acres of farm land will be flooded in lower Russian River basin.

Source: National Weather Service; California Nevada River Forecast Center (www.cnfrc.noaa.gov)

CHAPTER 3

OUTREACH STRATEGY

OVERVIEW OF STRATEGY

True to the spirit of MTC's Community Based Transportation Planning Program, this planning effort has emphasized community outreach to ensure a collaborative process, inclusive of residents, employers, community-based organizations, transportation and service providers, governmental agencies, and the business community. Public input was sought to identify both problems and solutions. The outreach strategy has consisted of four parts as described below:

1. Stakeholders Committee
2. Direct Public Outreach in the Community
3. Leveraging Other Relevant Outreach Efforts
4. Dissemination of Findings to the Public

STAKEHOLDERS COMMITTEE

The first step in conducting the outreach was to convene a stakeholders committee. The approach taken for stakeholder selection was based on engaging people who have a stake in the outcomes of the study. This included people who:

- Are residents of the study area
- Provide services to residents of the study area
- Employ people within the study area
- Are involved in planning efforts within the study area

Not all of those invited to participate as stakeholders were able to do so. These representation "gaps" were filled by gaining their participation by means of interviews.

Three Lower Russian River Stakeholders Committee meetings were held at the offices of SCTA on:

- November 6, 2008
- January 15, 2009
- February 19, 2009

At the first meeting, after the MTC program and specific project were introduced, the stakeholders were charged with providing input regarding stakeholder selection, specifically whether there were gaps in representation. They were also asked to comment on the overall outreach strategy, including critiquing a draft survey instrument. Changes to the stakeholder composition; list of potential interviewees, and the survey instrument were made as a result of the first meeting.

At the second meeting, CBTP outreach findings and prior outreach findings were presented and discussed. The group was asked to validate and augment the findings based on their knowledge of, and experience in, the study area. This was accomplished. The body was then asked to review a proposed criteria methodology to be utilized in evaluating the projects and strategies to be proposed as a result of the outreach. As a result of stakeholder input, the criteria set was expanded and enhanced. Individual stakeholders have also served as resources for various sections of the plan. At this second meeting "homework" was assigned to refine and elaborate on the parameters of potential solutions. A format, with stakeholder input revisions, was provided to each participant who took on "homework," to facilitate evaluation and prioritization of solutions.

At the third stakeholders meeting, proposed solutions (projects and strategies) were presented for consideration. The committee applied an evaluation criteria and selection methodology after solutions were described and discussed. Prioritization was completed.

The following people comprised the Stakeholders Committee

- Therese Trivedi, Metropolitan Transportation Commission
- Mark Crescione, Resident
- Dan Fein, Russian River Redevelopment Oversight Committee (RRROC)
- John Uniack, RRROC
- Michael Ivory, Santa Rosa CityBus
- Dennis Battenberg, SCTA Transit Paratransit Coordinating Committee (TPCC) Chair
- Boris Sztorch, Sonoma County, Community Development Commission
- Cas Ellena, Sonoma County, Community Development Commission
- Ginny Doyle, Sonoma County Area Agency on Aging: Adult & Aging
- Christine Culver, Sonoma County Bicycle Coalition (SCBC)
- Tim Bacon, SCBC
- Tom Bahning, SCBC
- Lynn Walton, Sonoma County Dept. of Health Services
- Gary Helfrich, Sonoma County Permit & Resource Management Dept
- Steve Ehret, Sonoma County Regional Parks
- Sergeant Kevin Young, Sonoma County Sheriff Dept
- Steven Schmitz, Sonoma County Transit
- Kevin Howze, Sonoma County Transportation and Public Works
- Dave Wallace, Sonoma County Transportation and Public Works
- Vicki Halstead, West County Community Services (Family Service)

DIRECT PUBLIC OUTREACH IN THE COMMUNITY

The CBTP outreach strategy was designed to gain significant public input. During the months of November and December 2008, and January 2009, the Sonoma County Transportation Authority (SCTA) with the consulting support of The Results Group gathered data on how residents and community-based service providers experienced and thought about transportation in the Lower Russian River area. Data gathering methods included:

- Direct administration of a survey at key interaction points within the study area
- Individual interviews
- Conducting focus groups
- Field observation to gain first-hand exposure to existing conditions

Who Participated

- 168 people filled out the survey questionnaire; 20 people participated

in interviews; and two focus groups were conducted.

Surveys

A direct contact approach was taken to conducting the survey. SCTA staff and consultant did outreach at high traffic sites in the Lower Russian River area including:

- Sonoma County Transit (interaction with study area residents who were Route 20 and 28 bus patrons in transit to, from, and in the study ar ea)
- Guerneville Safeway (interaction with pre-Thanksgiving shoppers, tabling in front of store)
- Russian River Senior Center (interaction with senior brunch attendees & workers)
- Guerneville Library (interaction with residents, tabling during used book sale)
- Russian River Head Start (interaction with parents)
- Day labor pick-up site (interaction with mostly Hispanic/Latino laborers)
- Local merchants and employers (interaction with business owners/managers, employees and patrons)

Additionally, survey stations were set up at the West County Health Centers (both health clinic and mental health center).

Individual Interviews

These were conducted both in person and over the telephone—more the former than the later. The following lists the entities and individuals who were included in the interview component of the CBTP:

- Judith Eisen, Area Agency on Aging
- Mark Bauer, Buck's Restaurant
- Joe Tomlin, California Department of Transportation (Caltrans)
- Don Rivers, Caltrans
- Roland Au-Yeung, Caltrans
- Oscar Chavez, Community Action Partnership of Sonoma County
- Toni Tacoma, EcoRing
- Elaine Carlson, Principal, Guerneville School District
- Patty Grimm, Guerneville School District
- Diana Klein, Jewish Family and Children's Services
- Sara Downing, Jewish Family and Children's Services
- Jani Krambs, Korbel Winery
- Sister Sparkle Plenty, Russian River Sisters of Perpetual Indulgence
- Donna Roper, River to Coast Children's Services
- Kathy Novak, Russian River Head Start
- Diane Spain, Russian River Senior Center
- Terry Kelley, Sebastopol Senior Center
- Dean Brittingham, Sebastopol Senior Center
- Mike Reilly, Sonoma County Board of Supervisors
- Robert Smylie, Sonoma County Emergency Services
- Gale Brownell, Sonoma County Task Force for the Homeless
- Kathy Davis, West County Health Services

- Naveed Haneef, Owner, West Sonoma Inn
- Eamon Sharkey, West Sonoma Inn

Focus Groups

The first focus group, with approximately 18 people, was conducted at the regular meeting of Sonoma County's Continuum of Care: Subcommittee on Increasing Services to Homeless Veterans; the second, pertaining to area recreational parks and trails, was conducted with representatives from park /recreation districts and departments.

LEVERAGING OTHER RELEVANT OUTREACH EFFORTS

Prior Community Development Commission and Russian River Redevelopment Oversight Committee (RRROC) efforts were researched, compiled, and analyzed. The RRROC outreach was comprehensive and recent. Between autumn 2006 and spring 2007, six focus groups, three drop-in forums, and four public workshops were conducted in the lower Russian River area. Public input related to transportation was extrapolated and presented for discussion at the second meeting of the Lower Russian River Stakeholders Committee. There was a fairly high degree of correlation between this input and the more recent CBTP input, thus the RRROC findings offered validation of the CBTP findings. A few additional problems and solutions were put forward through the RRROC process. These additions were discussed with the stakeholders for their consideration.

DISSEMINATION OF FINDINGS TO THE PUBLIC

The final outreach component of this planning process consisted of a presentation to the public in the evening of March 31, 2009, at the Guerneville Veterans Memorial Building. Approximately 22 people attended all or part of the meeting. The participants were given information about the background of the planning effort; outreach strategies utilized; findings of the Lower Russian River public outreach; and proposed solutions that arose in response to that public input. Twenty-eight solutions—some projects and some strategies—were presented and discussed. Meeting attendees were then asked if they had additional ideas to add regarding problems and solutions.

In the course of this discussion, various ideas emerged that were not prominent in prior input. These included the need for greater access to restroom facilities on buses and/or at bus stops; the need for bus stop lighting, without which waiting passengers are difficult to see and may be passed by bus drivers; the idea of closing roads to through traffic intermittently for car-free days; and concern about buses creating road hazards because they are too wide for some narrow local roadways. There was keen interest in seeing greater weekend transit service; traffic calming measures and enforcement actions to mitigate unsafe driving and risky road crossings; and taking measures, such as conducting the trails feasibility study, to eventually lead to a system of trails being implemented in the study area.

As a final exercise attendees were asked to react to the proposed list of solutions, which had been priority ranked by the Stakeholders Committee. As a validation exercise, each meeting participant was asked to indicate their top five priorities. Ten attendees elected to participate. The results validated the top priorities of the Stakeholders as also being among the top for the public meeting group. While ordered differently, the top scoring 5 projects were all in the list of projects ranked by the Stakeholders as priorities 1 through 4. The lowest ranking projects, as a group, were also the same. The three projects that deviated most markedly were Transportation Manager Coordination and Safe Routes to Schools as a lower priority by the public-meeting group; and a Casual Car-Pool System as higher.

CHAPTER 4

IDENTIFICATION OF PROBLEMS & POTENTIAL SOLUTIONS

OVERVIEW OF PROCESS

The process of identification of transportation problems and potential solutions for the Lower Russian River area involved outreach to the public as was described in Chapter Three. After compiling and presenting the "raw input" to the Stakeholders Committee, various members who represented the agencies and entities that could be implementing bodies, took on "homework" to consider the public input. They were asked to describe and define potential solutions in crafting projects, plans and strategies. This refining process will be more fully reported in Chapter 5.

OVERVIEW OF PUBLIC INPUT

The overarching theme of the input provided by area residents and representatives of community-based service organizations is best summed up by the phrase "running on empty." One respondent talked about how one of the most frequent comments she hears as a community leader is that people don't have enough money for gas—that they run out of gas, or are about ¼th of a tank away from a crisis. Another overarching theme was that transportation modes that are an alternative to the automobile—bus, bicycle and walking in particular, are difficult to impossible because services and facilities are insufficient or lacking altogether.

Many respondents indicated that area residents, especially the homeless, seniors and low-income families, struggle to meet the challenges of daily life with severely constrained resources. As a result, they are often on the verge of running out of resources needed to avoid the full impacts of poverty. They may have cars that are unreliable and not enough money for gas, repairs, insurance, rent, child care, etc. It does not take much additional challenge to force an individual or family into homelessness. Additionally, the number of seniors who do not drive is increasing. Aging in place (i.e., in their own homes) is desired and is shown to be cost effective, however, as the number of seniors increases so does the demand for alternative transportation options. Accessing needed services, such as health care, government services, and child care while living in a geographically isolated community makes these challenges even more difficult from a transportation perspective. Likewise, the geographic isolation and study area characteristics; relatively low popula-

tion numbers; and population dispersal makes the provision of services difficult.

SUMMARY OF PUBLIC OUTREACH FINDINGS

General Comments

Overall, there was a high degree of consistency between the interview/focus group data and the direct contact survey. Participants in each of the data gathering processes identified generally the same gaps and issue areas regarding transportation in the study area. This was also true when RRROC findings were considered. There were a few differences in that the RRROC outreach was weighted more heavily toward bicyclists/pedestrian concerns; CBTP toward transit.

Most people surveyed felt that they sometimes experienced problems getting to where they wanted to go. Of the people who participated in the interviews most felt that area residents often experienced problems getting to where they wanted to go. The difference of opinion may be a reflection of the more global perspective of the service provider and the more singular perspective of the individual whose experience of difficulty is normalized through repetition.

Many residents experience significantly limited resources. The costs of car ownership, operation and maintenance, and/or transit fares, must come out of budgets already constrained for meeting essential needs for food, medical care and shelter.

Specific Problems & Solutions Identified from Public Outreach

The following are community identified problems/gaps followed by suggested solutions. The identified problems represent public opinion; and the suggested solutions likewise are opinions, which may or may not be feasible or preferable after all pros and cons would be considered. Although there is crossover between the problems and solutions, they have been organized under the broad categories of:

1) Transit

2) Transportation Alternatives

3) Pedestrian and Bicyclists Modes

4) Traffic Safety and Roadway Facilities

PROBLEMS WITH TRANSIT

Bus service does not adequately serve many commuters, seniors, low-income individuals, teenagers, veterans, or families in the study area.

PROBLEMS WITH TRANSIT
Specific Problems
Not enough express service
Non-express trip takes too long
Headways too long between buses
No later evening service, to make transit an option for service workers who work into the evening
The way bus service (especially to Santa Rosa) is structured, it is experienced as a barrier to accessing many services that these populations desire to reach
Not enough service on weekends
Bus schedules are a barrier for parents who need to leave work in the middle of the day to pick up their kids from school or obtain services
No early morning service
There is no bus service on Armstrong Woods Road and Cazadero Highway
All of the Santa Rosa buses go to the Transit Mall.
Solutions
Decrease headways to 30 minutes
Add more express service to Santa Rosa in the morning and evening
Add earlier service
Add later evening service
Expand routes utilizing a jitney or small bus in the area, to serve: • Armstrong Woods Road • Cazadero Highway • More of the secondary roads that go off of Hwy 116/River Road
Expand jitney service to serve roads that run off of the main Highway 116/River Rd. corridor
Deviated fixed route service
Add weekend service

PROBLEMS WITH TRANSIT
Adjust bus schedules based on surveys of local employers/employee schedules/shifts
Make routes so they don't all have to go to the Transit Mall to make connections
Specific Problem
Working parents have a difficult time utilizing the bus to take their children to childcare and then go to work.
Solutions
Work with bus operators to create a protocol for supporting parents using the bus to take their children to childcare. Protocol could include:
Creating stops near childcare
Instituting a wait protocol allowing child-care transfer, then allowing parents to get back on the bus to continue trip
Work with childcare operators to create a system of receiving children at bus stops versus at their facilities' doors
Specific Problems
There aren't enough bus shelters or bus benches
The number of seniors is growing. There is a lack of seats at bus stops.
Solutions
Add covered bus shelters and/ or benches at bus stops
Install fold down seats on bus stop poles
Specific Problem
Sometimes there is not enough capacity for bicycles on the bus
Solution
Add bicycle racks on buses with greater capacity
Specific Problem
People hauling large or many articles/pack-ages, etc. may not be allowed on the bus
Solutions
Re-evaluate policy regarding large packages
Provide taxi vouchers for those returning after shopping (e.g., returning from Santa Rosa with large purchases from "big box" stores).
Specific Problem
Some low-income people find bus fares unaffordable
Solutions
Distribute bus fare vouchers
Make transit free
Distribute free bus passes

PROBLEMS WITH TRANSIT
Offer reduced fares or free rides to low-income veterans
Specific Problem
Language can be a barrier. There is an increase in the Hispanic/Latino population.
Solutions
Supply information in Spanish
Educational outreach

PROBLEMS WITH TRANSPORTATION ALTERNATIVES

Alternatives to fixed route transit and paratransit services are needed, particularly because there are gaps currently in transit and paratransit services; part of the study area population is dispersed in low density areas; and for many the affordability and feasibility of owning and operating private cars is problematic.

PROBLEMS WITH TRANSPORTATION ALTERNATIVES
Specific Problems
The number of seniors in the area is growing.
Some seniors have special needs such as the need for transportation services not available by paratransit, and escorted service (for example getting into their homes with groceries).
Some seniors, such as those aging in place, may benefit by enrichment activi-ties and assistance programs, but find it difficult or impossible to access them.
Transit (regular and paratransit) do not serve many of the areas where study area seniors live. Many seniors live outside the ¾ mile paratransit limit.
Volunteer Driver Transportation Program needs more volunteers to meet demand (volunteers use their own cars and gas)
There is currently no transit that serves the Russian River Senior Center
Solutions
Implement alternatively-funded jitney/ bus service out Armstrong Woods Road.
Provide additional funding for the Volunteer Driver Transportation Program at the Senior Center
Fund vehicles and gas for Volunteer Driver Transportation Program

PROBLEMS WITH TRANSPORTATION ALTERNATIVES
Expand or supplement paratransit service
Offer more education to seniors regarding fixed route services
Run special evening buses for seniors, like once a month to Santa Rosa
Specific Problem
Due to the inability of paying the cost of driving or even taking the bus, hitchhiking is a common mode of transportation in the study area, however, safety is perceived as a concern.
Solution
Organize and implement a "casual car pool" program, where riders and drivers are prescreened; then given cards that are easy to read from a distance, and a central place to connect.
Specific Problem
There is currently no transit that serves Head Start program on Armstrong Woods Road.
Solution
Fund a Head Start bus
Specific Problems
Many low-come individuals and families simply cannot afford to take the bus.
Low-income working parents have a difficult time utilizing the bus to take their children to childcare and then go to work.
The costs of car ownership and operation are high for low-income working people
Solutions
Fund low interest car ownership loan program for low-income people
Fund low interest car repair loan program for low-income people
Create a voucher/coupon program to subsidize bus fares for qualified people. These could be distributed through local health care, schools and homeless programs.
Encourage/organize carpooling to jobs
Specific Problems
Destinations are difficult to reach
Government and health services, in particular, are difficult to access
Veterans services are especially difficult to access if available, for example, only in San Francisco or Oakland

PROBLEMS WITH TRANSPORTATION ALTERNATIVES
Solution
Rather than focusing on improving ways to get people to services in Sebastopol, Santa Rosa, and beyond, relocalize services in Guerneville. Create a shared, multipurpose facility with broadband internet, private meeting rooms and large meeting room. Possibly utilize the local Veterans Hall.

PROBLEMS WITH PEDESTRIAN & BICYCLE MODES

The walking and bicycling transportation modes are quite common in the study area, however, safety and access are concerns as pedestrian and bicycle facilities need significant improvements.

PROBLEMS WITH PEDESTRIAN & BICYCLE MODES
Specific Problems
There is only one Class I facility in the area: the historic bridge.
Many low-income people and seniors walk to and from origins and destinations in the study area, but facilities are sub-standard
Bicycling is also quite common, but accommodations are lacking
The issue is that there are no sidewalks or pathways in most areas.
Sidewalks are in poor repair, with gaps, or not there
Roadway shoulders are used for walking and bicycling, but conditions and widths vary.
There are few clearly demarcated crosswalks (especially at bus stops).
Solutions
Build a trail system all along the river/throughout study area
Increase shoulder widths on Highway 116
Repair sidewalks along Highway 116 in Guerneville, and in Monte Rio that are in poor condition
Add sidewalks or pathways from Rio Nido through Guerneville to Monte Rio
Add sidewalks in the most densely populated/ high traffic areas
Correct roadway safety hazards (study area attracts a significant number of bicycle tours and there are blind curves)

PROBLEMS WITH PEDESTRIAN & BICYCLE MODES
Build Dutch Bill Creek Trail south of Monte Rio
Put bike lanes (Class II) on River Road/ Highway 116 and Armstrong Woods Road
Locate crosswalks at key pedestrian crossing points and at bus stops
Specific Problems
Bicycle theft is common
Secure bicycle parking is not readily available
People find it too costly to replace bicycles
Solutions
Install secure bicycle racks and lockers in the more urbanized areas.
Initiate a bicycle sharing program

PROBLEMS WITH TRAFFIC SAFETY AND ROADWAY FACILITIES

Facilities: The safety of all users of the transportation system is an issue.

PROBLEMS WITH TRAFFIC SAFETY AND ROADWAY FACILITIES
Specific Problems
People drive too fast along Armstrong Woods Road endangering school-aged children walking to school
Speeding is a problem along the whole the main corridor through the study area (River Rd./Hwy116)
The intersections at Drake and Neeley Roads, and at Mill Street and Hwy 116 are dangerous and need signals
Solutions
Slow speeding traffic
Install speed bumps
Enforcement
Education
Add signalizations
Specific Problem
Crosswalk timing is not set correctly at Armstrong and Main Street
Solution
Request evaluation of timing and reset as needed. (For signal timing issues on Highway 116, Caltrans' Signal Operations section can be contacted at [510] 286-4624)
Specific Problems

PROBLEMS WITH TRAFFIC SAFETY AND ROADWAY FACILITIES
Driving under the influence (DUIs)
Unlicensed and uninsured driving
Solution
Enforcement & education
Specific Problem
Bicycle riders don't ride by the rules.
Solutions
Enforcement of rules
Educate bicyclists about helmet use, reflective clothing, riding with traffic, etc.
Specific Problem
Roadway pavement is in poor condition
Roads have many potholes—especially on secondary roads
Pavement shoulders are not level with the rest of the roadway surface, which creates difficulties for walkers and bicyclists
Solution
Monitor and maintain pavements on County and State facilities
Pave entire roadway width, taking care to maintain shoulders in good condition
Specific Problems
Parking supply is not adequate
Cars park along the roadways during high volume events (e.g., fireworks, festivals, parades), creating a hazard
During floods people park their trailers on the roadway, causing hazards and hampering operations and flood clean up
Solutions
Increase roadway shoulder widths
Add parking structures/lots
Parking enforcement
Designate areas for re-locating trailers during flood conditions

SURVEY SUMMARY: KINDS OF PROBLEMS PEOPLE EXPERIENCE

Item 8 from the survey was used during the interviews to determine common problems. The following table shows the results ranked by frequency.

KINDS OF PROBLEMS PEOPLE EXPERIENCE	RANK
Walking/Biking	
No sidewalks	4
Bicycling feels unsafe	4
Walking feels unsafe	6
No bike lanes	7
Sidewalks in poor condition	9
Road crossings feel unsafe	9
No bike parking at destinations	10
Walking or biking takes too long	10
Driving	
Cost of driving	1
Don't have a car	2
Don't drive	7
Don't have a driver's license	7
Driving feels unsafe	8
Don't have a car full time	9
Bus	
No covered bus shelters	1
Bus trips take too long	3
Buses don't go where I need to go	4
Bus schedules don't work; I need later evening service	5
Bus schedules don't work; I need earlier morning service	7
Taking the bus feels unsafe	8
Bus schedules don't work; I need more Saturday service	9
Bus schedules don't work; I need more Sunday service	10
Trouble getting bus info	10
Some of the bus drivers need better training	10
Other	
Government services too far	4
Health services too far	5
Jobs are too far	8
Shopping too far	8
School too far	9
Childcare too far	9
Entertainment too far	9
Disabilities are a barrier	9
Language is a barrier	9
Religious, social, civic activities too far	11

SURVEY: THINGS TO MAKE IT EASIER TO TRAVEL

Item 10 from the survey was used during the interviews to determine common problems. The following table lists the community outreach results.

THINGS TO MAKE IT EASIER TO TRAVEL	
1.	Create a community bus pass program.
2.	Increase express bus service to Santa Rosa.
3.	Provide more frequent service headways, in smaller vehicles.
4.	Extend hours of bus service: add early morning and later evening service.
5.	Reduce bus fares for the homeless and low-income people.
6.	Structure into bus service the protocol that they wait for moms to drop-off kids and don't charge to let mom back on bus.
7.	Improve sidewalks and crosswalks.
8.	Implement paratransit beyond the ¾ mile range limit.
9.	Do outreach to homebound seniors
10.	Support low-income people in owning their own cars; fully fund low cost auto loan and repair program.
11.	Shift bus routes and expand service schedules to better meet the needs of seniors.
12.	Expand jitney service and routes in Guerneville and surrounding area (esp. Armstrong Woods and Old Cazadero roads).
13.	More volunteers to take people on a door-to-door/escorted basis.
14.	Facilitate group pick-ups for afternoon trips (seniors love afternoon outings).
15.	Build sidewalks along Highway 116/River Road.
16.	Implement casual carpool program to Santa Rosa.

THINGS TO MAKE IT EASIER TO TRAVEL	
17.	Provide coupons through WCCS for free bus passes... also give coupons to the school to give to parents or kids in need.
18.	Using smaller buses, to go to more places in Rio Nido and Monte Rio.
19.	Improve pavement: fix the potholes right. Cutout the asphalt, dig it down and use proper ingredients.
20.	Put jobs and services back in the river area; develop a service provider time-share program.
21.	Create more local fixed-route transit service between Sebastopol and the River area.
22.	Coordinate all planning efforts between cities.
23.	Bus shuttle from the Park and Ride lot at River Road and Highway 101.

OTHER SOURCES OF PUBLIC INPUT

In addition to the outreach conducted exclusively for this plan, other outreach efforts were analyzed for their relevance to transportation. A document titled Russian River Redevelopment Project Strategic Plan Visioning Event Summary Report (Nov. 8, 2006; Partners for Strategic Action, Inc.) was guided by the Russian River Redevelopment Oversight Committee (RRROC) in conjunction with the Sonoma County Community Development Commission (CDC). A number of public meetings and focus groups were conducted. The findings were presented for consideration and discussed at the Stakeholder Committee meeting. RRROC public input was noted to place greater emphasis on the bicyclist and pedestrian modes, however, overall there was much consistency between the CBTP and RRROC outreach.

ALIEN RESIDENTS UNABLE TO OBTAIN CALIFORNIA DRIVER'S LICENSE

An additional issue was revealed through public outreach. While the resolution of this concern is beyond the scope of this planning effort, it bears mentioning because it has an impact on the mobility options of some low income study area residents, in addition to having potential public safety impacts.

The California Vehicle Code states that to obtain a drivers license, an applicant must submit satisfactory proof that their presence in the United States is authorized under federal law. Without a valid driver's license it is difficult, if not impossible, for undocumented alien residents to open bank accounts or access credit. Many purchase inexpensive, substandard, non-compliant vehicles from non-traditional sources. To register such vehicles, proofs of insurance and passing smog tests are required. These seemingly simple requirements are unobtainable to the undocumented alien resident. Driving cars without vehicle registrations, insurance, and/or driver's licenses creates circumstances that can lead to various costs and problems, arrests, and vehicle impoundments.

CHAPTER 5

ACTION PLAN FOR IMPLEMENTATION

INTRODUCTION

This chapter is the "heart" of the plan, for it transforms the public input into ideas that could be implemented to provide a benefit to the low-income residents of the Lower Russian River area. It also responds to the public regarding the feasibility of potential solutions and provides context to some of the identified problems. In most cases, the solutions which were the most feasible to implement are already in place. Additionally, given the current economic downturn, it can be assumed that implementation of some solutions, such as major transit enhancements, will be dependent not only on a resumption of a more normal fiscal forecast, but an augmentation of funding availability. While that is a reality, there is never-the-less value in having plans in place to offer guidance as to what the public priorities are, and to offer ideas about a variety of potential approaches that may assisting in addressing problems.

Chapter 3 described the outreach strategy that was used to garner public input into this planning effort; Chapter 4 presented the findings of the outreach to reveal public opinion about problems and solutions. The aggregated findings were presented to the stakeholder body and discussed. A framework was also refined to facilitate the evaluation and prioritization of proposed solutions. The stakeholders, who represented the agencies that could potentially be implementers of solutions, took on the task of more fully describing and defining what projects or strategies could be considered for implementation. Not every suggestion obtained from public outreach was developed into a project. The following format was supplied to facilitate an evaluation of solutions.

SOLUTIONS TEMPLATE

PROBLEM DEFINITION

State the problem in succinct, yet, concrete terms. Include additional supporting qualitative and quantitative data.

DESCRIPTION

Describe project or strategy and how it solves or addresses the problem described in the problem definition.

IDENTIFY NEEDED RESOURCES

Estimated cost.

Potential funding sources.

What entities would need to participate.

DISCUSS IMPLEMENTATION

TIMEFRAME

BARRIERS TO SUCCESS

Potential solutions were then scored against a criteria lens, with an assigned high, medium or low score for each lens. The evaluation set was utilized to evaluate solutions and determine priority. The evaluation involved the examination of seven criteria lens, which are described below:

CRITERIA LENS

- **Community Support**
  Priority based on CBTP community outreach

  High: Among the most frequently identified needs

  Medium: In mid-range of identified needs

  Low: Among the least frequently identified needs

- **Implementation Feasibility**
  Funding availability, and funding sustainability

  High: Probable funding source identified, funding may be readily available and project can be sustained

  Medium: Possible funding source identified, funding may be available and project can be sustained

  Low: Probable funding source not identified, funding may be difficult and project possibly can not be sustained

- **Number of beneficiaries,** number of gaps closed, measurable results and contribution to economic vitality to the community and well-being of low-income people compared to the cost

  High: Significant increase in number of low-income people served and identified gaps closed

  Medium: Moderate increase in number of low-income people served and identified gaps closed

  Low: Minimal increase in number of low-income people served and identified gaps closed

- **Public Health Benefits**
  Supports beneficial health behaviors

  High: High positive health benefits

  Medium: Neutral health benefits

  Low: Low or negative health benefits

- **Environmental Benefits**
  Net reduction in pollution, resource use, green-house gas emissions

  High: High positive environmental benefits

  Medium: Neutral

  Low: Low or negative environmental impacts

- **Mobility/Accessibility/Reliability**
  Transportation utility in terms of reaching jobs, education, childcare, needed services and access to recreation

  High: Significant increase in providing mobility; greater access to desired locations/services; enhanced transportation reliability

  Medium: Moderate increase in providing mobility; greater access to desired locations/services; enhanced transportation reliability

  Low: Low increase in providing mobility; greater access to desired locations/services; enhanced transportation reliability

- **Safety/Security**
  Transportation user safety and security (bicyclists, pedestrians, motorists, seniors, school children, transit users, etc.)

  High: Significant increase in providing safety and/or security

  Medium: Moderate increase in providing safety and/or security

  Low: Neutral in providing safety and/or security

PROJECT SELECTION

Thirty two projects/strategies were identified to respond to public outreach. Projects were proposed in four categories. A preliminary scoring process was presented to the Stakeholders Committee, as a decision support tool. Projects were described, discussed, and in some cases revised (consolidated or divided); and a prioritization strategy was decided upon and utilized. The Stakeholder Committee reached consensus that the desired approach would be deciding priority based on a comprehensive consideration of all of the criteria lens factors. While some of the projects placed as high priorities have low ratings of implementation feasibility due to the associated costs, the group felt that the top priorities of the public needed to be recognized none the less.

The following table shows the "action plan" solutions (projects/strategies). . The number in column three indicates the final ranking. With the exception of solution #1, all other rankings had more than one solution with the same rank.

SOLUTIONS SHOWING RANKING		
#1	Class II Bicycle Lanes on Highway 116: Foothill Drive to Duncan Road	1
#2	Class II Bicycle Lanes on River Road: Westside Road to Highway 116	2
#3	Class I Multi-Use Trails (Off-Road) Trails Feasibility Study	2
#4	Add Express Bus Service to Santa Rosa	3
#5	Transportation Manager Coordination	3
#6	Add Evening Bus Service	4
#7	Safe Routes to School (non-infrastructure)	4
#8	Install More Shelters and Benches	4
#9	Expand Local Bus Service	4
#10	Bicycle Education in English & Spanish	5
#11	Repair Guerneville Sidewalks	5
#12	Decrease Bus Headways	6
#13	Signalization of Intersection of Highway 116/Drake & Neeley Roads	6
#14	Permit Larger Items on Buses	6
#15	Signalization of Intersection of Highway 116 /Mill Street	6

SOLUTIONS SHOWING RANKING		
#16	Class II Bicycle Lanes on Armstrong Woods Road: Hwy. 116 to State Park	7
#17	Build Sidewalks in Monte Rio	7
#18	Build Sidewalks in Guerneville	7
#19	Class II Bicycle Lanes on Hwy. 116: Armstrong Woods Rd. to Foothill Drive	8
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SOLUTIONS BY CATEGORY
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#6 Add Evening Bus Service
#8 Install More Shelters and Benches
#9 Expand Local Bus Service
#12 Decrease Bus Headways
#14 Permit Larger Items on Buses
#20 Permit More Bicycles on Bus
Alternatives to Transit
#5 Transportation Manager Coordination
#21 Casual Car-Pool System
#22 Volunteer Driver Program for Seniors' Transportation
#26 Auto Loan Program
Bicyclist/Pedestrian
#1 Class II Bicycle Lanes on Highway 116: Foothill Drive to Duncan Road
#2 Class II Bicycle Lanes on River Road: Westside Road to Highway 116
#3 Class I Multi-Use Trails (Off-Road) Trails Feasibility Study
#7 Safe Routes to School (non-infrastructure)
#10 Bicycle Education in English & Spanish
#11 Repair Guerneville Sidewalks
#16 Class II Bicycle Lanes on Armstrong Woods Road: Hwy. 116 to State Park
#17 Build Sidewalks in Monte Rio
#18 Build Sidewalks in Guerneville
#19 Class II Bicycle Lanes on Hwy. 116: Armstrong Woods Rd. to Foothill Drive
#24 Class II Bicycle Lanes on Hwy. 116: Mays Canyon to Armstrong Woods Rd.
#25 Class III Bicycle Route on Cazadero Highway/Austin Creek Road
#27 Build Sidewalks in Rio Nido
#28 Class II Bicycle Lanes on Highway 116: Duncan Road to Moscow Road
Traffic Safety and Roadway Facilities
#13 Signalization of Intersection of Highway 116/Drake & Neeley Roads
#15 Signalization of Intersection of Highway 116 /Mill Street
#23 Reduce Incidences of Speeding and DUIs

SOLUTIONS

These proposed solutions (projects/strategies) are described in detail below.

#1 CLASS II (WITH SHOULDERS) ON HIGHWAY 116 BETWEEN FOOTHILL DRIVE AND DUNCAN ROAD

PROBLEM DEFINITION

There are currently no designated bicycle facilities on this main corridor. Bicyclists and walkers use the corridor for travel, however, their safety is a concern. Part of this roadway section has narrow to virtually non-existent shoulders. Roadway widening is needed to accommodate bicyclists, pedestrians, and emergency parking.

DESCRIPTION

Add 0.59 miles of Class II bicycle lanes with shoulder widening on Highway 116, between Foothill Drive and Duncan Road.

This facility was judged to be a high priority in the draft Sonoma County Bicycle & Pedestrian Plan., and is also designated as part of the San Francisco Bay Area Regional Bicycle Network

ESTIMATED COST

$20 million. The costs of shoulder widening can vary greatly. It may involve tree removal, right of way acquisition, drainage modification, utility relocation, and environmental mitigation. Some segments may require roadway realignment, widening into the hillside and retaining walls to provide shoulders in both directions. The river topography and proximity to the river add challenges. Furthermore, existing state right-of-way ranges from hundreds of feet to only property easements, therefore property acquisitions may be required. It is difficult to quantify the cost for specific improvements without a preliminary study and design. Highway 116 is a Caltrans facility, therefore, Caltrans would need to fund such a study.

For purposes of comparison:

1. In 2001, a project study report was approved for safety improvements on a three-mile segment of Highway 116 from Adobe Road to Arnold Drive. The cost estimate was $15 million. Since the original report, the project has been affected by changing environmental laws and requirements for mitigation. The alignment has been revised to avoid impacts to wetland and creek areas.The cost to build the project is now over $40 million.

2. There is a project currently in the project report and environmental document stage to rehabilitate the 6.8 mile segment of Highway116 between Sebastopol and Cotati. The rehabilitation project will include signalizing two intersections, providing left turn channelization at several intersections and widening shoulders. The current estimates for construction is $61 million, right of way $31 million and environmental mitigation $5 million, therefore $97 million.

POTENTIAL FUNDING SOURCES

CMAQ, HRRR, TDA3, NSCAPCD, RBPP, Bikes Belong, RRRA

ENTITIES NEEDED TO PARTICIPATE

Caltrans, Sonoma County Transportation and Public Works

IMPLEMENTATION

This shorter roadway section between two sections needing only signs and striping, is considerably more expensive because new shoulders are needed. Caltrans has a policy requiring connectivity of new facilities to existing facilities—for example each new segment of a Class II facility is to connect with an existing Class I or II facility

TIMEFRAME

A widening project will require a minimum of 2 years for environmental study; 2-3 years for permits and design; additional time depending on extent of right-of-way acquisition; and 2-3 years for construction.

BARRIERS TO SUCCESS

The magnitude of cost. No funding is available and in the current budget situation, safety projects have the highest priority. An operational project needs to compete with other projects for available funding.

BENEFICIARIES

Bicyclists, Pedestrians, Motorists, Bicycle Tour Groups, Tourists

#2 CLASS II ON RIVER ROAD FROM WESTSIDE ROAD TO HIGHWAY 116

PROBLEM DEFINITION

This roadway segment is part of the primary travel corridor of the study area. There are currently no designated bicycle facilities. Bicycling and walking are frequently used travel modes, however, the safety of such travel is a concern.

This facility was judged to be a high priority in the draft Sonoma County Bicycle & Pedestrian Plan., and is also designated as part of the San Francisco Bay Area Regional Bicycle Network

DESCRIPTION

Add 5.28 miles of Class II bicycle lanes on River Road from Westside Road to Highway 116 (the eastern part of this segment is outside the study area)

ESTIMATED COST

$500,000

POTENTIAL FUNDING SOURCES

Traffic Mitigation Fees, TDA3, NSCAPCD, RBPP, CMAQ, HRRR, Bikes Belong, RRRA

ENTITIES NEEDED TO PARTICIPATE

Sonoma County Transportation and Public Works

IMPLEMENTATION

Shoulder widths vary. There are potential impacts to parking.

TIMEFRAME

Approximately 4 years after funding is secured

BARRIERS TO SUCCESS

Funding availability, right-of-way acquisition needs, environmental issues, potential opposition by property/business owners

BENEFICIARIES

Bicyclists, Pedestrians, Motorists, Bicycle Tour Groups, Tourists

#3 CLASS I (OFF-ROAD) TRAILS FEASIBILITY STUDY

PROBLEM DEFINITION

Dangerous conditions for pedestrians and bicyclists throughout study area, but especially in areas connecting communities with businesses and other facilities; Residents do not feel safe walking and bicycling throughout area. The study area has perhaps highest rate of localized pedestrian and bicycle use in unincorporated Sonoma County. Many people do

not feel safe using road shoulders for transportation, however, nearly every population feels safe on a Class I, which is separated from the roadway.

Use of alternative transportation is essential to climate protection. In the study area a Class 1 trail will significantly reduce the level of car use and promote walking and bicycling by many more people who do not currently walk or bicycle due to safety concerns. These modes are identified by nearly every health entity as ways of maintaining personal health and a healthy population.

Because the majority of jobs, education, recreation, and other services in the study area exist along the Russian River corridor, there is a unique opportunity to have a Class I link the majority of key destinations.

DESCRIPTION

Conduct a trail feasibility study that will identify physical projects to construct an off-road, Class I trail for bicyclists and pedestrians. Pursue construction in a phased approach based upon detailed study results.

A typical trail study would evaluate the following before drilling down to specific projects:

- detailed data regarding vehicle, bicycle & pedestrian collisions; all other safety issues
- record of surveys, rights-of-way, parcel maps, ownerships, permit issues
- existing and potential land use
- existing and future density of population
- accessible (ADA/Architectural Barriers Act) routes
- connections to businesses, services, etc.
- environmental constraints
- cost

ESTIMATED COST

$250,000-400,000 for study. Construction costs will vary depending upon phase.

POTENTIAL FUNDING SOURCES

TLC, CMAQ, BTA, TDA3, STP, SRTS, Coastal Conservancy, Regional Park Mitigation Funds, SCAPOSD, RTP, RRRA

WHAT ENTITIES WOULD NEED TO PARTICIPATE

Sonoma County Regional Parks Department (SCRP) would be lead, potential agency partners include: Sonoma County Transit, Caltrans, Department of Transportation and Public Works, Monte Rio & Russian River Park & Recreation Districts, SCTA, and numerous local advocacy groups related to bicyclists, trails, low-income groups, neighborhood groups, etc.

Because the construction can be phased; numerous funding sources exist; SCRP has built many miles of Class I facilities, pulling in over $15 million from dozens of sources, for projects in Bodega Bay, Santa Rosa, Roseland, Sebastopol, Graton, and Forestville

TIMEFRAME

1 year; Study – 18-30 months.

BARRIERS TO SUCCESS

Funding.

BENEFICIARIES

Pedestrians, Bicyclists, School Children, People with Disabilities, Seniors, Residents, Visitors, Tourists, Businesses. Directly impacts nearly all segments of population. The study area economy is heavily recreation-dependent. The beneficial economic impacts of trails are well established in national studies.

#4
ADD EXPRESS BUS SERVICE AND EXPAND AMERICANS WITH DISABILITIES ACT (ADA) PARATRANSIT SERVICE BETWEEN SANTA ROSA AND LOWER RUSSIAN RIVER

PROBLEM DEFINITION

Limited number of Route 20 express trips and ADA paratransit service.

Sonoma County Transit's Route 20 currently provides one express trip from the Lower Russian River area eastbound to Santa Rosa in the morning and one express trip westbound in the evening. These Route 20 express trips bypass Sebastopol, Graton and Forestville utilizing River Road, thus offering significant travel time savings (approximately 30 minutes) between downtown Santa Rosa and downtown Guerneville. For those passengers wishing to travel directly between the Lower Russian River area and downtown Santa Rosa, the current number of Route 20 express trips is limited.

DESCRIPTION

Expand its existing express service on Route 20. As an alternative, the introduction of additional Route 20 express trips between Santa Rosa and the Lower Russian River area could be accomplished with comparable reductions to the Route 20 trips that serve Sebastopol, Graton and Forestville. Prior to such changes, however, Route 20 rider-

ship counts and passenger surveys would need to be conducted and analyzed to determine how they might impact passengers who wish to travel to and from the Lower Russian River area and Sebastopol, Graton and Forestville.

ESTIMATED COST

$66,000 annual cost (in 2009 dollars...assumes one additional weekday Route 20 eastbound express trip and one additional weekday Route 20 westbound express trip, as well as expanded comparable ADA paratransit service).

POTENTIAL FUNDING SOURCES

TDA, Lifeline, Measure M

ENTITIES NEEDED TO PARTICIPATE

Sonoma County Transit.

IMPLEMENTATION

Sonoma County Transit would need to identify additional funding to implement this service

TIMEFRAME

Service could be implemented within 1 year if an adequate and on-going funding source were to be secured

BARRIERS TO SUCCESS

Lack of funding. Sustainability of funding sources

BENEFICIARIES

Route 20 passengers wishing to travel directly between Monte Rio/Guerneville and downtown Santa Rosa, bypassing Forestville, Graton and Sebastopol. Also, expanded ADA paratransit services for eligible persons with disabilities along River Road between Mirabel Road and Fulton Road.

#5 COMMUNITY TRANSPORTATION MANAGEMENT

PROBLEM DEFINITION

Isolated nature of the area results in limited mobility for those without cars and especially impacts low-income residents, seniors, and people with disabilities. Existing fixed-route and paratransit options can not meet needs of growing senior population to reach necessary health, social, entertainment, and community services located in and outside the study area.

Expand and focus transportation and mobility management activities on needs of low-income residents, seniors, and people with disabilities in the Lower Russian River area through collaboration with local and regional transportation operators. Potential activities:

- Improve information about and access to fixed-route public transit through community education and expanded trip planning by transit providers and community agencies,
- Research potential of relocating services (actual or virtual) in the study area to allow access without having to increase car/bus trips to Santa Rosa
- Identify underutilized resources and common areas of need to develop a better integrated service system that includes public, nonprofit and private operators. The program can focus on the area from Highway 116 along Armstrong Woods Road. The Russian River Senior Center, Guerneville School, Head Start and Armstrong Woods Park are all destination points along this route. Resources may include sharing buses and rescheduling programs to allow for more trips, shared jitney service that also circulates in Guerneville, coordination with volunteer driver programs (Meals on Wheels drivers, faith based volunteer driver programs).
- Enhance and expand volunteer driver programs to meet needs of study area residents. Utilize successful Sebastopol model to link rides from the Lower Russian River Area to Sebastopol and Santa Rosa.
- Investigate implementation of a transit and/or taxi voucher program for low-income residents.

ESTIMATED COST

Community Transportation Management – staff to coordinate program. Possible contract with nonprofit for this function. Transportation Manager (part time) $50,000 – $100,000. Cost depends on salary range (nonprofit or county) operating costs etc.

POTENTIAL FUNDING SOURCES

FTA 5317 (New Freedom), Lifeline, AAA, Volunteers/Civic Groups/Donations/ Fund Raisers, Foundation Grants

ENTITIES NEEDED TO PARTICIPATE

Sebastopol Senior Center, West County Community Services, Head Start, Guerneville School, Childcare Planning Council, Regional Parks

IMPLEMENTATION

TIMEFRAME

6 months

BARRIERS TO SUCCESS

Funding availability.

BENEFICIARIES

Low-income residents; Seniors, People with Disabilities, Non-drivers, Families

#6
ADD LATER EVENING BUS AND EXPAND ADA PARATRANSIT SERVICE IN LOWER RUSSIAN RIVER AREA

PROBLEM DEFINITION

Bus schedules and ADA paratransit services do not run late enough into the evening in the Lower Russian River area. Current service hours do not accommodate the needs of service workers, such as restaurant workers, who end their shifts later in the evening.

The hours that bus and ADA paratransit services currently operate within the Lower Russian River area is limited, when compared with more urbanized transit service. Intercity Route 20 operates during weekdays between 5:45 a.m. and 10:15 p.m. During weekend days, Route 20 provides service within the area between 8:30 a.m. and 8:00 p.m. And local Route 28 provides weekday service between 9:15 a.m. and 3:45 p.m. ADA paratransit service is also available for eligible persons with disabilities during these hours within Route 20 and Route 28 service areas.

DESCRIPTION

Expanding the evening hours of bus and ADA paratransit service on Sonoma County Transit's Route 20 and Route 28 in the study area. Sonoma County Transit would need to identify additional funding. As an alternative, the expansion of evening service could potentially be accomplished with a comparable reduction to Route 20 and Route 28 service hours (as well as ADA paratransit service hours) in the morning or mid-day. However, prior to such changes, ridership counts and passenger surveys on Route 20 and Route 28 would need to be conducted and analyzed to determine how they might impact passengers utilizing these routes (and/or ADA paratransit services) in the morning or mid-day.

ESTIMATED COST

$230,000 annual cost (2009 dollars, assumes 1 additional weekday and weekend Route 20 eastbound evening trip, 1 additional weekday and weekend Route 20 westbound evening trip, 6 additional weekday Route 28 afternoon/evening trips (serving existing areas), as well as expanded comparable ADA paratransit service).

POTENTIAL FUNDING SOURCES

TDA, Measure M, Lifeline.

ENTITIES NEEDED TO PARTICIPATE

Sonoma County Transit

IMPLEMENTATION

TIMEFRAME

Service could be implement within 1 year if an adequate and on-going funding source were to be secured

BARRIERS TO SUCCESS

Lack of funding. Sustainability of funding sources

BENEFICIARIES

Route 20 and Route 28 passengers and eligible persons with disabilities using ADA paratransit within these route's service areas. Low-income people who must access jobs with shifts ending later in the day would be primary beneficiaries.

#7
SAFE ROUTES TO SCHOOLS IN THE LOWER RUSSIAN RIVER AREA

PROBLEM DEFINITION

Lower Russian River area children need to be able to move about safely in their neighborhoods and to schools. Poor access to schools by pedestrian and bicycling forces more residents to use automobile transportation. It is important to create greater viability of alternative modes to automotive travel as a strategy to reduce greenhouse gas emissions and air pollution, as well as contributing to developing healthy lifestyles for children.

DESCRIPTION

Safe Routes to Schools is a program designed to decrease traffic and pollution and increase the health and safety of children and their community. The program promotes walking and bicycling to school

through education and incentives. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer streets.

ESTIMATED COST

Approx. $17,000-$21,000 per school per year (based on current Sebastopol program and Sonoma County Department of Public Health grant)

POTENTIAL FUNDING SOURCES

SR2S, Measure M, OTS, Foundation Grants.

ENTITIES NEEDED TO PARTICIPATE

Sonoma County Bicycle Coalition, SCTA, Sonoma County Office of Education, Sonoma County Chapter of Safe Kids Coalition, Sonoma County Department of Public Health Services, Cool Schools, Healthy Eating Active Living, Local school districts, Law enforcement agencies, Service organizations, Local bike clubs and teams

IMPLEMENTATION

TIMEFRAME

School year, on going

BARRIERS TO SUCCESS

Funding, poor infrastructure, low incentive, liability fears, low parent involvement.

BENEFICIARIES

School-aged children, parents, school neighbors, businesses

#8 INSTALL MORE SHELTERS AND BENCHES IN THE LOWER RUSSIAN RIVER AREA

PROBLEM DEFINITION

There are only a few benches and shelters at bus stops located in study area.

While there are nearly sixty (60) Sonoma County Transit bus stops located in the Lower Russian River area served by Routes 20, 28 and/or 29, there are currently ten (10) covered passenger waiting shelters or benches provided at these bus stops. More specifically, one or more shelters or benches are located in Rio Nido, Guerneville, Northwood, and Monte Rio. However, there are currently no shelters/benches located at bus stops between these destinations.

DESCRIPTION

Sonoma County Transit installs new passenger waiting shelters and/or benches at bus stops upon request, where feasible. Several factors are involved in determining the feasibility of installing a shelter or bench at a bus stop. Most often, a bus stop cannot accommodate a shelter or bench due to right-of-way limitations, incompatibility with nearby land-uses, and/or various other safety issues. Sonoma County Transit budgets federal and state funding to purchase, install and maintain new shelters and benches throughout its service area on an annual basis.

ESTIMATED COST

$40,000 one-time cost (in 2009 dollars, assumes up to 10 new shelters and up to ten 10 new benches, including installation).

POTENTIAL FUNDING SOURCES

TDA, Lifeline, RRRA, Northern Sonoma County Air Pollution Control District, CDBG, TLC, BTA, FTA 5311

ENTITIES NEEDED TO PARTICIPATE

Sonoma County Transit, Russian River business and property owners, Caltrans, Sonoma County Transportation & Public Works.

IMPLEMENTATION

TIMEFRAME

1-3 years

BARRIERS TO SUCCESS

Lack of adequate right-of-way, inability to receive consent from local businesses and property owners.

BENEFICIARIES

Route 20 and Route 28 passengers.

#9 EXPAND LOCAL BUS SERVICE AND ADA PARATRANSIT SERVICE TO ARMSTRONG WOODS ROAD AND CAZADERO HIGHWAY

PROBLEM DEFINITION

There is currently no bus service or ADA paratransit service on Armstrong Woods Road or Cazadero Highway.

Several key destinations and origins in the study area are not currently served by local public transit. This includes several destinations along Armstrong Woods Road (i.e., Senior Center, Guerneville School,

Head Start) as well as several areas located off of Highway 116 and River Road, such as Cazadero Highway. ADA paratransit service is also not available for eligible persons with disabilities in these areas because there is no fixed-route transit in these areas.

DESCRIPTION

Expansion of local bus service and ADA paratransit service to Armstrong Woods Road and Cazadero Highway. Prior to any such changes, ridership counts and passenger surveys on route 28 would need to be conducted and analyzed to determine how they might impact current passengers.

ESTIMATED COST

$225,000 annual cost (2009 dollars, assumes 4 new weekday route 28 trips between Guerneville, Monte Rio and Cazadero, and 4 new weekday route 28 trips along Armstrong Woods Road serving the Senior Center and Guerneville School), as well as expanded comparable ADA paratransit service).

POTENTIAL FUNDING SOURCES

TDA, Measure M, Lifeline.

ENTITIES NEEDED TO PARTICIPATE

Sonoma County Transit.

IMPLEMENTATION

Sonoma County Transit has served all of the above destinations and origins (with the exception Cazadero Highway) in the past via Route 28. However, local service to these areas was discontinued due to low ridership. Unless additional funding can be identified to expand Route 28 back to these areas, comparable transit service would first need to be reduced in other areas of the study area to accommodate such changes. For example, Armstrong Woods Road could be served by Route 28, again, if Route 28 was discontinued to the Bohemian Grove.

TIMEFRAME

Service could be implemented within 1 year if an adequate and on-going funding source were to be secured

BARRIERS TO SUCCESS

Significant cost. Lack of funding. Sustainability of funding sources. Cost/benefit poor if ridership remained low, as was previously the case.

BENEFICIARIES

Residents, businesses and other organizations desiring bus and paratransit service along Armstrong Woods Road and Cazadero Highway.

#10
BICYCLE EDUCATION CAMPAIGN

PROBLEM DEFINITION

Through field observation, it was revealed that many study area bicyclists might benefit by a greater understanding of how they could increase their personal safety while bicycling

DESCRIPTION

Implement an educational campaign to reach out to bicyclists, including those in the Hispanic/Latino community, to raise awareness about safety practices such as direction of travel, safe turning movements, utilizing reflective protections at night, helmet use, and bicycle maintenance. Use various methods to reach target audience: workshops, media, pamphlets

ESTIMATED COST

$10,000 (per year)

POTENTIAL FUNDING SOURCES

OTS, Lifeline, Measure M, Donations; Foundation Grants.

ENTITIES NEEDED TO PARTICIPATE

Sonoma County Bicycle Coalition, Law Enforcement, Sonoma County Transit, Volunteers/Civic Groups

IMPLEMENTATION

Need for on-going program to reach different people over time. Sonoma County Transit materials previously developed could be adapted and/or re-used for this project, resulting in substantially reduced costs.

TIMEFRAME

Little time would be needed after resources secured

BARRIERS TO SUCCESS

Funding, Disinterest to participate by some in target group

BENEFICIARIES

Bicyclists, especially those unaware of Safety Practices, Pedestrians, Motorists.

#11
REPAIR OF SIDEWALKS IN THE COMMUNITY OF GUERNEVILLE

PROBLEM DEFINITION

Need for sidewalk repair in Guerneville

DESCRIPTION

Repair sidewalks and close gaps in downtown area

ESTIMATED COST

$25 and up per linear foot

POTENTIAL FUNDING SOURCES

CDBG, developer mitigation, TDA3, SR2S, RBPP, NSCAPCD, TLC, RRRA

ENTITIES NEEDED TO PARTICIPATE

Caltrans, Sonoma County Transportation and Public Works RRROC, property owners

IMPLEMENTATION

TIMEFRAME

If sufficient funding was available, it would likely take over three years to get the project to construction, depending on the scale of the project, opposition, and need to acquire right-of-way

BARRIERS TO SUCCESS

No funding identified for planning or construction. Property owners may need to agree to assume the responsibility of maintenance. Utility relocation may be needed. Meeting accessibility standards could be expensive.

BENEFICIARIES

Pedestrians, People who use Mobility Devices; Seniors, Transit Users, Visitors, Tourists, Businesses

#12 DECREASE ROUTE 20 AND ROUTE 28 HEADWAYS

PROBLEM DEFINITION

Frequency of service for Route 20 and Route 28 is limited.

Sonoma County Transit's service frequencies (a.k.a. headways) on Route 20 during weekdays currently averaged every 94 minutes and on weekends averaged every three hours and 32 minutes. Also, local Route 28 currently provides weekday service within the study area with average frequencies of every 78 minutes. Routes 20 and 28 service combined increases average weekday frequencies in the area to every 86 minutes. Additionally, during the months of July through September, weekend service provided by the Route 29 supplements intercity Route 20 to increase average weekend frequencies in the area to approximately every three hours.

Increasing the frequency of service (decreasing headways) on Sonoma County Transit's Route 20 to every 60 minutes and Route 28 to every 30 minutes, for example, in the study area would require a substantial amount of additional funding. As an alternative, bus routes in other parts of Sonoma County Transit's service area could be reduced substantially or completely eliminated to accommodate increased frequencies on routes serving the study area. However, prior to any such changes, ridership counts and passenger surveys on routes throughout Sonoma County Transit's fixed-route bus system would need to be conducted and analyzed to determine how they might impact passengers.

ESTIMATED COST

$600,000 annual cost (2009 dollars, assumes 50% increase in existing Route 20 weekday and weekend service hours and 50% increase in existing Route 28 weekday service hours).

POTENTIAL FUNDING SOURCES

TDA, Measure M, Lifeline.

ENTITIES NEEDED TO PARTICIPATE

Sonoma County Transit.

IMPLEMENTATION

TIMEFRAME

Service could be gradually implemented over several years if an adequate and on-going funding source were to be secured

BARRIERS TO SUCCESS

Magnitude of cost. Lack of funding.

BENEFICIARIES

Current and New Route 20 and Route 28 Passengers

#13 SIGNALIZATION OF INTERSECTION OF HIGHWAY 116 /DRAKE AND NEELEY ROADS

PROBLEM DEFINITION

Public outreach indicated that this intersection was hazardous

An intersection must be evaluated to determine whether the installation of signals is warranted. This requires data collection, field investigation and a study of the data.

Highway 116 is one of the more important roads into the region, connecting Guerneville to Forestville, Santa Rosa, Sebastopol and US 101. Currently the intersection is a two way stop intersection with stop signs for Drake Road from the east and Neeley Road from the west; with no control on Highway116. Based on 2007 traffic data from Caltrans; the Annual Average Daily Traffic (AADT) for this segment of SR 116 is 3550 vehicles per day, with a peak hourly of 300 vehicles per hour.

DESCRIPTION

Signalize the intersection of Highway 116/Drake and Neeley roads. A traffic signal would regulate the flow of traffic through the intersection allowing gaps in the through traffic on Highway116 for turning or through movements from Drake and Neeley roads. An alternative to a traffic signal might be an all way stop intersection, or a roundabout. Having control at the intersection would make it much more convenient for traffic to make turns onto Highway 116, (especially left turns) or to cross Highway 116, to or from Drake & Neeley roads. During peak hours when flow on Highway 116 is highest, it may be difficult to find sufficient gaps in traffic to safely make turns or cross Highway 116. A signal or alternate control would allow for this.

As Highway 116 is a state highway, any changes or modifications would have to be planned and approved through Caltrans. The first step in the process would be to order a traffic study that would determine specific counts of vehicles passing or turning through the intersection. After this, the data would be analyzed to determine if the intersection meets the warrants for a signal or other control.

ESTIMATED COST

The cost of a traffic study would be approximately $10,000. Should the traffic study confirm the need of a signal, a project would need to be planned between Caltrans and Sonoma County. The cost of developing project with oversight from Caltrans through construction would likely range from $750,000 to $1,000,000. Project cost factors can include utilities relocation, adding ADA requirements, right of way acquisition, and environmental mitigation. These can significantly affect project cost and schedule. (For purposes of comparison, the County of Sonoma is currently working on a proposal to signalize the intersection of Highway 116 at Mirabel Road. The project involves widening to construct a left turn lane, channelization and standard shoulders. There is an alternate design for a roundabout. The preliminary cost for improvements is around $6 million)

POTENTIAL FUNDING SOURCES

CMAQ, SHOPP

ENTITIES NEEDED TO PARTICIPATE

Caltrans, Sonoma County Transportation and Public Works

IMPLEMENTATION

At the intersection of SR 116 and Drake and Neeley roads, Caltrans reported there was one reported accident. They reviewed the accident history at this location for the three-year period from June 1, 2005 to May 31, 2008. The accident involved a solo vehicle in the early morning. The driver was under the influence of alcohol. The accident rate at this location is lower than the average rate for similar facilities statewide. According to Caltrans' records, there is no history of vehicle crashes at this location that can be attributed to a lack of control at the intersection. This project, therefore, would be an operational improvement rather than a safety improvement. There are no funds currently available for a traffic study or for the subsequent project development and construction. Traffic on SR 116 would experience some delay with the addition of a signal or other control.

TIMEFRAME

If sufficient funding was available, it would likely take three-four years to get the project to construction.

BARRIERS TO SUCCESS

No Funding, possibility of local opposition, especially if right-of-way purchase is required. Also, this segment of Highway 116 has less traffic than other segments. There are likely other intersections where similar improvements might be warranted and perhaps more competitive from the stand point of safety or operations. The intersection may not meet the criteria for a signalization implementatrion.

BENEFICIARIES

The primary beneficiaries of this project would be users of Drake & Neeley roads, as well as Highway 116. Drivers and passengers in vehicles, Pedestrians.

#14
EXPAND POLICY FOR CARRY-ON ITEMS ON BUSES

PROBLEM DEFINITION

Buses often cannot accommodate larger carry-on items. Many low-income study area residents desire to shop at the "big box" stores in Sonoma County's more urban locations, but if they are

transit dependent they may experience difficulty returning on the bus with bulky purchases.

The size of carry-on items permitted onto buses is limited for safety and capacity reasons. This limits the types of errands that can be taken by persons who rely solely on public transit. Because carry-on items are permitted at the discretion the bus operator, such decisions can lead to confrontations between bus operators and passengers.

DESCRIPTION

Sonoma County Transit will better define its policy regarding carry-on items. In the future, overhead storage areas will be standard on all new buses, providing expanded space in which to stow multiple carry-on items on all bus routes.

ESTIMATED COST

Minimal (SCT Staff Time).

POTENTIAL FUNDING SOURCES

TDA

ENTITIES NEEDED TO PARTICIPATE

Sonoma County Transit.

IMPLEMENTATION

Sonoma County Transit permits carry-on items such as groceries, baby strollers, backpacks, luggage, etc., that can be safely stored outside of the aisles or under seats. Many of Sonoma County Transit's buses that are deployed express routes are now equipped with overhead storage areas. In the future, overhead storage areas will be standard on all new buses, providing expanded space in which to stow multiple carry-on items on all bus routes.

Currently, carry-on items are permitted at the discretion of Sonoma County Transit's bus operators. The size and number of carry-on items should be reasonable and not pose a safety hazard to the bus operator or other passengers. Prior to making errands utilizing public transit, passengers are encouraged to contact Sonoma County Transit to inquire about whether or not specific carry-on items will be permitted.

TIMEFRAME

6-12 months

BARRIERS TO SUCCESS

Limited on-board capacity to accommodate larger carry-on items.

BENEFICIARIES

All passengers utilizing Sonoma County Transit for shopping and other errands.

#15 SIGNALIZATION OF INTERSECTION OF HIGHWAY 116 /MILL STREET IN GUERNEVILLE

PROBLEM DEFINITION

Public outreach indicated that this intersection was hazardous

This intersection is located in downtown Guerneville and is located near the busy Safeway store and transit stops. There is significant pedestrian traffic in this part of town.

DESCRIPTION

Signalize the intersection of Highway 116/Mill Street

IDENTIFY NEEDED RESOURCES

ESTIMATED COST

Project cost factors can include utilities relocation, adding ADA requirements, right of way acquisition, and environmental mitigation. These can significantly affect project cost and schedule. The cost to signalize an intersection is typically $500,000

POTENTIAL FUNDING SOURCES

CMAQ, SHOPP, Developer Mitigation

ENTITIES NEEDED TO PARTICIPATE

Caltrans, Sonoma County Transportation and Public Works

IMPLEMENTATION

An intersection must be evaluated to determine whether the installation of signals is warranted. This requires data collection, field investigation, traffic counts, and a study of the data. As Highway 116 is a State Route, Caltrans would need to dedicate resources for this. They have indicated they have no such resources currently.

TIMEFRAME

If sufficient funding was available, it would likely take three-four years to get the project to construction.

BARRIERS TO SUCCESS

Funding availability, and the intersection may not meet the warrants for signalization. Caltrans reviewed the accident history at this location for the three-year period from June 1, 2005 to May

31, 2008. There were eight accidents reported. While the accident rate is higher than the average rate for similar facilities, the intersection did not meet the accident warrant for a signal. Less than five accidents of types correctible by a traffic signal have occurred within a 12-month period.

BENEFICIARIES

Pedestrians, People with Disabilities: Drivers and Passengers in vehicles,

#16 CLASS II ON ARMSTRONG WOODS ROAD FROM HIGHWAY 116 TO STATE PARK

PROBLEM DEFINITION

This roadway segment provides access to the Guerneville School, Senior Center, State parks, and residential areas. There are currently no designated bicycle facilities. Bicycling and walking are frequently used travel modes, however, the safety of such travel is a concern. The shoulder widths along this corridor, however, are adequate.

DESCRIPTION

Add 1.84 miles of Class II on Armstrong Woods Road between Highway 116 and the Armstrong Woods State park entrance.

IDENTIFY NEEDED RESOURCES

ESTIMATED COST

$100,000

POTENTIAL FUNDING SOURCES

TDA3, NSCAPCD, BTA, RBPP, TLC, CMAQ, SR2S, RBPP, Bikes Belong, RRRA

ENTITIES NEEDED TO PARTICIPATE

Sonoma County Transportation and Public Works, businesses

IMPLEMENTATION

TIMEFRAME

1-2 years

BARRIERS TO SUCCESS

Opposition due to loss of parking, right-of-way needs

BENEFICIARIES

School Children, Bicyclists, Pedestrians, Motorists, Bicycle Tour Groups. Tourists; Park Visitors

#17 INSTALLATION OF SIDEWALKS ADJACENT TO ROADWAYS IN THE COMMUNITY OF MONTE RIO

PROBLEM DEFINITION

Need for more sidewalks in Monte Rio

Pedestrians generally walk on the roadway shoulders. Shoulder widths vary. Safety is a concern.

The walking environment along Hwy 116 in Monte Rio is of particular concern.

DESCRIPTION

Construct sidewalks adjacent the roadways in the most urbanized areas of Monte Rio

ESTIMATED COST

$100 and up per linear foot

POTENTIAL FUNDING SOURCES

CDBG, Developer Mitigation, TDA3, SR2S, RRRA, RBPP, NSCAPCD. TLC, property/business owners

ENTITIES NEEDED TO PARTICIPATE

Caltrans, RRROC, property owners,: Sonoma County Transportation and Public Works

IMPLEMENTATION

Sidewalks need to be funded locally. Caltrans states that they provide roadway shoulders, but not sidewalks.

TIMEFRAME

If sufficient funding was available, it would likely take over three years to get the project to construction, depending on the scale of the project, opposition, environmental and ROW.

BARRIERS TO SUCCESS

No funding identified for planning or construction. Property owners would need to agree to assume the responsibility of maintenance. Sidewalks could result in the loss of parking space. Local opposition is possible. ADA compliance might be difficult to achieve.

BENEFICIARIES

Pedestrians, People with Disabilities, Transit Users, Residents, Visitors, Tourists,

#18
INSTALLATION OF SIDEWALKS ADJACENT TO ROADWAYS IN THE COMMUNITY OF GUERNEVILLE

PROBLEM DEFINITION

Need for more sidewalks in Guerneville

Pedestrians generally walk on the roadway shoulders where sidewalks are lacking. Shoulder widths vary. There are gaps in the existing sidewalk infrastructure

DESCRIPTION

A study would be needed to determine where sidewalks are most needed. A pedestrian pathway in this area could be accomplished by a sidewalk adjacent the roadway

- In Guerneville from central downtown to the Park & Ride lot on Highway 116
- From Guerneville's downtown to Guernewood Park

ESTIMATED COST

$100 and up per linear foot

POTENTIAL FUNDING SOURCES

CDBG, Developer Mitigation, TDA3, SR2S, RRRA, RBPP, NSCAPCD. TLC, property/business owners

ENTITIES NEEDED TO PARTICIPATE

Caltrans, Sonoma County Transportation and Public Works, property/business owners

IMPLEMENTATION

TIMEFRAME

If sufficient funding was available, it would likely take over three years to get the project to construction, depending on the scale of the project, opposition, environmental and right-of-way.

BARRIERS TO SUCCESS

No funding identified for planning or construction. Property owners would need to agree to assume the responsibility of maintenance. Sidewalks could result in the loss of parking space. Local opposition is possible.

BENEFICIARIES

Pedestrians, People with Disabilities, Transit Users, Residents, Visitors, Tourists,

#19
CLASS II HIGHWAY 116: ARMSTRONG WOODS ROAD TO FOOTHILL DRIVE

PROBLEM DEFINITION

This roadway segment is part of the primary travel corridor of the study area. There are currently no designated bicycle facilities. Bicycling and walking are frequently used travel modes, however, the safety of such travel is a concern.

This facility was judged to be a high priority in the draft Sonoma County Bicycle & Pedestrian Plan, and is also designated as part of the San Francisco Bay Area Regional Bicycle Network

DESCRIPTION

Add 4.63 miles of Class II on Highway 116 between Armstrong Woods Road and Foothill Drive

ESTIMATED COST

$115,797

POTENTIAL FUNDING SOURCES

CMAQ, HRRR. TDA3, NSCAPCD, TLC, Lifeline, RRRA

ENTITIES NEEDED TO PARTICIPATE

Caltrans, Sonoma County Transportation and Public Works, property/business owners

DISCUSS IMPLEMENTATION

Caltrans has a policy requiring connectivity of new facilities to existing facilities—for example each new segment of a Class II facility is to connect with an existing Class I or II facility

TIMEFRAME

3 years

BARRIERS TO SUCCESS

Funding availability, possible opposition if parking is to be lost, environmental and right-of-way issues

BENEFICIARIES

Bicyclists, Pedestrians, Motorists, Bicycle Tour Groups

#20
ADD CAPACITY FOR BICYCLES ON BUSES

PROBLEM DEFINITION

There is limited capacity for passengers to bring their bicycles with them on the bus.

Sonoma County Transit permits bicycles on-board all intercity and local routes in the fixed-route system. Either two (2) or three (3) bicycles may be transported on the front-loading bicycle racks provided on SCT's buses at any one time, depending on the type of rack. In addition, SCT permits up to two (2) bicycles inside the bus, with approval from dispatchers and bus operators, if the outside racks are full and if there is space in the wheelchair tie-down areas. Bicyclists may be asked to remove their bikes from the bus if a wheelchair passenger boards and needs to use the tie-down areas.

DESCRIPTION

Add greater capacity for bicycles on buses; greater capacity for bicycle parking

ESTIMATED COST

$20,000 one-time cost (assumes up to 10 new bike racks and between 6 and 8 new bicycle lockers, including installation).

PROBABLE FUNDING SOURCES

TDA, Northern Sonoma County Air Pollution Control District and/or Lifeline.

ENTITIES NEEDED TO PARTICIPATE

Sonoma County Transit

IMPLEMENTATION

Sonoma County Transit already permits up to five (5) bicycles on-board Route 20 and up to four (4) bicycles on Route 28. Bike racks are also provided at bus stops in Monte Rio, Northwood and Guerneville (2) for bicyclists to secure their bikes at the bus stop in case the front-loading racks on the bus are full and there is no capacity inside. Additional bike racks and lockers can be installed, where feasible, at several other bus stops in the Lower Russian River area to further complement the Bikes-On-Buses Program. Additional capacity for bikes on-board buses beyond the four (4) or 5 (five) that are already permitted is not possible for safety reasons

TIMEFRAME

1- 3 years.

BARRIERS TO SUCCESS

Lack of adequate right-of-way, inability to receive consent from local businesses and property owners.

BENEFICIARIES

Bicyclists in the study area wishing to use the bus for a portion of their trip.

#21 CASUAL CARPOOL SYSTEM WITH SCREENING

PROBLEM DEFINITION

A number of low-income people in the study area "hitch-hike" rides, however, the inherent dangers of this practice act as a barrier.

DESCRIPTION

Initiate a system to allow screening of drivers and passengers; as well as a system of identification for needed rides (like signs and designated pick-up points)

ESTIMATED COST

Costs could be modest if volunteer labor, equipment, and facilities were used.

PROBABLE FUNDING SOURCES

Donations, Grants, Volunteer Services

ENTITIES NEEDED TO PARTICIPATE

Non-profit agency; Civic Group, Volunteers

IMPLEMENTATION

Due to the inherent potential liability issues, governmental entities will be reluctant to initiate such a program. After set-up the program would need ongoing support to maintain its currency and reliability

TIMEFRAME

Could begin soon after methodology set

BARRIERS TO SUCCESS

Project would probably need a community leader and a cadre of volunteers to operate. Information access, if via Internet, might not be readily available to target group. Logistics and liability concerns would need to be addressed

BENEFICIARIES

Low-income people who need transportation but who may not have money for bus fares; or when bus schedules do not work

#22 VOLUNTEER DRIVER PROGRAM FOR SENIORS' TRANSPORTATION

PROBLEM DEFINITION

Isolated nature of the area results in limited mobility for seniors without cars. Existing fixed route and

paratransit options can not meet needs of growing senior population to reach necessary health, social, entertainment, and community services.

DESCRIPTION

Enhance and expand volunteer driver programs to meet needs of Lower Russian River residents. Utilize successful Sebastopol model to link rides from the Lower Russian River Area to Sebastopol and Santa Rosa.

ESTIMATED COST

Volunteer Driver program – coordinator, scheduling capacity, recruitment, screening, insurance etc. Volunteer Driver – expanded contact with a nonprofit - $40,000 - $50,000

PROBABLE FUNDING SOURCES

Lifeline, FTA 5317 (New Freedom), AAA, Fund Raising: Private Donations, Grants

ENTITIES NEEDED TO PARTICIPATE

Sebastopol Area Senior Center, West County Community Services, Head Start, Guerneville School, Childcare Planning Council, Regional Parks

IMPLEMENTATION

TIMEFRAME

6 month to implementation

BARRIERS TO SUCCESS

Funding availability. Volunteer driver program is dependent upon community for voluntary commitments.

BENEFICIARIES

Seniors who do not drive for whatever reason

#23 REDUCE INCIDENTS OF SPEEDING AND DUIS IN STUDY AREA

PROBLEM DEFINITION

Speeding is defined as speed too fast for conditions or in excess of the posted speed limit. Many rural roads evolved from farm and logging roads upgraded to accommodate increased traffic volumes and vehicle size. This could be held true for all of River Road, as well as most parts of Highway 116. In many areas, farmers, commuters, school buses, trucks and tourists share roads with narrow lanes, limited sight distance, less enforcement and unclear roadsides.

According to the CHP, in 2008, on River Road between Hwy 101 and Guerneville there were 64 crashes. The contributing factor in 7 of those crashes was "Driving under the Influence" (DUI). Sixteen (16) of those crashes were attributed to speeding, and 16 also attributed to unsafe turning maneuvers. The remaining 25 crashes were attributed to other factors such as following too close, cell phones, etc. There were 1398 incidents where either an arrest was made or a citation issued. The CHP combines their statistics for citations and arrest and does not differentiate between the two.

On State Route Highway116 between Forestville and Duncans Mills, there were 31 crashes in 2008. Sixteen (16) of those crashes were attributed to DUI, and 5 to speeding. The remaining 10 crashes were due to unsafe turning maneuvers, following too close or cell phones, etc. There were 514 incidents where either an arrest was made or a citation issued.

According to the CHP these numbers are average to below average for similar roadways in other parts of the County. The CHP does, however, have concerns about the seemingly high numbers of DUI related crashes on Hwy 116.

DESCRIPTION

To address the DUI and speeding issues on Hwy 116 and River Road the CHP puts together Special Enforcement Teams, Speed Teams, as well as temporarily increasing the number of personnel that patrol these roads.

ESTIMATED COST

Varies with approach used and frequency

PROBABLE FUNDING SOURCES

CHP

ENTITIES NEEDED TO PARTICIPATE

The California Highway Patrol (CHP) is responsible for the enforcement of all traffic related laws in the unincorporated areas of the county. In regards to traffic law enforcement, the Sonoma County Sheriff's Department (SCSD) assists the CHP in an ancillary role.

IMPLEMENTATION

TIMEFRAME

Routine enforcement activities are on-going. Special enforcement approaches can be implemented as needed, with little delay.

BARRIERS TO SUCCESS

Enforcement acts as a deterrent. No such program has an expectation of impacting all offenders. Enforcement activities are limited by resources and balancing of priorities across the jurisdiction.

BENEFICIARIES

Motorists, Pedestrians, Bicyclists, Residents, Visitors, School Children, Seniors, People with Disabilities, Business Owners, Animals

#24
CLASS II WITH SHOULDERS ON HIGHWAY 116 FROM MAYS CANYON ROAD TO ARMSTRONG WOODS ROAD

PROBLEM DEFINITION

There are currently no designated bicycle facilities. The safety of bicycle and pedestrian travel is a concern. Shoulder widths vary.

DESCRIPTION

Add 9.67 miles of Class II with new shoulders on Highway 116 between Mays Canyon and Armstrong Woods Road

ESTIMATED COST

$250,000

POTENTIAL FUNDING SOURCES

TDA3, NSCAPCD, RBPP, CMAQ, HRRR, RRRA, Bikes Belong

ENTITIES NEEDED TO PARTICIPATE

Caltrans, Sonoma County Transportation and Public Works, property/business owners

IMPLEMENTATION

Caltrans has a policy requiring connectivity of new facilities to existing facilities—for example each new segment of a Class II facility is to connect with an existing Class I or II facility

TIMEFRAME

1-2 years after studies and design complete and funding identified

BARRIERS TO SUCCESS

Funding availability, potential impacts to parking in downtown area, possible right-of-way issues

BENEFICIARIES

Bicyclists, Pedestrians, Motorists, Bicycle Tour Groups, Tourists

#25
CLASS III ON CAZADERO HIGHWAY-AUSTIN CREEK ROAD

PROBLEM DEFINITION

This roadway segment provides access to Cazadero and residents along the roadway. There are currently no designated bicycle facilities. The safety of bicycle and pedestrian travel is a concern.

DESCRIPTION

Add 6.31 miles of a Class III bicycle facility between Highway 116 and Fort Ross Road (the northern part of this project is beyond the study area). Signing as a Class III would serve to raise motorist's awareness of the need to share the facility

ESTIMATED COST

$31,547

POTENTIAL FUNDING SOURCES

TDA3, NSCAPCD, CMAQ. HRRR, TLC, RRRA

ENTITIES NEEDED TO PARTICIPATE

Sonoma County Transportation and Public Works

IMPLEMENTATION

After funding is secured, implementation can proceed without much delay

TIMEFRAME

1 year

BARRIERS TO SUCCESS

Low priority standing in County plan

BENEFICIARIES

Bicyclists, Motorists, Bicycle Tour Groups

#26
LOW INTEREST CAR PURCHASE AND REPAIR LOANS

PROBLEM DEFINITION

The lack of reliable transportation is frequently the most significant barrier to low-income individuals' efforts to maintain employment.

Most jobs in Sonoma County are located along the Highway 101 corridor. To access these, most residents of the study area have to either use transit (which can be arduous) or drive. Furthermore, even if bus schedules and routes provide access to jobs, for many residents driving a car is the only feasible way to access a bus stop.

The Low Income Auto Loan Program provides low-income people who do not have normal access to credit an opportunity to obtain an auto loan to either purchase low cost automobiles or to make needed repairs to automobiles they already own.

Program processes includes: Intake screening to determine eligibility of applicant; in depth interview to determine qualifications of loan applicant; and running credit reports

Criteria: ability to pay $125-150/month for a $3,000-4,000 loan @ 4% interest over 3-4 years

ESTIMATED COST

Total @ $227,000 annually

Staff requirements: ½ time Program Coordinator ($23-28/hr); ¼ time clerical support ($15-18/hr)

Financial requirements: Financial Institution to make loans; Loan Guarantee Fund ($150,000);

Operating funds; Staff: ~$32,000/year; Overhead (phone, rent, computers, etc.): $20,000/year;

Granting funds for small auto repairs and pre-purchase diagnostics: $20,000-30,000/year

POTENTIAL FUNDING SOURCES

Lifeline, CDBG, Private Donations, Grants

ENTITIES NEEDED TO PARTICIPATE

non-profit social services agencies; financial institution

IMPLEMENTATION

Timeframe: 1 – 3 years.

BARRIERS TO SUCCESS

Finding reliable cars; solvency of program based on re-payments

BENEFICIARIES

Low-income residents in need of automobiles as the only feasible way to access jobs and needed services, Low-income families, Seniors (on SSI),Single working mothers

#27 INSTALLATION OF SIDEWALKS ADJACENT TO ROADWAYS IN THE COMMUNITY OF RIO NIDO

PROBLEM DEFINITION

Need for sidewalks in Rio Nido.

Rio Nido was developed as a vacation community along a network of canyon roads that radiate northerly from an intersection with River Road. The roadways are narrow with homes generally located very near the edge of pavement. Second growth redwood trees cover the area, often immediately adjacent to the roads. Parcel boundaries are not well defined. Traffic is low as most roads are dead ends or loops. As many of the home sites were developed prior to widespread use of automobiles, off street parking is often limited or unavailable. Vehicle speeds are typically low, less than 25 mph. Pedestrians must generally walk in the roadway as there is little space for pedestrians off the paved road.

DESCRIPTION

A pedestrian pathway in this area could be accomplished by either a sidewalk or path immediately adjacent to the roadway or by a separated pathway offset a uniform or varying distance from the roadway. An adjacent pathway could follow the grade and profile of the roadway. A separated pathway would likely be restricted to grades allowable under ADA regulations. This may result in a more complicated design. A separated path would allow flexibility to avoid some obstacles; especially redwood trees immediately adjacent to the roadway. It would ultimately require significantly greater ROW purchase and require more grading for ADA compliance.

ESTIMATED COST

Determining a cost estimate for this work would be very difficult without having a more specific understanding of where the pathways would be expected. Widening adjacent to the roadway is similar to performing widening for bike lanes. In the past an estimate of $400,000 per mile has been used for this work. Due to the greater density and environmental constraints that would be encountered in Rio Nido, a significantly higher cost is likely

POTENTIAL FUNDING SOURCES

CDBG, developer mitigation, TDA3, RRRA, NSCAPCD. TLC

ENTITIES NEEDED TO PARTICIPATE

Sonoma County Transportation and Public Works, community, businesses

IMPLEMENTATION

TIMEFRAME

If sufficient funding was available, it would likely take over three years to get the project to construction,

depending on the scale of the project, opposition, environmental and right-of-way issues.

BARRIERS TO SUCCESS

No funding identified for planning or construction. Past experience with projects in Rio Nido has shown there would likely be very vocal opposition to any proposed improvements. Constructing a dedicated pedestrian path would likely result in elimination of some road side parking, purchase of right-of-way, and perhaps removal of trees. The existing public right-of-way is generally limited to the existing maintained roadway and slopes. Widening to accommodate a pathway would require purchase of new rights-of way. In many areas, homes are constructed very near the existing roadway making it infeasible to purchase such without removing structures.

BENEFICIARIES

Pedestrians, especially Children,
People with Disabilities

#28
CLASS II ON HIGHWAY 116 BETWEEN DUNCAN ROAD AND MOSCOW ROAD

PROBLEM DEFINITION

This roadway segment is part of the primary travel corridor of the study area. There are currently no designated bicycle facilities. Bicycling and walking are frequently used travel modes, however, the safety of such travel is a concern.

This facility was judged to be a high priority in the draft Sonoma County Bicycle & Pedestrian Plan, and the facility is also designated as part of the San Francisco Bay Area Regional Bicycle Network

DESCRIPTION

Add 2.90 miles of Class II on Highway 116 from Duncan Road and Moscow Road

ESTIMATED COST

$72,380

PROBABLE FUNDING SOURCES

TDA3, NSCAPCD, RBPP, RRRA

ENTITIES NEEDED TO PARTICIPATE

Caltrans, Sonoma County Transportation and Public Works

IMPLEMENTATION

Caltrans has a policy requiring connectivity of new facilities to existing facilities—for example each new segment of a Class II facility is to connect with an existing Class I or II facility

TIMEFRAME

Perhaps 1 year, unless major right-of-way, environmental issues emerged.

BARRIERS TO SUCCESS

Funding availability

BENEFICIARIES

Bicyclists, Pedestrians, Motorists,
Bicycle Tour Groups, Tourists

POTENTIAL FUNDING SOURCES

The following lists the acronyms used in the project profiles above and describes the various funding sources that could potentially be used to implement transportation solutions in the Lower Russian River area.

FEDERAL SOURCES

STP

Surface Transportation Program (STP): Transit Capital Shortfall funds are Federal Highway Administration funds that the MTC region "flexes" to transit capital projects. MTC sets aside these funds to meet high-scoring transit capital shortfall needs. One of the key funding programs in TEA 21, STP moneys are "flexible," meaning they can be spent on mass transit, pedestrian and bicycle facilities, as well as on roads and highways.

TEA

The federal Transportation Enhancements Activities (TEA) program offers communities the opportunity to expand transportation choices. Activities such as safe bicycle and pedestrian facilities, scenic routes, beautification, and other investments increase opportunities for recreation, accessibility, and safety for everyone beyond traditional highway programs. Ten percent of STP moneys must be set aside for projects that enhance the compatibility of transportation facilities with their surroundings.

CMAQ

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides federal funds for transportation projects that improve air quality. Eligible pedestrian and bicycle-related projects include transportation facilities (preliminary engi-

neering, project planning studies and construction), safety and education programs, and promotional programs. Other eligible uses include transit capital projects, such as the acquisition of clean-fuel buses and operating expenses for new service. These federal funds are received for distribution by MTC.

FTA

Federal Transit Administration (FTA) is one of the agencies of the U.S. Department of Transportation (USDOT).

FTA 5303

Metropolitan Planning Program funds are distributed to regions based on urbanized area population and an FTA administrative formula to address planning needs in urbanized areas. Funding can assist in preparing Short Range Transit Plans.

FTA 5307/5309

The 5307 program is a capital program based on urbanized area formulas (for such as replacement or expansion of buses or bus facilities) while the 5309 capital program is essentially congressional earmarks.

FTA 5310

Elderly Individuals and Individuals with Disabilities funds are distributed to the states to provide transit capital grants to non-profit agencies that provide transportation services to the elderly and/or persons with disabilities. Capital projects such as purchases of vehicle and related equipment are eligible. Caltrans administers the program, which involves SCTA, MTC, Caltrans and the California Transportation Commission (CTC) in the project selection and approval process.

FTA 5311

Rural: Funds are distributed to the regions on non-urbanized area formula. These funds are used for transit capital and operating purposes 9in non-urbanized areas. Possible source for funding bus shelters, benches, and signage.

FTA 5316

Job Access and Reverse Commute (JARC) funds are directed to services that provide transportation to low-income individuals. MTC prioritizes JARC funds through the Lifeline Transportation Program, which provides capital and operating funding for transportation services to CalWORKS and other low-income populations in the region. Access to jobs is the goal. Grants can fund capital and operating costs.

FTA 5317

New Freedom Program funds are directed to elderly and disabled transportation services. The formula grant program also aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to seniors and to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

FTA 5339

The Alternatives Analysis program assists financing the evaluation of modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor.

RSTP

The Regional Surface Transportation Program (RSTP) is a federal block grant program for roads, bridges, transit capital and bicycle and pedestrian projects, including bicycle and pedestrian facilities, activated traffic lights, pedestrian and bicycle trails.

RTP

Administered by the California Department of Parks and Recreation, the Recreational Trails Program (RTP) provides federal funds for recreational trails and trail-related projects. Eligible activities include right-of-way acquisition, trail construction, and development of trail related facilities

NCST

The National Center for Senior Transportation (NCST) mission is to increase transportation options for older adults and enhance their ability to live more independently within their communities throughout the United States. The NCST is administered by Easter Seals Incorporated in partnership with the National Association of Area Agencies on Aging. NCST provides resources and funds training.

HRRRP

A program known as the High Risk Rural Roads Program (HRRRP) is a component of the federal Highway Safety Improvement Program (HSIP) and is set-aside after HSIP funds have been apportioned to the States. The HRRRP supports road safety program efforts through the implementation of construction and operational improvements on high risk rural roads.

CDBG

The Community Development Block Grant (CDBG) program is a flexible program administered by the U.S. Department of Housing and Urban Development (HUD) that provides communities with resources to address a wide range of unique community development needs. The CDBG program provides annual grants on a formula basis to local government and states. Not less than 70 percent of CDBG funds must be used for activities that benefit low- and moderate-income persons. In addition, each activity must meet one of the following national objectives for the program: benefit low- and moderate-income persons, prevention or elimination of slums or blight, or address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available. Potential uses of this funding include bus shelters, auto loan programs, and taxi subsidies.

STATE SOURCES

TDA

The Transportation Development Act (TDA): is a key source of transit operators' operating revenue. TDA funds are generated from a statewide ¼ cent sales tax on all retail sales in each county. This State funding, administered by MTC, is used for transit, special transit for disabled persons, and bicycle and pedestrian purposes. TDA can be used for capital and operational expenditures.

TDA3

Transportation Development Act, Article 3 (TDA3) is a set-aside of approximately 2% of those monies for bicycle and pedestrian planning and projects. MTC administers TDA3, which is distributed based on population. Sonoma County's cities/town and the County of Sonoma may use this funding for bicycle lanes, bicycle and pedestrian paths, and related planning and marketing efforts.

BTA

The Bicycle Transportation Account (BTA) is administered by Caltrans. Funding is aimed at improvements in the safety and convenience of bicycle commuters. Jurisdictions must have an adopted and certified bicycle plan in place to qualify. Grants can be used for design, engineering and construction of bicycle lanes and paths, and supporting amenities.

SHOPP

State Highway Operation and Protection Program (SHOPP). Caltrans is responsible for maintaining and operating the State Highway System, of which Highway 116 in the study area is a part. Caltrans monitors the condition and operational effectiveness of highways through periodic inspection, traffic studies and system analysis, and then uses the information to prepare the Ten-Year State Highway Operation and Protection Plan. SHOPP is used to improve traffic safety; preserve bridges, roadways and roadsides; increase mobility; and improve highway-related facilities.

OTS

The California Office of Traffic Safety (OTS) Program funds projects to reduce the number of persons killed in traffic collisions, alcohol-involved collisions, hit and run fatal and injury collisions, and nighttime fatal and injury collisions. On an annual basis OTS requests proposals for projects from public agencies, including cities, school districts, and public safety providers.

HES

Administered by Caltrans, the Hazard Elimination Safety Program (HES) is a federal safety program that provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement.

PROP 1B

The Proposition 1B (Infrastructure Bond) $20 billion dollar general obligation bond measure passed by the voters in 2006, has various parts. One part makes funds available for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or for rolling stock procurement, rehabilitation or replacement. .Revenues are made available to transit operators for capital projects through MTC's Lifeline Transportation Program.

SR2S

Caltrans' Safe Routes to School Program is intended to reverse the trend of dramatic decreases in the number of K-12 children walking and bicycling to school as compared to say 30 years ago. By funding projects that improve safety and efforts that promote walking and bicycling within a collaborative community framework, children will be able to gain the health benefits of greater physical exercise, and local air pollution and traffic congestion are reduced. The program involves working with coalitions of

parents; school principals, teachers and other school staff; transportation professionals; law enforcement, and health care providers to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure and unsafe infrastructure. Cities and counties can apply for this funding.

Eligible projects include:

- Pedestrian facilities: Includes new sidewalks, sidewalk widening, sidewalk gap closures, curbs, gutters, and curb ramps. Also includes new pedestrian trails, paths and pedestrian over- and under-crossings.
- Traffic calming: Includes roundabouts, bulb-outs, speed humps, raised crosswalks, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, and other speed reduction techniques.
- Traffic control devices: Includes new or upgraded traffic signals, crosswalks, pavement markings, traffic signs, traffic stripes, in-roadway crosswalk lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, pedestrian activated signal upgrades, and all other pedestrian- and bicycle-related traffic control devices.
- Bicycle facilities: Includes new or upgraded bikeways, trails, paths, geometric improvements, shoulder widening, and bicycle parking facilities, racks and lockers.
- Public Outreach and Education/Encouragement/Enforcement: Includes preparing and distributing safety awareness materials to school personnel, students, drivers, and neighboring home and/or business owners. Includes outreach efforts that promote walking and bicycling, to and from school, along the designated school routes. Includes coordinating bicycle rodeos with law enforcement agencies or forming "walking school buses" within neighborhoods.

(Note: The Safe Routes to School [SRTS] federal program is ending in September 2009. A new SRTS program would depend on inclusion in the new federal transportation bill).

COASTAL CONSERVANCY

The California Coastal Conservancy may award grants to public agencies and nonprofit organizations. The kinds of projects funded include trails and other public access to and along the coast, natural resource protection and restoration in the coastal zone or affecting coastal areas, restoration of coastal urban waterfronts, protection of coastal agricultural land, and resolution of land use conflicts. The stages of a project generally funded include pre-project feasibility studies, property acquisition, planning and design, environmental review, construction, monitoring, and, in limited circumstances, maintenance.

REGIONAL SOURCES

LIFELINE TRANSPORTATION PROGRAM

County programs are established to fund projects that result in improved mobility for low-income residents. Lifeline can fund new or expanded services including: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, and capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered. MTC uses various funding sources to create this program. Projects must arise from a community planning process, such as this Lower Russian River Community Based Transportation Plan.

RBPP

MTC created the Regional Bicycle and Pedestrian Program (RBPP) to fund construction of the Regional Bicycle Network, regionally significant pedestrian projects, as well as bicycle/pedestrian projects serving schools and transit.

NSCAPCD

The Northern Sonoma County Air Pollution Control District (NSCAPCD) like almost all other air districts besides the Bay Area, collects a surcharge on motor vehicle registration under the authorization of AB-2766, and its subsequent amendments. The general intent of the funding is similar to the Bay Area Air Quality Management District Transportation Fund for Clean Air (TFCA) funding source. (authorized under AB 434), but there are some key differences. AB 2766 provides that funds can be used for implementation of the CA Clean Air Act and for projects that mitigate the impact of motor vehicle use; it funds the air monitoring program and they issue the balance in grants under the Vehicle Pollution Mitigation Program (VPMP). They also have the same $2 add-on for Carl Moyer -like projects that BAAQMD has (local Carl Moyer-like funds have some, but not all, of the restrictions that the Carl Moyer funds from the Air Resources Board [ARB] have on them). They also have Carl Moyer funds

from ARB. NSCAPCD has funded buses, Park-n-Ride stations, routing software, bike racks of buses, etc.

TLC

Transportation for Livable Communities (TLC) funds projects that support multimodal travel, more livable neighborhoods and the development of jobs and housing in existing town centers. Successful projects improve walking and bicycle access to public transit hubs and stations, major activity centers and neighborhood commercial districts as a way of fostering community vitality. The MTC program provides technical assistance and capital grants to help cities, neighborhoods, transit agencies and nonprofit agencies develop transportation-related projects fitting the TLC profile.

LIFT

Low-Income Flexible Transportation (LIFT) is an MTC program that provides financial assistance for services to help low-income residents get to and from work and other locations. Examples of eligible LIFT projects include new and expanded public transit services, transportation to child care centers, development of child care facilities at transit hubs, rideshare activities and "guaranteed ride home" programs.

LOCAL SOURCES

RUSSIAN RIVER REDEVELOPMENT AGENCY (RRRA)

Redevelopment uses a dedication of part of the redevelopment area's property taxes to improve the health and safety conditions in the project area. Redevelopment focuses on eliminating "blighting conditions," a broadly defined term that can refer to physical conditions, economic conditions or social conditions. The preservation and expansion of employment and affordable housing opportunities are also goals. Funds can be used for infrastructure, however "Mobility Improvements" have been deemed the lowest priority and are the least likely to receive assistance It is possible that funding for bus stop shelters and benches, signage, bicycle paths, sidewalks and bicycle amenities could be considered by RRROC/CDC. See more about the Community Development Commission (CDC) and the Russian River Redevelopment Oversight Committee (RRROC) in Chapter 2.

MEASURE M

Passed by the voters in November 2004, the Traffic Relief Act for Sonoma County (Measure M) provides for a ¼ cent sales tax to be used to maintain local streets, fix potholes, accelerate widening Highway 101, improve interchanges, restore and enhance transit, support development of passenger rail, and build safe bicycle and pedestrian routes. The funds are dedicated towards specific programs and projects specified in the measure's Expenditure Plan. SCTA administers the sales tax distribution and prepares Measure M Strategic Plans. Revenues are allocated as follows: 40% to local street projects; 40% to Highway 101 improvements; 10% to transit services; 5% to the Sonoma Marin Area Rail Transit (SMART) train project; and 4% to bicycle and pedestrian projects.

AAA

Sonoma County Area Agency on Aging (AAA), contractors receiving funding from AAA, and community partners, provide an array of services, including caregiver support, case management, day care, elder abuse prevention, general information, health promotion, and legal assistance. AAA funding is provided by the Older Americans Act (federal funding), Community Based Services Programs (state funding) and county funding. Sonoma County's AAA provided funding to the Senior Transportation Driver Program.

DEVELOPER FEES & MITIGATIONS

In the study area little development is expected, however, when projects move through the permitting process, there may be opportunities to condition projects to build infrastructure such as sidewalks and transit amenities; or to contribute impact fees for transit/transportation improvements.

COUNTY TRAFFIC MITIGATION FEES

County Traffic Mitigation Fees are one such example of the development fees described above.

REGIONAL PARK MITIGATION FEES

Sonoma County Regional Parks receives park mitigation fees from certain types of residential development. These fees can be applied to specific types of park and trail planning and development projects.

COUNTY CAPITAL BUDGETS

Many of the funding sources listed, plus others, may be folded into the County's Capital Budget. The Capital Budget can be used to fund infrastructure improvements, such as roads, bicycle and pedestrian facilities, and bus shelters.

SCAPOSD

The Sonoma County Agricultural Preservation and Open Space District (SCAPOSD) was established by Measure A. Approved by the voters in 1990, it is funded by a ¼ cent sales tax approved by the voters through Measure C. SCAPOSD acquires properties and property easements for development and use as trails and regional parks.

VOLUNTEERS/ CIVIC GROUPS/ DONATIONS/ FUND RAISERS

Volunteer efforts can often fill gaps in governmental and business-provided services. A prime example in the study area is the role the volunteer drivers play in providing rides to seniors, generously giving their time, car use, and gasoline. Volunteers are also partners in the Safe Routes to School programs. It is possible that the idea of setting up a casual car-pool program with screening of drivers and passengers could be undertaken as a volunteer project. Civic groups, such as Rotary Clubs and the Russian River Sisters, made up of volunteers, may also contribute to transportation-related solutions. Private or group donations and money gathered through such methods as raffles and fund raisers could also contribute to transportation-related solutions and supports.

LOCAL BUSINESSES AND EMPLOYERS

Local business and employers can play a role in improving transportation choices in an area. Businesses, for example, can participate in the installation of sidewalks; offer their employees transit passes, or provide shuttle services. Many times local businesses are also contributors to civic programs. Examples include Safe Routes to Schools (e.g., contributions of items for use as incentives), and the Senior Transportation Driver Program. Businesses may also install bicycle and pedestrian amenities, such as benches and bicycle racks. The Russian River Chamber of Commerce advocates for civic improvements, which also could be transportation-related.

OTHER SOURCES

FOUNDATIONS, NON-PROFITS

National and local non-profit organizations and private foundations can also be potential sources of funding. An example might be a grant to support set-up and operation of a casual car-pool system, support of Safe Routes to School efforts, or a gift for beautification initiatives. Example foundations are: Community Foundation of Sonoma County, Robert Woods Johnson Foundation (promoting health through physical activity) Surdna Foundation (community revitalization), and the William G. Irwin Charity Foundation (capital grants could be used for bus shelters, shuttle vans, bus benches).

BIKES BELONG

Based in Boulder, Colorado, Bikes Belong is sponsored by the U.S. bicycle industry with the goal of putting more people on bicycles more often. There are about 400 members who are bicycle suppliers and retailers. The Bikes Belong Grants Program funds important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths, lanes, and routes, as well as bike parks, mountain bike trails, BMX facilities, and large-scale bicycle advocacy initiatives.

CHAPTER 6

SUMMARY

SUMMARY AND VALUE OF CONTENTS

This plan began with a detailing of the origins of this planning effort. The organizations funding and conducting this study were described, and the purpose of the plan was presented. The Lower Russian River Community Based Transportation Plan has a goal of assisting low-income study area residents meet their diverse transportation needs.

Background information about the Lower Russian River area's history, demographics, existing conditions, services, destinations, and planned developments and facilities was provided to add context and depth to the consideration of challenges and opportunities.

The outreach strategy utilized for this study was then described, and specific participants in the advisory committee and interview process were credited for their significant contributions to the plan's creation.

Next the public input was included. The reader is asked to regard as valuable the aggregation of public input that was gathered as the foundation for this plan. Not every idea was folded into the action plan as a strategy, however, each idea has value as an expression. The public inputs offer guidance as to both public priorities and potential resolutions. During outreach activities it became apparent that transportation as a topic held keen interest for many area residents. The participation of Lower Russian River area residents and workers was crucial to this plan, and SCTA thanks each person for their involvement.

The last step in this plan involved proposing solutions in the form of projects and strategies that could potentially be implemented to make a positive difference in improving the mobility and access of the area's low-income people. Public outreach ideas were incorporated into solution sets with preliminary determinations of resource needs, including costs, probable partners, and potential funding sources. Timeframes were also estimated. Problems were defined and solutions discussed. Barriers to implementation were also outlined. The twenty-eight solutions are presented in the order of priority set by the Stakeholders Committee.

PLAN'S INTENDED USE

The utility of the plan is in the guidance it can offer a range of potential implementers of solutions. These include Caltrans, Sonoma County Transit, Sonoma County Transportation and Public Works, Sonoma County Human Services, Sonoma

County Health Services, Sonoma County Community Development Commission (the County Redevelopment Agency), California Highway Patrol, Sonoma County Bicycle Coalition, civic/philanthropic groups, property/business owners, and non-profit entities. Guidance is also afforded potential funders of solutions, including the Metropolitan Transportation Commission and SCTA.

MTC's Community Based Planning Program creates a mechanism for a democratic approach to planning, allowing the direct involvement of people in identifying challenges and opportunities where they live. This plan is a good faith expression of the public will, and as such deserves respect and consideration.

The hope is that this Lower Russian River Community Base Plan will be fully utilized as a foundation for assisting the low income residents of the study area, so that they might better their lives by accessing needed services, essential jobs, and educational and enrichment activities.

APPENDIX A

GUERNEVILLE AND MONTE RIO CENSUS DESIGNATED PLACES

CDP Background

As part of the US Census, there are also two "Census Designated Places" or "CDPs," within the two study area Census Tracts. These represent what are considered to be the largest and second largest unincorporated towns and surrounding areas. The Guerneville CDP had a 2000 Census population of 2,441; the Monte Rio CDP a population of 1,104.

Demographic statistics from the 2000 Census for these two CDPs will be referenced below. Of significance, however, is that the two CDPs represent less than half of the population of the two Census Tracts, Specifically 3,545 lived within the CDPs and 4,640 (57%) lived outside them. The "Community of Concern" map approximates the two CDPs, however, the river area between the two CDPs is not included, specifically East and West Guernewood, Guernewood Park, and Vacation Beach; nor are Berkeley Camp or Cazadero up Cazadero Highway. These mentioned small neighborhoods account for part of the remaining 4,640 people of the study area; the rest live in a widely dispersed pattern across the Census Tracts. Located outside the CDPs are also 2,072 of the 3,718 households (or 56%). These circumstances make it clear that it is difficult to serve a low-density, dispersed population with transportation services, particularly transit/paratransit service. Furthermore many residential areas are reachable up narrow roads that go up canyons and may not link to adjacent roads.

Population & Households

Looking at just the two Census Designated Places (CDPs), it is notable that 25% of the housing units in Guerneville and 32% in Monte Rio are vacant during all or part of the year. This accounts for the substantial difference between total households and total housing units, as shown below.

POPULATION, HOUSEHOLDS, AND HOUSING UNITS IN GUERNEVILLE AND MONTE RIO

	Guerneville CDP	Monte Rio CDP
Population	2,441	1,104
Total Households	1,097	549
Total Housing Units	1,463	807
Owner Occupied Units	612	304
Renter Occupied Units	485	245
Vacant Units	366	258
Seasonal, recreational, or occasional use	288	192

The impacts for planning and sustaining public transportation services are again obvious. The number of people needing transportation is subject to seasonal variation. This seasonal variation is true for both residents and tourists.

People with Disabilities

The percentage of people with disabilities naturally tends to increase with age. The following shows the percentage of people with disabilities in the two CDPs. 56% of the Guerneville population over 65 years have a least one disability; 32.7% in Monte Rio. Notable is that almost half of those 21-64 years in Guerneville with a disability are still working; nearly 29% in Monte Rio.

DISABILITY PERCENTAGES

Population	Guerneville	Monte Rio
Total Population	2,441	1,104
5-20 years old with a disability	9.3%	10.2%

DISABILITY PERCENTAGES		
21-64 years old with a disability	24.5% (49.6% are employed)	19.4% (28.8% are employed)
65 years & over with a disability	56%	32.7%

Age & Gender

The median age of Sonoma County's population is 37.5 years (in 2000) with the projection that this will increase before the next Census, as the "boomer" generation ages. In the Guerneville CDP the median age is 41.5 years; in Monte Rio's 43.6 years. Unlike the County as a whole, these river areas have more men than women. Guerneville is 52% male; Monte Rio 52.4 % male.

Income, Education & Employment

Broken out by the two CDPs, the employed civilian population over 16 years of age is stated to be 1,171 in the Guerneville CDP; 615 in the Monte Rio CDP, for a total of 1,786. Of these 1,786 people, over 38% were employed in management, professional or related occupations; 21% in service occupations; 20% in sales and office occupations; nearly 10% in construction, extraction and maintenance occupations; and the 8.5% remainder in production, transportation and material moving.

In looking at the educational levels attained by those over 25 years of age, the CDPs of Guerneville and Monte Rio show a significantly higher rate of high school graduation or higher than for Sonoma County as a whole.

EDUCATIONAL LEVELS			
	Guerneville	**Monte Rio**	**County**
High School Graduate or Higher	88.4	92.9	48.9
Bachelor's Degree or Higher	29.6	29.4	28.5

Racial/Ethnic Heritage

Most of the people in the Guerneville and Monte Rio CDPs were born in the United States. In Guerneville this percentage is 93.6%; in Monte Rio 97.5%. Of those born outside the USA, Latin America accounted for 100 people (all in Guerneville); Europe 51; Asia 23 (all in Guerneville); and North America 11.

School

A large gap in terms of key destinations in the study area is for schooling beyond middle school. There are 149 students living in just the two CDPs alone who are enrolled in high school. There are no high schools in the Lower Russian River area. Most of these high school children attend El Molino High School in Forestville. School bus transportation is provided.

An additional 223 students attend school beyond the high-school level. With the exception of distance learning accessed via computer, these students must travel outside the study area to reach junior colleges, colleges, and universities.

NUMBERS ENROLLED IN SCHOOL OUT OF POPULATION 3 YEARS AND OVER		
	Guerneville CDP	**Monte Rio CDP**
Nursery School/ Pre-school	58	6
Kindergarten	44	5
Elementary School (1-8)	241	121
High School (9-12)	91	58
College or Graduate School	121	102

APPENDIX B

SURVEY INSTRUMENT

The Lower Russian River Area Community-Based Transportation Plan

Community Survey

We appreciate your time to fill out this survey. It will help us identify transportation gaps and potential transportation improvements for the Lower Russian River Area. Thank you!

1. Where do you live?

   ❑ 1. Guerneville ❑ 2. Monte Rio ❑ 3. Rio Nido ❑ 4. Cazadero ❑ 5. Villa Grande ❑ 6. Other

   If other, where _____

2. What is your age?

   a. ❑ 15 or under
   b. ❑ 16-19
   c. ❑ 20-29
   d. ❑ 30-39
   e. ❑ 40-49
   f. ❑ 50-59
   g. ❑ 60-69
   h. 70 and older

3. Do you own a car?

   a. ❑ Yes
   b. ❑ No
   c. I borrow a car (_____ x week)

4. Do you have a driver's license?

   a. ❑ Yes
   b. ❑ No

5. Regarding work:

   a. ❑ I don't work
   b. ❑ I work from home

6. Please fill out the following questions about where, how and when you travel.

Where do you work (location):	How many days a week do you work at this job?	How do you get to work?	What time do you travel to and from work?
First job in _____	_____X a week	❑ Car ❑ Bus ❑ Car/van pool ❑ Paratransit ❑ Bicycle ❑ Walk	❑ Early morning ❑ Morning ❑ Afternoon ❑ Late afternoon ❑ Early evening ❑ Late evening
Second job in _____	_____X a week		

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Where do you shop:	How many trips a week do you make to shop?	How do you get to shopping?	What time do you travel to and from shopping?
Shopping in _____ Shopping in _____	_____X a week _____ X a week	❑ Car ❑ Bus ❑ Car/van pool ❑ Paratransit ❑ Bicycle ❑ Walk	❑ Early morning ❑ Morning ❑ Afternoon ❑ Late afternoon ❑ Early evening ❑ Late evening

Where do you go for government services:	How many trips a week do you make to receive government services?	How do you get to government services?	What time do you travel to and from government services?
Govt. services in _____ Govt. services in _____	_____X a week _____X a week	❑ Car ❑ Bus ❑ Car/van pool ❑ Paratransit ❑ Bicycle ❑ Walk	❑ Early morning ❑ Morning ❑ Afternoon ❑ Late afternoon ❑ Early evening ❑ Late evening

Where do you go for health services:	How many trips a week do you make to health services?	How do you get to health services?	What time do you travel to and from health services?
Health services in _____ Health services in _____	_____X a week _____ X a week	❑ Car ❑ Bus ❑ Car/van pool ❑ Paratransit ❑ Bicycle ❑ Walk	❑ Early morning ❑ Morning ❑ Afternoon ❑ Late afternoon ❑ Early evening ❑ Late evening

Where do you go for religious, social or civic activities?	How many trips a week do you make to religious, social or civic activities?	How do you get to religious, social or civic activities:	What time do you travel to and from religious, social or civic activities?
Activities in_____ Activities in_____	_____X a week _____ X a week	❑ Car ❑ Bus ❑ Car/van pool ❑ Paratransit ❑ Bicycle ❑ Walk	❑ Early morning ❑ Morning ❑ Afternoon ❑ Late afternoon ❑ Early evening ❑ Late evening

Where do you go for school or childcare:	How many trips a week do you make for school or childcare?	How do you get to school or childcare?	What time do you travel to and from school or childcare?
School in_____ Childcare in _____	_____X a week _____ X a week	❑ Car ❑ Bus ❑ Car/van pool ❑ Paratransit ❑ Bicycle ❑ Walk	❑ Early morning ❑ Morning ❑ Afternoon ❑ Late afternoon ❑ Early evening ❑ Late evening

Where do you go for entertainment:	How many trips a week do you make to entertainment?	How do you get to entertainment?	What time do you travel to and from entertainment?
Entertainment in _____ Entertainment in_____	_____ X a week _____X a week	❑ Car ❑ Bus ❑ Car/van pool ❑ Paratransit ❑ Bicycle ❑ Walk	❑ Early morning ❑ Morning ❑ Afternoon ❑ Late afternoon ❑ Early evening ❑ Late evening

7. Do you experience problems getting where you want to go?

❑ 1. Never ❑ 2. Sometimes ❑ 3. Often ❑ 4. Always

8. What kinds of problems do you have:

Walking/Biking	Driving	Bus	Other
❑ Sidewalks in poor condition *If so, state where below*	❑ Don't have a car	❑ Buses don't go where I need to go *If so, state where below*	❑ Jobs are too far
❑ No sidewalks	❑ Don't drive	❑ Bus schedules don't work; I need earlier morning service	❑ Shopping too far
❑ Walking feels unsafe *Please state why below*	❑ Don't have a driver's license	❑ Bus schedules don't work; I need later evening service	❑ Government services too far
❑ Road crossings feel unsafe *If so, state where below*	❑ Don't have a car full time	❑ Bus schedules don't work; I need more Saturday service	❑ Health services too far
❑ Bicycling feels unsafe *If so, state where below*	❑ Lack of car parking *If so, state where below*	❑ Bus schedules don't work; I need more Sunday service	❑ School too far
❑ No bike lanes *If so, state where below*	❑ Cost of driving	❑ Bus trips take too long	❑ Childcare too far
❑ No bike parking at destinations	❑ Driving feels unsafe *Please state why below*	❑ Buses are late	❑ Entertainment too far
❑ Walking or biking takes too long		❑ No covered bus shelters	❑ Religious, social, civic activities too far
		❑ Trouble getting bus info	❑ Disabilities are a barrier *Please state why below*
		❑ Taking the bus feels unsafe *Please state why below*	❑ Language is a barrier *Please state why below*
		❑ Some of the bus drivers need better training *Please state why below*	

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9. Please describe or expand on any transportation problems and solutions (specify locations if possible):

_____

_____

_____

_____

_____

_____

10. If you could do three things to make it easier for Lower Russian River Area residents and workers to travel, what would they be?

1. _____

_____

2. _____

_____

3. _____

_____

11. **Optional:** About how much is your household's annual income before taxes?

❑ Less than $9,999	❑ $25,000 – $34,999	❑ $75,000 – $99,999
❑ $10,000 – $14,999	❑ $35,000 – $49,999	❑ $100,000 – $149,999
❑ $15,000 – $24,999	❑ $50,000 – $74,999	❑ $150,000 or more

THANK YOU FOR YOUR ASSISTANCE .

WE TRULY APPRECIATE YOUR INPUT!

Mailing Address: **Sonoma County Transportation Authority**
490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401
Attention: Lynne March