

IMPLEMENTATION STRATEGIES SMART BICYCLE/PEDESTRIAN PATH

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This memo addresses implementation strategies and actions needed to complete a continuous bicycle/pedestrian pathway within or parallel to the SMART rail project. The pathway routing is consistent with that identified in the table *Recommended Bicycle/Pedestrian Pathway Routing by Segment*. While much of the proposed path is planned within the Northwestern Pacific Railroad right-of-way (NWP R/W), some of it will either be only partially within or adjacent to the right-of-way. In some places, the pathway will be parallel to but not contiguous with the NWP right-of-way. **In all of these cases, local agencies need to be coordinated with for the planning, designing, and constructing of these bikeway segments.** SMART may build segments of the pathway that can be constructed entirely within, adjacent to, or parallel to their right-of-way. Close cooperation between SMART and local agencies will be required to ensure that the pathway is functional and constructed in a rational manner over time. In other cases, the long-term pathway might be within the NWP right-of-way, but in the short term it could be located off of the corridor.

This summary report identifies needed **short and long-term actions by local agencies**, including alternatives analysis, cost benefit analysis, and easement acquisition, needed to complete **those segments either partially on or completely off the NWP R/W.**

SEGMENTS 1,2,3 (Cal Park Tunnel Project)

Location: Larkspur Landing Circle to Andersen Drive
Jurisdiction(s): Larkspur, Marin County, San Rafael
Length: 1.4 miles
Description:

These segments will be studied by the Cal Park Tunnel study being sponsored by Marin County.

Involved Agencies:

County of Marin
City of San Rafael
City of Larkspur
Golden Gate Transit
SMART

SEGMENTS 4,5,6 (San Rafael South Project)

Location: Andersen Drive to Mission Street
Jurisdiction(s): San Rafael
Length: 1.2 miles
Description:

The long-term option is to locate the pathway within the NWP right-of-way. The short-term option is to utilize existing bike lanes on Anderson to Irwin, and to create improved facilities from Irwin to Lincoln and Lincoln to Mission.

Possible Short Term Improvements:

1. Crossing improvements and possible parking at the Anderson/NWP intersection.
2. Directional and warning signage
3. Bike lanes or shoulder stripes on Lincoln from Irwin to Mission.

Recommended Short Term Actions:

1. Conduct feasibility study on proposed improvements.

Recommended Long Term Actions:

1. From Anderson to Irwin: construct pathway partially on channel easement and partially on the west side of the NWP R/W. Construct a concrete drainage channel adjacent to the tracks and construct pathway on the top.
2. From Irwin to Francisco Blvd. West: pathway occurs on the west side of the R/W.
3. From Francisco Blvd. West to 4th Street: the pathway goes below the surface under Francisco Blvd. West, accessing the Transit Center (between 2nd and 3rd Streets) and the San Rafael SMART station (between 3rd and 4th Streets), surfacing parallel to east side of Laurel Place at 4th Street.
4. From Laurel Place at 4th Street: pathway follows the west side of the R/W to south portal of tunnel, climbs slope to new pathway tunnel above and to the west of NWP tunnel portal.
5. Ensure that a Class I pathway and connections to both the transit station and the SMART station is included in the San Rafael station planning and design.

Involved Agencies:

City of San Rafael
Golden Gate Transit
SMART

SEGMENT 7 (Downtown Bikeway Project)

Location: Mission Street to Puerto Suello Hill
Jurisdiction(s): San Rafael
Length: 1.2 miles
Description:

The long-term option is to locate the pathway within the NWP right-of-way, predominantly along the west side of the Caltrans corridor with a short segment parallel to Stevens Place. At Linden Lane, the path crosses to the west side of the NWP R/W. The short-term option is to utilize Lincoln Avenue to the top of Puerto Suello Hill.

Possible Near Term Improvements:

1. Directional and warning signage.
2. Bike lanes or shoulder stripes on Lincoln from Mission to Los Ranchitos, and on Los Ranchitos to the summit of Puerto Suello Hill.

Recommended Short Term Actions:

1. Conduct feasibility study on proposed improvements.

Recommended Long Term Actions:

1. Construct pathway off R/W from Mission Street parallel to Stevens Place, then continue parallel to Caltrans corridor to Lincoln. At Lincoln, path moves within R/W, on west side of corridor.

Involved Agencies:

City of San Rafael
Caltrans
SMART

SEGMENT 8 (Puerto Suello Hill Project)

Location: Puerto Suello Hill – North San Pedro Road
Jurisdiction(s): San Rafael
Length: 2,800' (.5 miles)
Description:

The preferred alignment is a new pathway tunnel under the Hwy 101/Lincoln Avenue southbound on and off-ramps. It would follow an easement strip from Caltrans between

the south-bound off-ramp and Ranchitos Rd to top of Puerto Suello Hill and require path switchbacks between the summit and the NWP R/W to descend to the east side of the R/W between north tunnel portal and North San Pedro Rd.

Possible Short Term Improvements:

1. Improve Los Ranchitos Road by widening shoulders to provide bike lanes. This has been a goal of the Marin County Department of Public Works for many years.

Recommended Short Term Actions:

1. Work with Congestion Management Agency (CMA) and Caltrans to include accommodations for Class I pathway in the San Rafael Gap Closure project from Mission Street to the U.S. 101 southbound on-ramp. Work to include preliminary engineering, environmental review and public input.
2. Conduct feasibility study on proposed improvements, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E

Recommended Long Term Actions:

1. Acquire new easements for the pathway's preferred alignment.
2. Construct new pathway.
3. Crossing improvements at North San Pedro Road.
4. Directional and warning signage at North San Pedro Road.
5. Continue to study long-term option of a new tunnel.

Involved Agencies:

City of San Rafael
SMART
County of Marin
Marin County Congestion Management Agency

SEGMENTS 9,10,11 (North San Rafael Bikeway project)

Location: N. San Pedro Road - Civic Center Drive – Smith Ranch Road
Jurisdiction(s): San Rafael
Length: 1.4 miles
Description:

The preferred alignment starts at North San Pedro Road and goes within the NWP right-of-way to Civic Center Drive, on the west side to the track crossing at Las Gallinas, then on the east side. From the NWP/Civic Center Drive intersection, it continues on an existing pathway to the end of McInnis Parkway, crosses the South Fork of Las Gallinas

Creek on a new bridge to return to the NWP right-of-way, uses either an existing PG&E easement near Contempo Marin or stays on the east/south side of the tracks, and crosses the North Fork of Las Gallinas Creek to reach Smith Ranch Road.

Possible Short Term Improvements:

1. Construct pathway within NWP right-of-way from North San Pedro Road to Civic Center Drive.
2. The pathway will need to cross the tracks at Civic Center Drive, follow the east side of that road to the signalized McInnis Parkway intersection, and utilize that signalized crossing. This may require an easement from Caltrans.
3. Upgrade the existing McInnis Parkway pathway to Class I standards.
4. Construct a new trail connection with a bridge over the South Fork of Las Gallinas Creek.

From this point, there are two sub-options:

5. Obtain approval for a new grade crossing the NWP tracks to gain access to the PG&E easement on the west side.
6. Obtain approval from PG&E to construct a pathway adjacent to the Contempo Marin neighborhood.
7. Construct a new bridge over the North Fork of Las Gallinas Creek to connect to Smith Ranch Road and McInnis Park.
8. Provide crossing improvements on Smith Ranch Road.
9. Potential trailhead improvements to the McInnis Park parking lot.

OR

5. Construct a new pathway within the NWP right-of-way on the south/east side. If wetlands prohibit this option, the pathway may be located southeast of the right-of-way on the Smith Ranch Airport property (assuming an easement can be acquired).
6. Obtain easements as needed.
7. Construct a new bridge over the North Fork of Las Gallinas Creek to connect to Smith Ranch Road and McInnis Park.
8. Provide crossing improvements on Smith Ranch Road.
9. Potential trailhead improvements to the McInnis Park parking lot.

Recommended Short Term Actions:

1. Conduct feasibility study on proposed improvements, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E

Recommended Long Term Actions:

1. N/A

Involved Agencies:

City of San Rafael
County of Marin (Parks Department)
SMART
Smith Ranch Airport
US Corps of Engineers
US Fish & Game
ABAG-Bay Trail
BCDC

SEGMENTS 12,13,14 (Marin Connector Project)

Location: Smith Ranch Road-Bel Marin Keys Blvd.
Jurisdiction(s): San Rafael, Marin County, City of Novato
Length: 19,100' (3.6 miles)
Description:

This is likely to be one of the most important and yet complex segments to complete, given its setting, multiple agencies, and connectivity between northern and central Marin County. The preferred alignment is located predominately outside but immediately adjacent to the NWP R/W for most of its length, requiring extensive easement acquisition efforts. The alignment also has potential environmental, agricultural, residential, light industrial, and other impacts.

Possible Short Term Improvements:

1. The pathway starts at Smith Ranch Road, with McInnis Park serving as a major trailhead for the pathway.
2. Construct new pathway on west side of tracks within NWP R/W, from Smith Ranch Road north for a length of approximately 250 feet.
3. Obtain an easement or acquire property (minimum 15 feet wide, preferred 25 feet wide) from this point northward for approximately 1 mile through the Silveira Ranch and St. Vincent properties on the west side of NWP R/W. Construct a new pathway.
4. Construct three new bike path bridges over creeks.
5. The NWP R/W widens to 100 feet wide at a point 750 feet south of Main Gate Road to about 950 feet north of Main Gate Road. Construct bike path within NWP R/W as far west as possible.
6. Cross NWP tracks at old State Access Road crossing (subject to CPUC approval).
7. Construct new pathway on east side of NWP tracks either on or adjacent to R/W, between tracks and North Hamilton Parkway.

8. Construct new crossing with user-activated signal at North Hamilton Parkway (subject to traffic analysis).
9. Utilize existing bike lanes on North Hamilton Parkway and Nave Drive to Bel Marin Keys Blvd.

Recommended Short Term Actions:

1. Conduct feasibility study on proposed improvements, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E

Recommended Long Term Actions:

1. Develop path on east side of R/W from crossing of North Hamilton Parkway to Roblar Drive and South Novato SMART station.

Involved Agencies:

City of San Rafael
County of Marin
City of Novato
SMART
US Fish & Game
CPUC

SEGMENT 15 (Ignacio Project)

Location: Bel Marin Keys Blvd.-Frosty Lane
Jurisdiction(s): Marin County, City of Novato
Length: .7 mile
Description:

This is a very constrained segment due to a second and third railroad track, U.S. 101 to the west, and numerous industrial buildings to the east.

Possible Short Term Improvements:

1. Route users onto existing bike lanes on Bel Marin Keys Boulevard to Frosty Lane.
2. Connect to existing pathway.

Recommended Short Term Actions:

1. Conduct feasibility study on proposed improvements, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E

Recommended Long Term Actions:

1. Continue pathway on east side of NWP R/W on a 10-foot wide easement from Roblar north under the Bel Marin Keys Blvd. over crossing. There is one narrow 200-foot section next to a parking lot, immediately north of Roblar, that may require re-design of the parking area. Past this point there is sufficient room to provide a Class I pathway.
2. North of the Bel Marin Keys over crossing, a third track begins and buildings are located on the east side of the R/W, leaving about 10 feet for a path. It is assumed the third track will not be removed. In order for a pathway to fit through here, a 20 foot wide easement for a length of 1,400 feet would need to be purchased from the adjacent industrial property owners, and the rear parking lots re-configured. Currently there is about 50 feet between the buildings and rear lot lines.
3. Construct Class I pathway to connect with existing SF Bay Trail that originates on Frosty Lane.

Involved Agencies:

County of Marin
City of Novato
SMART
NWPR

SEGMENTS 16,17A (Central Novato Project)

Location: Frosty Lane-North Novato Station
Jurisdiction(s): City of Novato
Length: 3.4 miles
Description:

This would be an important project for the City of Novato, providing direct access for residents from Bel Marin Keys, Ignacio, and Hamilton to the Vintage Oaks Shopping Area, Sutter Hospital, and downtown Novato. Much of this route is already completed. The remaining segments may be constructed by the City or as part of future development.

Possible Short Term Improvements:

1. Rehabilitate (as needed) the existing SF Bay Trail Class I pathway from Frosty Lane to Hanna Ranch Road.

2. Develop a pathway as part of the Hanna Ranch Road/Rowland Boulevard Extension, circling around the west side of the hill, following a portion of Vintage Way, and connecting back to the R/W behind Costco.
3. Construct a pathway between the NWP tracks and Rowland Boulevard (approximately 90 feet of width), most likely within the public right-of-way.
4. Provide appropriate access points to Vintage Oaks Shopping Center.
5. Continue the pathway on the west side of the NWP R/W to the Novato Creek crossing. Construct a new 230-foot long bridge. Wetlands through this section may require construction of a boardwalk. Continue on an existing pathway located outside the NWP R/W past the Sutter Novato Hospital to Franklin Avenue.

OR

5. Improve the existing sidewalk along Rowland to Class I standards and follow existing roadways on either improved sidewalks and/or bike lanes to connect to Franklin Avenue.
6. Continue north on Franklin Avenue under U.S. 101 (currently open only for emergency vehicles).
7. Cross the NWP tracks at an existing pedestrian crossing from Franklin to Manuel Drive.
8. Construct a Class I pathway on public right-of-way immediately east of the NWP R/W, under U.S. 101 and De Long Avenue. Provide a connector ramp to De Long for public access.
9. Connect to Railroad Avenue. Bikeway would continue as a Class III bike route with adequate signing. Downtown Novato and the Central Novato Station would be signed at the Grant Avenue intersection.
10. At Olive Avenue, a 25-foot wide easement would need to be purchased along the eastern side of the NWP R/W. Golden Gate Transit owns this property and uses some, but not all of it, as a bus storage yard.
11. Between Golden Gate Place and Rush Creek Place, an easement on the east side of the tracks will require a major reconfiguration of an existing parking lot. On the west side, an easement would disrupt existing light industrial operations. The pathway could conceivably be routed either along Rush Creek or along Redwood Boulevard, although neither of these appears especially feasible.
12. From Rush Creek Place northward, an easement on either side would still be needed, but the east side appears more feasible. Once past the constrained section, the pathway could be built on public right-of-way between the tracks and U.S. 101 to the Novato North Station.

Recommended Short Term Actions:

1. Conduct feasibility study on proposed improvements, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E.

Recommended Long Term Actions:

1. To replace the segment in item 2 above, construct a new pathway on the west side of the NWP tracks within the 90 feet wide R/W. A significant hill comes down to the tracks at this location, requiring retaining walls and a sloped pathway profile. Construct a new bikeway bridge across Cheda Creek. Construct a pathway on the west side of the tracks to Rowland Boulevard.

Involved Agencies:

County of Marin
City of Novato
SMART
Golden Gate Transit
NWPR

SEGMENTS 17B,18,19,20,21 (Novato Narrows Project)

Location: North Novato Station-South Petaluma Boulevard
Jurisdiction(s): City of Novato, County of Marin, City of Petaluma, County of Sonoma
Length: 8.4 miles
Description:

This project would provide a new link between Marin and Sonoma Counties for bicyclists and pedestrians.

Possible Short Term Improvements:

Given the complexity of implementing a bikeway through this corridor, and funding issues related to the Novato Narrows U.S. 101 project, no short-term improvements are likely to be implemented. Preliminary design and feasibility work could be initiated on some of the three possible longer-term options identified below.

Recommended Short Term Actions:

1. Conduct a feasibility study on a continuous Class I bike path or unpaved recreational pathway through this entire corridor, including the levees east of the R/W, to determine the opportunity to acquire easements, environmental impacts, and costs.
2. Ensure that a future pathway is not precluded along the NWP R/W as part the SMART rail project.
3. Review the Caltrans bikeway plans for the U.S. 101 Novato Narrows, and develop an acceptable bikeway on the west side of U.S. 101 between Novato and Petaluma using a combination of Class I bike paths and frontage roads.

Recommended Long Term Actions:

1. Develop a Class I pathway within or adjacent to the NWP right-of-way. The NWP R/W varies in width from 50 feet to 150 feet. The majority of the R/W is either 50 feet or 80 feet wide. Much of the adjacent land is either agricultural, wetlands, or the Redwood Sanitary Landfill property.
2. The pathway would be located on either side of the NWP tracks, depending on the adjacent land opportunities such as levees, secondary roads, or the need to circumnavigate ponds. Construction of the path on these already-existing structures would minimize wetland impacts.
3. Significant sections of boardwalk would need to be constructed to minimize wetland impacts.
4. Wherever possible, the pathway should be located more than 25 feet from the track centerline to minimize the extent of barriers. This would require an easement purchase for approximately half of the 8-mile length. The easement could run contiguous to the NWP R/W, or vary depending on wetland impacts.

OR

1. Follow Binford Road and Airport Road with Class II pathway.
2. From Airport Road, construct the pathway on existing levees and farm roads to minimize wetland impacts. Since this almost exclusively privately owned land, obtaining easements may be problematic and/or expensive. Intermittent pathway segments (totaling approximately 2.5 miles in length) would have to be built within the NWP R/W where there are no available adjacent levees or roads.

Involved Agencies:

County of Marin
County of Sonoma
City of Novato
City of Petaluma
SMART
U.S. Fish & Game
NWPR

SEGMENTS 21,22,23,24,25 (Central Petaluma Project)

Location: South Petaluma Boulevard-Petaluma River
Jurisdiction(s): City of Petaluma, County of Sonoma
Length: 2.7 miles
Description:

This project would traverse central Petaluma, providing connectivity within the City, to downtown, and to the future rail station. The route would also provide an alternative to existing busy streets and roadways. The central area of Petaluma is undergoing major planning and design changes, with major potential impacts to a through bike path connection. Some of the plans for this area include:

- Central Petaluma Specific Plan
- Petaluma Bicycle Plan
- Petaluma River Access and Enhancement Plan

The NWP R/W through central Petaluma is extremely narrow, and in fact it does not exist at all for several blocks. There is no room for a bike path as shown on several City plans within or even adjacent to the NWP R/W for most of the length through central Petaluma, unless it as a Class III bike route on Lakeville Highway.

Luckily, there are several other options that could provide through connectivity while offering an aesthetic waterfront experience for users. With much of central Petaluma north of the River either undeveloped or in industrial uses, it is not possible at this juncture to determine more than approximate alignments.

The summary descriptions below identify those alignments that offer the most direct connections for through travel parallel to the SMART corridor, along with accessibility to major destinations within Petaluma.

Possible Short Term Improvements:

Section A (South End)

1. If the Novato Narrows bikeway is located along U.S. 101, it is likely it would terminate as bike lanes on South Petaluma Boulevard.
2. If the Novato Narrows bikeway is located on the NWP R/W, it could be located on the east or west side of the 50 feet wide R/W at least partially on an easement.
3. Access to the pathway from South Petaluma Blvd. could be achieved through one of the existing crossings. The pathway itself could change sides of the tracks at one of these locations as well.
4. The NWP R/W south of Haystack Swing bridge is narrow (50 feet), has extensive encroachments by industrial uses to within 20 feet or less of the tracks, and also has wetlands adjacent to the tracks near the swing bridge. An easement through this area may require reconfiguration of existing parking lots, storage areas, and even removal of some small buildings.
5. As the bike path approaches the Haystack swing bridge, one of three alignments could be followed. The first would follow the west side, leaving the R/W and following the south bank of the river under U.S. 101 to continue on South Petaluma Blvd.. The second would cross on the west side of the swing bridge by means of a structure cantilevered off the side of the bridge. The third alternative would be on the east side of the tracks, crossing on the east side of the swing

bridge as well. A boardwalk would be needed for the pathway at the south swing bridge approach.

Section B (Swing Bridge)

1. A pathway may be able to be installed on either the east or west side of the swing bridge. A pathway is most likely to be feasible with a replaced (new) structure than the existing swing-type structure, where any additional width would interfere with the turning radius and may not be structurally feasible.
2. This option would be feasible only if the swing bridge remains in a closed position at least between 6AM and 9PM 7 days per week, with a bridge tender available to open the structure for vessels as needed.
3. The Petaluma River Access and Enhancement Plan shows a potential under crossing of the tracks by a pathway on the north side of the swing bridge. An inspection of the swing bridge shows this would not be feasible given available clearances and the operation of the swing span.

Section C (Basin Street)

1. A pathway is planned along the waterfront of the Basin Street Development site (currently undeveloped but zoned industrial) on the north side of the Petaluma River. This pathway could tie directly into a pathway coming off the west side of the swing bridge, and under U.S. 101.
2. An alternative would be to route the pathway along the north edge of the Basin Street site, although this would not be an attractive alternative.

Section D (Marina)

1. A pathway on the east side of the tracks and swing bridge could use an existing maintenance road up to Lakeville Highway, and provide a good connection to existing pathways leading to the Marina. It would also provide good access to the trail from east Petaluma and to the Marina.
2. The path could be extended along the north/east side of the NWP R/W towards Hopper, although an easement may be required and there is at least one siding. This pathway could terminate at the future Caulfield Extension, where users could use either Lakeville Highway or Hopper.

Section E (South River Bank)

1. A riverfront pathway is planned for this area leading into downtown Petaluma, and is partially constructed already. If the swing bridge cannot accommodate a pathway, this pathway could provide good access into Petaluma assuming it is continuous and a Class I facility.

Section F (Caulfield Bridge)

1. Some earlier plans in Petaluma show Caulfield Lane extended across the Basin Street and Pomeroy properties and bridging the river, connecting to South Petaluma Blvd. Later plans do not show this bridge. Either a roadway bridge with an integrated pathway or bikeway bridge here would serve a functional purpose, although the cost of the bridge may be high due to clearance requirements.
2. Whether Caulfield crosses the river or not, a road is shown on all plans extending to the river. If the Pomeroy site remains industrial, a bike path could be designed along this new street to connect to the depot area.
3. If the Haystack swing bridge will not be replaced and it cannot accommodate a bike path, a bridge here or connecting to McNear Peninsula will be the only non-motorized connection across the river east of the D Street swing bridge in Petaluma.

Section G (Pomeroy Property)

1. This area currently has active industrial uses including barge operations that would prohibit a continuous waterfront pathway. Plans identify a ‘tentative’ pathway through this area should the area redevelop in the future.

Section H (McNear Peninsula)

1. The Petaluma General Plan identifies this as a future park, although the land currently is undeveloped and in private ownership. Current plans show this as a park with pathways around the peninsula.
2. An option not shown on any plans are two bike path bridges connecting the end of McNear Peninsula to downtown and the north riverside area. This may be a viable option especially if the industrial uses remain on the north side of the McNear Channel, since it would allow a continuous pathway through this area. It would also make the entire park and pathway system more accessible from Downtown Petaluma and West Petaluma. The bridges would need to have sufficient clearances to meet U.S. Coast Guard requirements. An alternative approach would be to have a bike ferry make this link, similar to an existing system on Lake Champlain in Vermont.

Section I (Hopper)

1. Hopper Street is currently a two-lane street that is constrained on one side by the NWP tracks and on the other side by industrial uses. While traffic volumes are low, it is not suitable for use by most bicyclists and pedestrians due to its narrow width, lack of shoulders or sidewalks, and industrial character.
2. In the future, as this area redevelops, Hopper Street could be re-built with bike lanes and/or a bike path on its south/west side. The Hopper/Lakeville intersection

would need to be redesigned as well. This would be a viable option especially if industrial uses remain along McNear Channel that would prohibit a pathway.

Section J (Lakeville Highway)

1. Lakeville Highway is a four-lane roadway that formerly served as one of the main thoroughfares through the City, and continues to carry heavy traffic volumes. The Bicycle Plan identifies it as a future Class II bikeway, and it currently provides bike lanes east of Caulfield Lane and for a block near the depot.
2. Lakeville is an unsuitable replacement for a pathway system through Petaluma, although it could provide good access and might be used by more experienced bicyclists—especially if it is redesigned in the future with bike lanes.

Section K (Depot Site)

1. All pathway and bikeway options on the north side of the Petaluma River McNear Channel converge on the depot site, which is currently being planned in conjunction with the SMART project. Integration of a pathway into this plan is crucial to providing for through access in the future.
2. Proposals to route a pathway on the south side of the site along Copeland may conflict with a planned transit center here. However, if properly designed, a pathway may not necessarily conflict with this use and would provide good multi-modal access for pathway users.

Section L (Copeland Street)

1. Copeland is essentially the only east-west corridor available for a potential pathway, other than the Petaluma River itself. Since Copeland is being redesigned, an opportunity exists to make this a true multi-modal corridor. This would include a signalized intersection with East Washington, bike lanes, and very low traffic speeds (25 mph). Given the number of driveways and cross streets, a pathway may be difficult to provide, although it should be considered in the planning and design process.

Section M (West Side Connection)

1. The Petaluma River Access and Enhancement Plan identifies boardwalks and river trails along both sides of the Petaluma River from D Street to the railroad trestles. These facilities are identified as pedestrian-only, meaning that bicyclists using the pathway system would need to stay on Copeland.
2. Connections north and westward to the SMART corridor could be accomplished by either a new multi-use path along the east or west side of the river from Copeland up to the railroad trestle north Lakeville Street, re-use of the existing trestle at the end of Copeland if rail service is abandoned to the Dairymen's Feed, a new bridge parallel to this trestle, or use of Madison Street or Cedar Grove Park rather than the river.

3. It is useful to note that the Petaluma River Access and Enhancement Plan identifies a river pathway that roughly parallels the SMART corridor to the Rainier Avenue Extension. The City may decide to invest in one of these rather than both corridors, since both would be expensive and would duplicate each other.

Section N (Turning Basin)

1. River trails and boardwalks are proposed for both sides of the river near the Turning Basin, although these are also identified as pedestrian-only. It is likely that most pedestrians would wish to transfer from the Copeland corridor to this area, while bicyclists would want to continue on streets or northward on the SMART corridor. Given this, the Copeland corridor may really need to serve primarily bicyclists rather than pedestrians—lessening the need for a multi-use pathway. A bicycle boulevard treatment with very low traffic speeds and volumes on Copeland would probably be sufficient for these users.

Section O (Water Street Riverfront Promenade)

1. An extensive pathway system is being planned for the entire south Petaluma River riverfront, from U.S. 101 through downtown and continuing along the river. The Water Street Riverfront Promenade will be a major facility used by residents and visitors alike. The downtown portions of this trail are identified as pedestrian-only facilities, with bicyclists being routed onto Petaluma Boulevard. Given this, there is no pathway option on the south side of the river that would provide a continuous off-road experience for bicyclists and pedestrians alike. This means that the continuous facility would need to be provided on the north side along the river and also through the depot site and on Copeland.
2. An alternative view may be that the vast majority of bicycle trips will originate in or near downtown Petaluma, and that through travel will be relatively low and could be accommodated on bike lanes. This is a long-term policy decision of the City's. It is useful to note that the SMART corridor will be providing a continuous pathway for most of its length south of Healdsburg, although in many cases it will be using local city streets in downtown areas.

Summary

The pathway alignment(s) that best compliment the planned SMART bikeway system north and south of Petaluma are largely dependent on future development—and on whether the Haystack swing bridge needs to be replaced and can accommodate a pathway on the structure. It is recommended that as a short-term measure a spur of the SMART bikeway be constructed from the south linking to the south side of the Petaluma River and linking into downtown Petaluma and the Water Street Riverfront Promenade.

On the north and west side, it is recommended that the depot site and Copeland Street be carefully designed to allow for a pathway and/or pathway users. The City should review

the proposed Petaluma River Trail on the upstream reaches to determine if this trail will obviate the need for a parallel SMART bikeway.

Finally, the City, NWPRA, and SMART should reach agreement on the potential future use of one of the trestles crossing the Petaluma River, along with re-use of some of the siding and branch line R/W.

Recommended Short Term Actions:

1. Conduct feasibility study on a recommended alternative to the SMART corridor, integrating recommendations from existing City plans. Once a preferred pathway alignment(s) are identified, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E.
2. Adopt the preferred alignment so that the right-of-way and pathway can be developed as part of future redevelopment in the area.

Recommended Long Term Actions:

1. Preserve potential pathway corridors by identifying specific alignments and design treatments that can be required as part of future development.
2. Pursue major grants to help in land and easement acquisition, and in the development of pathway segments.

Involved Agencies:

City of Petaluma
County of Sonoma
SMART
NWPRA
Corps of Engineers
U.S. Coast Guard
U.S. Fish & Game
Caltrans

SEGMENT 25 (North Petaluma Project)

Location: Madison Street-Corona Rd.
Jurisdiction(s): City of Petaluma
Length: 2.15 miles
Description:

This project would connect Central Petaluma with the north and western portions of the City, plus provide connections to communities to the north including Cotati and Rohnert

Park. The Petaluma River Access and Enhancement Plan identifies a creekside trail roughly parallel to the SMART corridor that may serve as an alternative route.

Possible Short Term Improvements:

1. From the intersection of Madison and Copeland, there are a variety of options for a pathway continuing to the north to Payran Street. These options are discussed below.

Option A (P&SR Option)

1. Cross Petaluma River either on the re-constructed existing railroad bridge (assuming no future rail service into this area), or construct a parallel new bridge.
2. Continue through or around the south side of the Hunt & Behrens facility, and from that point on the west side of NWP R/W to the point where the spur (the old Petaluma & Santa Rosa Railroad line) rejoins the SMART corridor. Continue on the west side of the NWP R/W to Payran Street. Due to a siding, an easement would need to be purchased.

Option B (SMART Option)

1. From Madison/Copeland, provide either an on-street connection on Madison to the NWP R/W.
2. Cross the tracks to the east side, and follow the NWP R/W to the Petaluma River where a new bridge would be constructed on the same site as the existing trestle. Continue on the east side to Payran Street.

Payran Street – Petaluma River Bridge

3. From Payran Street, the pathway could continue on either the west or east side of the R/W. The west side offers 85 feet of width and a graded alignment (the old P&SR R/W) and appears to be preferred. The east side offers 30 feet and may require the purchase of some easements.
4. If the pathway is on the west side (old P&SR R/W) or east side, it will need to cross the Petaluma River on a new bridge. At this point, the SMART bike path would connect to the River Trail system.

Option C (River Trail Option)

1. The Petaluma River Access and Enhancement Plan provides a future alignment roughly parallel to the SMART corridor, although serving a more recreational than transportation function. The Plan shows a bike/pedestrian trail crossing the Petaluma River at the end of Copeland Street on a new bridge, continuing up the

south bank of the River to Lakeville Street, Lakeville for a block, and then north across the NWP tracks into a future Park. This proposed alignment appears to have many functional problems ranging from roadway and track crossings to on- and off-street bikeway transitions. At least this portion of the River Trail may utilize Option B described above at least to cross the River.

2. From the proposed park location adjacent to the SMART corridor, the River Trail continues along the west and then the east bank of the River. The Trail provides a good connection to Lynch Creek, Washington Creek, Capri Creek, and other existing and potential trails. The trail also faces numerous challenges including new bridges and residences directly abutting the trail.
3. The River Trail crosses under the NWP tracks and would connect to the SMART bike path. If the River Trail was determined to be a viable alternative to the SMART path, the SMART path would terminate at this point and users directed onto the River Trail to reach Petaluma.

Petaluma River – Corona Road

All options would need to continue to Corona Road to provide a functional segment within Petaluma.

1. The preferred pathway alignment on the west side of the NWP R/W would cross the Petaluma River west of the current NWP bridge, and continue northward within the 30 feet of R/W to South Point Road. North of the U.S. 101 under crossing to McDowell, the R/W is narrow (60 feet) constrained by residential, industrial, and office uses. While this means that the pathway would probably be well used, it also means there is little opportunity to move the pathway away from the tracks.
2. The pathway would continue on the west side within the 30 feet of available R/W to Corona Road. The McDowell Blvd. Crossing is at an extreme oblique angle and represents a significant feasibility and safety challenge. North of McDowell, there appears to be opportunities to acquire an easement to increase the separation between the tracks and pathway.

Recommended Short Term Actions:

1. Conduct feasibility study on recommended alternatives to the SMART corridor, integrating recommendations from existing City plans. Once a preferred pathway alignment(s) are identified, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E.
2. Adopt the preferred alignment so that the right-of-way and pathway can be developed as part of future redevelopment in the area.

Recommended Long Term Actions:

1. Pursue major grants to help in land and easement acquisition, and in the development of pathway segments.

Involved Agencies:

City of Petaluma
SMART
NWPRA
Corps of Engineers
U.S. Fish & Game

SEGMENTS 26A,26B (Penngrove Project)

Location: Corona Road-East Railroad Avenue
Jurisdiction(s): City of Petaluma, County of Sonoma
Length: 3.55 miles
Description:

This project would connect southern and central Sonoma County, including the communities of Petaluma, Penngrove, Cotati, and Rohnert Park. Most of this route is in a rural setting. Numerous large employers in North Petaluma means that this pathway would be well used as both a recreational and commute route.

Possible Short Term Improvements:

1. Construct a pathway on the west side of the NWP R/W between Corona Road and Ely Blvd., crossing over to the east side from there to East Railroad Avenue.
2. Construct four new bike path bridges.
3. Numerous rural unprotected road crossings on this alignment pose a safety challenge for pathway crossings.
4. The R/W is constrained through Penngrove by buildings south of Main Street.
5. There may be significant environmental resources where the pathway is proposed.
6. The pathway alignment on the west side between Corona Road and Ely Avenue provides better service to local users, but crosses three spur tracks, which will require CPUC approval. If this approval is not granted, this segment may have to be changed to the east side.

Recommended Short Term Actions:

1. Conduct feasibility study on the preferred pathway alignment, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E.

2. Adopt the preferred alignment so that the right-of-way and pathway can be developed as part of future redevelopment in the area.

Recommended Long Term Actions:

1. Pursue major grants to help in land and easement acquisition, and in the development of pathway segments.

Involved Agencies:

County of Sonoma
City of Petaluma
SMART
NWPRA
U.S. Fish & Game
California Public Utilities Commission

SEGMENTS 26B,26C,26D (Cotati-Rohnert Park Project)

Location: East Railroad Avenue – Golf Course Drive
Jurisdiction(s): City of Cotati, City of Rohnert Park, County of Sonoma
Length: 3.8 miles
Description:

This project would serve as a major bicycle and pedestrian spine for both Rohnert Park and Cotati, connecting numerous existing trails and bikeways along with major and minor destinations. This project could be constructed as a stand alone functional project prior to connections to Santa Rosa or Petaluma.

Possible Short Term Improvements:

1. From East Railroad Avenue, construct a pathway on the east side of the NWP R/W, acquiring an easement on the adjacent Agilent property for a short segment to increase separation between tracks and the pathway. There are a few very large and relatively undeveloped parcels on the east side of the R/W that may facilitate purchase of an easement.
2. Access to the pathway from residential areas on the west side of the tracks will need to be addressed to minimize trespassing on the tracks.
3. The pathway will be adjacent to Manor Drive, a local residential street. Access to this street and placement of the pathway on the NWP or street side of the existing sound wall will need to be determined.
4. The R/W is constrained through a small residential area near Windmill Farms Drive.
5. Pathway access to the Cotati Rail Station will need to be across-platform or via the Cotati Avenue railroad crossing.

6. The pathway crossing of Cotati Avenue may require signalization.
7. The pathway may be located on an adjacent Flood Control easement north of Cotati Avenue. This would allow for a safer and more enjoyable alignment for users. If this is feasible, the pathway will be off the NWP R/W for approximately 2,000 feet.
8. Pathway users may be routed to the existing Southwest Circle/Seedfarm Drive signalized intersection.
9. Continue on east side within Flood Control easement to Copeland Creek. Rohnert Park has developed pathways on both sides of this creek, and both paths have existing legal grade crossings of the NWP tracks about 100 feet apart. A new pathway bridge should be constructed on the east side across Copeland Creek, the two railroad crossings consolidated into one crossing once SMART operations begin, and the SMART path cross to the west side of the NWP R/W on the north side of Copeland Creek.
10. Construct a pathway between Seedfarm Drive and the NWP tracks, and then utilize an existing utility easement between Seedfarm and Rohnert Park Expressway. The path will cross back to the east side of the NWP R/W at Rohnert Park Expressway.
11. The Rohnert Park Expressway Crossing will need to be either signalized or grade separated.
12. The pathway will continue on the east side of the NWP R/W between Rohnert Park expressway and Golf Course Drive. It appears as if an easement of between 10 and 20 feet could be obtained from the golf course to expand the separation between path and tracks without impacting current golf operations. Adequate fencing and screening may be required. Access to a large employment area west of the tracks in this area will need to be addressed.
13. North of the Golf Course, existing industrial uses constrain the R/W. Obtaining an easement through this area would be difficult.

Recommended Short Term Actions:

1. Conduct feasibility study on the preferred pathway alignment, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E.
2. Adopt the preferred alignment so that the right-of-way and pathway can be developed as part of future redevelopment in the area.

Recommended Long Term Actions:

1. Pursue major grants to help in land and easement acquisition, and in the development of pathway segments.

Involved Agencies:

City of Cotati
City of Rohnert Park

County of Sonoma
SMART
NWPR
U.S. Fish & Game
Flood Control District
Utility Company(ies)
Golf Course Owner and Operator

SEGMENT 26E (Rohnert Park-Santa Rosa Project)

Location: Golf Course Drive – Bellevue Avenue
Jurisdiction(s): City of Rohnert Park, Sonoma County, City of Santa Rosa
Length: 2.7 miles
Description:

This project would serve as a major bicycle and pedestrian connector between Rohnert Park/Cotati and Santa Rosa. Currently the only alternatives are high traffic and high-speed roads such as Petaluma Hill Road and Stony Point Road. Most of this segment is in a rural but developing area.

Possible Short Term Improvements:

1. From Golf Course Drive, the pathway is proposed to continue on the east side of the NWP R/W within the 30 available feet of width or on easements as feasible to acquire.
2. Pathway users will be routed to the existing Golf Course/Roberts Lake Road signalized crossing.
3. A large park-and-ride lot may need to be reconfigured near Golf Course Drive.
4. Access to the Rohnert Park station will be across-platform or via the Golf Course Drive railroad crossing.
5. Pathway users will need to be directed to leave the pathway at Wilfred to reach Wal-Mart Plaza.
6. Construct a new bridge over the Wilfred-Bellevue Flood Control Channel.
7. A large car junkyard and other industrial uses on the east side may need to be screened, and may make an easement difficult in some locations.
8. Numerous rural unprotected road crossings on this alignment pose a safety challenge for pathway crossings.

Recommended Short Term Actions:

1. Conduct feasibility study on the preferred pathway alignment, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E.
2. Adopt the preferred alignment so that the right-of-way and pathway can be developed as part of future redevelopment in the area.

Recommended Long Term Actions:

1. Pursue major grants to help in land and easement acquisition, and in the development of pathway segments.

Involved Agencies:

City of Santa Rosa
City of Rohnert Park
County of Sonoma
SMART
NWPR
U.S. Fish & Game
Flood Control District

SEGMENT 26F (South Santa Rosa Project)

Location: Bellevue Avenue – Joe Redoda Trail
Jurisdiction(s): Sonoma County, City of Santa Rosa
Length: 2.1 miles
Description:

This project would serve as a major bicycle and pedestrian connector for South Santa Rosa, and could function as a stand-alone project prior to linking with Rohnert Park. The pathway would connect to the Joe Redoda Trail and other existing and proposed trails in the area.

Possible Short Term Improvements:

1. At Bellevue Avenue the path would cross over to the west side to Hearn Avenue, to avoid an existing spur track. From Hearn, the path is proposed to continue on the east side of the NWP R/W within the 30 available feet of width or on easements as feasible to acquire. The west side of the R/W is not practical because of numerous existing spurs and a future passing track.
2. Between Bellevue and Hearn, about 50% of the adjacent land uses are industrial and the other are open fields. The industrial uses may be difficult to acquire easements from without impacting their parking or operations
3. Between Hearn and Barham, a new passing siding track limits the R/W width, so it is proposed to construct the pathway along Beachwood Drive for a half-mile on an easement.
4. Between Barham and Sebastopol the adjacent properties are largely undeveloped, offering better opportunities to obtain an easement.
5. The pathway is proposed to continue on the east side of the tracks to Santa Rosa Creek.

6. Between Sebastopol Road and the Joe Redoda Trail, there is approximately 30 feet for a pathway, but a future passing track may impact this alignment. This is addressed in the next segment discussion.
7. Numerous rural unprotected road crossings on this alignment such as Hearn and Barham pose a safety challenge for pathway crossings

Recommended Short Term Actions:

1. Conduct feasibility study on the preferred pathway alignment, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E.
2. Adopt the preferred alignment so that the right-of-way and pathway can be developed as part of future redevelopment in the area.

Recommended Long Term Actions:

1. Pursue major grants to help in land and easement acquisition, and in the development of pathway segments.
2. Ensure that the pathway is in an adopted plan so that adequate right-of-way can be reserved as development occurs.

Involved Agencies:

City of Santa Rosa
 County of Sonoma
 SMART
 NWPRA
 U.S. Fish & Game
 Flood Control District

SEGMENT 26F (Joe Redoda Trail Gap Closure)

Location: Joe Redoda Trail – West Third Street
 Jurisdiction(s): Sonoma County, City of Santa Rosa
 Length: .2 miles
 Description:

This project is an important gap closure project for the City of Santa Rosa and Sonoma County, as it would connect the regional Joe Redoda/West County Trails with downtown Santa Rosa and the Prince memorial Greenway. This linkage would allow access to the trail for many Santa Rosa residents without having to drive to the trail. It would also allow commuters to ride or walk to the future Santa Rosa SMART Station.

Possible Short Term Improvements:

There are two options for this project.

Option A

1. Keep the pathway on the east side of the tracks to West Third Street. Possibly obtain CPUC approval to construct a new at-grade crossing of the tracks to connect this pathway with the Joe Redota Trail. Ensure that rail operations including freight train storage will not impact user safety.
2. Construct a new bridge across the Santa Rosa Creek on the east side of the NWP R/W. Extend the pathway to West Third, and provide a ramp to connect to the Prince Memorial Greenway.

Option B

1. Construct the path on the east side of the NWP R/W from Sebastopol Road to the Joe Redota Trail, construct a new pathway crossing to the west side (either at a new crossing or at Sebastopol Road, depending on future feasibility analysis) to connect with the Joe Redota Trail, continue on the west side to Santa Rosa Creek, acquire approximately 15 feet of easement on the west side of the R/W, and construct a new bridge over Santa Rosa Creek. The pathway may be located where the passing track is planned at least until the passing track is extended sometime in the future. On the north side of the creek, the pathway would continue to West Third, with a ramped pathway connecting to the Prince Memorial Greenway.

Recommended Short Term Actions:

1. Conduct feasibility study on the preferred pathway alignment, potential CPUC approvals, planned SMART and NCRA rail operation plans for the passing track, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E.
2. Adopt the preferred alignment so that the right-of-way and pathway can be developed as part of future redevelopment in the area.

Recommended Long Term Actions:

1. Pursue major grants to help in land and easement acquisition, and in the development of pathway segments.
2. Ensure that the pathway is in an adopted plan so that adequate right-of-way can be reserved as development occurs.

Involved Agencies:

City of Santa Rosa

County of Sonoma
SMART
NWPRA
U.S. Fish & Game
Flood Control District

SEGMENTS 26F,27 (Central Santa Rosa Project)

Location: West Third Street – West Seventh Street
Jurisdiction(s): City of Santa Rosa
Length: .7 miles
Description:

The City of Santa Rosa Update to the Bicycle and Pedestrian Master Plan identifies the NWP R/W as a future Class I bikeway. However this appears to be very difficult at least between West Third and West Seventh due to numerous constraints including narrow R/W width (60 feet or less), spur tracks, passing tracks, and buildings. An on-road alternative appears to be the most feasible option for this segment. This project could be developed independent of the other SMART segments.

Possible Short Term Improvements:

1. The proposed path along the NWP R/W will terminate at West Third on either the west or east side. Regardless, a new signalized crossing would be appropriate on West Third to provide adequate access to the path.
2. The Plan shows both Dutton Avenue and Wilson Street has having future bike lanes, and either route could serve as an alternate to the NWP R/W. However, given that many trail users will not wish to ride on a busy city street, a third route could be used for this project. People would be signed on West Third to travel one city block west to Pierson Street, then north to 6th Street, then west a few hundred feet to Madison Street, then north to West 7th Street, at which point they could either go east to rejoin the NWP R/W.
3. While these side streets would offer low traffic and low speed conditions for people, they would involve numerous crossings of streets and numerous offset intersections. Appropriate signing and traffic control devices would need to be included with these routes, especially on West Third and West Seventh.
4. Since many pathway users will wish to connect to Historic Railroad Square and/or downtown Santa Rosa, sufficient signage should be provided. Railroad Square may also serve as a major trailhead for the SMART and Joe Redoda Trails, impacting available parking.

Recommended Short Term Actions:

1. Conduct feasibility study on the preferred bikeway alignment, preliminary engineering, environmental review and public input, final PS&E.
2. Adopt the preferred alignment so that the roadway improvements may be installed as part of future projects in the area.

Recommended Long Term Actions:

N/A

Involved Agencies:

City of Santa Rosa

SEGMENTS 28, 29 (North Santa Rosa Project)

Location: West Seventh Street – Windrose Lane
Jurisdiction(s): Sonoma County, City of Santa Rosa
Length: 3.2 miles
Description:

This project is entirely within the City of Santa Rosa and could be developed as an independent project and provide an important connection between the neighborhoods, schools, and parks in the Northwest part of the City to the downtown area. The project would also tie together the numerous creek trails in these neighborhoods.

Possible Short Term Improvements:

1. This path is proposed to be located on the east side of the NWP R/W, which is generally 80 feet wide in this corridor. Wherever possible, additional easements between 10 and 20 feet wide would allow the path to be separated further from the tracks.
2. Adjacent land uses between West 7th and College are industrial. Easements would require reconfiguration of operational areas.
3. North of College Avenue, the east side is largely undeveloped and offers more opportunities to secure easements, but the west side has numerous large employment centers and potential pathway users. A pathway on the east side of the tracks in the vicinity of Jennings Avenue would have the potential of connecting to the future proposed bike pathway and U.S. 101 over crossing to Santa Rosa Junior College.
4. North of Jennings Avenue, the adjacent uses are predominately residential on both sides of the track. With few easement opportunities.
5. The path crossing of Guerneville Road may be problematic given the high traffic volumes and location of existing signals one block in either direction. It may be

- possible to hold install a signalized pathway crossing that is coordinated with these signals, but a traffic study is needed.
6. North of Guerneville Road, the east side has more right of way with the combined NWP and Coffey Lane lands, and a path on the east side could utilize the existing signal at Coffey and Steele Lane.
 7. North of Steele Lane, new bridges will be needed to cross Paulin Creek, Piner Creek, and Coffey Creek. Most of these creeks have existing or proposed trails (maintenance roads), and connections to the SMART path will require under crossings within the flood zone since at-grade crossings are unlikely.
 8. North of Piner the R/W narrows to 60 feet. The path should be located on the east side again from here north to the City Limits since the Barnes Road right-of-way offers an opportunity to move the path away from the tracks.
 9. At the project end at Windrose, a new grade crossing should be considered since neighborhoods on one side or the other of the R/W will not have access to the path.

Recommended Short Term Actions:

1. Conduct feasibility study on the preferred pathway alignment, potential CPUC approvals, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E.
2. Adopt the preferred alignment so that the right-of-way and pathway can be developed as part of future redevelopment in the area.

Recommended Long Term Actions:

1. Pursue major grants to help in land and easement acquisition, and in the development of pathway segments.
2. Ensure that the pathway is in an adopted plan so that adequate right-of-way can be reserved as development occurs.

Involved Agencies:

City of Santa Rosa
 SMART
 NWPRA
 U.S. Fish & Game
 Flood Control District/Water District

SEGMENTS 30,31 (Santa Rosa to Windsor Project)

Location: Windrose Lane – Shiloh Road
 Jurisdiction(s): Sonoma County, Town of Windsor
 Length: 3.2 miles

Description:

This project would provide a new non-motorized connection between Santa Rosa and Windsor. It is likely that this project would be implemented after (or at the same time) the Windsor and North Santa Rosa segments were completed. This project traverses agricultural, industrial, and large-scale office land uses, including a very large employment base near Airport Boulevard.

Possible Short Term Improvements:

1. The R/W in this segment is a consistent 80 feet, allowing for the pathway to be developed with at least a 15 feet or more setback. As always, additional easements of up to 20 feet would allow for greater separation and a less expensive barrier.
2. The pathway would be located on the east side between Windrose and River Road, and then on the west side from River Road to Shiloh Road due to numerous spur tracks on the east side.
3. Numerous rural unprotected road crossings on this alignment such as River Road, Fulton Road, Airport Blvd., and Shiloh Road pose a safety challenge for pathway crossings. It may make sense to route the pathway to the River Road/Fulton Road intersection rather than create two new crossings.
4. Construct three new path bridges.
5. The community of Fulton may serve as a regional trailhead for the pathway, offering some local economic benefits as well.

Recommended Short Term Actions:

1. Conduct feasibility study on the preferred pathway alignment, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E.
2. Adopt the preferred alignment so that the right-of-way and pathway can be developed as part of future redevelopment in the area.

Recommended Long Term Actions:

1. Pursue major grants to help in land and easement acquisition, and in the development of pathway segments.
2. Ensure that the pathway is in an adopted plan so that adequate right-of-way can be reserved as development occurs.

Involved Agencies:

County of Sonoma
Town of Windsor
SMART
NWPRRA

U.S. Fish & Game
Flood Control District/Water District

SEGMENTS 32,33 (Windsor Project)

Location: Shiloh Road – Starr Road
Jurisdiction(s): Town of Windsor
Length: 2.7 miles
Description:

This project would provide a new bicycle and pedestrian spine for the City of Windsor, connecting existing trails and bikeways and linking activity areas including parks, schools, employment areas, and community facilities. This project could be developed independently of other SMART segments.

Possible Short Term Improvements:

1. The R/W in this segment is a consistent 80 feet, allowing for the pathway to be developed with at least a 15 feet or more setback. As always, additional easements of up to 20 feet would allow for greater separation and a less expensive barrier. Most development next to the NWP R/W in Windsor is lower density residential or industrial, increasing the chances to obtain easements.
2. The pathway would be located on the west side between Shiloh Road and Windsor River Road/Windsor Road, and from that point move to the east side to Starr Road. Portions of the path north of Wilson Lane may be located off the NWP R/W on existing or planned Windsor City paths.
3. The Windsor River/Windsor intersection is an unusual design in that the tracks bisect the three-way intersection. Pathway users would be directed to the existing crosswalks.
4. Construct three new path bridges.

Recommended Short Term Actions:

1. Conduct feasibility study on the preferred pathway alignment, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E.
2. Adopt the preferred alignment so that the right-of-way and pathway can be developed as part of future redevelopment in the area.

Recommended Long Term Actions:

1. Pursue major grants to help in land and easement acquisition, and in the development of pathway segments.
2. Ensure that the pathway is in an adopted plan so that adequate right-of-way can be reserved as development occurs.

Involved Agencies:

Town of Windsor
SMART
NWPRA
U.S. Fish & Game
Flood Control District/Water District

SEGMENTS 34,35,36,37 (Windsor to Healdsburg Project)

Location: Starr Road – Front Street
Jurisdiction(s): Sonoma County, Town of Windsor, City of Healdsburg
Length: 3.8 miles
Description:

This project would provide a new non-motorized connection between Windsor and Healdsburg. It is likely that this project would be implemented after (or at the same time) the Windsor and Healdsburg (Foss Creek) segments were completed. This project traverses vineyards, large car storage areas, and large industrial complexes north of U.S. 101.

Possible Short Term Improvements:

1. The R/W in this segment varies between 60 and 80 feet, allowing for the pathway to be developed with at least a 15 feet or more setback. As always, additional easements of up to 20 feet would allow for greater separation and a less expensive barrier.
2. The pathway would be located on the east side between Starr Road and Limerick Lane.
3. The tracks cross Old Redwood Highway on a bridge. If feasible, an adjacent path bridge would be preferable to an unprotected grade crossing at this location. If the railroad fill can be used somewhat, the cost of the crossing may be reasonable. Otherwise, consider installing a signal at the Old Redwood Highway/Eastside Road intersection.
4. The pathway will cross over the tracks at Limerick Lane and continue on the west side of the 80 foot wide R/W under U.S. 101, and then onward to Grant Avenue. The east side has a long passing track and no room for a pathway. A new freight siding track is planned north of the U.S. 101 over crossing and may require acquisition of additional property to provide sufficient width for the pathway between there and Grant Avenue.
5. At Grant Avenue, leave the NWP R/W and utilize Healdsburg Avenue across the Russian River, turning right at Front Street and returning the NWP R/W. Adequate signing, shoulders, and other improvements should be provided for the

on-road segments. See long-term actions item #3 for a possible alternative alignment in this area.

Recommended Short Term Actions:

1. Conduct feasibility study on the preferred pathway alignment, obtain funding, pursue easement acquisition (title search, appraisal, negotiations, acquisition), preliminary engineering, environmental review and public input, final PS&E.
2. Adopt the preferred alignment so that the right-of-way and pathway can be developed as part of future redevelopment in the area.

Recommended Long Term Actions:

1. Pursue major grants to help in land and easement acquisition, and in the development of pathway segments.
2. Ensure that the pathway is in an adopted plan so that adequate right-of-way can be reserved as development occurs.
3. If the Russian River Bridge is ever re-constructed, explore the feasibility of including a cantilevered bike path as part of this project.

Involved Agencies:

County of Sonoma
Town of Windsor
City of Healdsburg
SMART
NWPR
U.S. Fish & Game
Flood Control District/Water District

SEGMENTS 38-42 (Foss Creek Trail)

Location: Front Street – Grove/Chiquita
Jurisdiction(s): Sonoma County, City of Healdsburg
Length: 1.9 miles
Description:

This project parallels both the NWP R/W and Foss Creek in Healdsburg. Project planning and design are already underway by the City of Healdsburg. The path is proposed to be on the east side between Front Street and Healdsburg Avenue, on the west side from Healdsburg Avenue to Dry Creek Road, and back on the east side From Dry Creek to Chiquita Road. The NWP R/W ranges from 100 to 250 feet wide in Healdsburg, so the traditional setback issues are less important here. However, since Foss Creek shares much of the R/W and has scoured the railroad bank in some places, the

pathway may need to be constructed as part of a collaborative stream bank rehabilitation project.

Involved Agencies:

County of Sonoma
City of Healdsburg
SMART
NWPRA
U.S. Fish & Game
Flood Control District/Water District

SEGMENTS 42-54 (Healdsburg-Cloverdale)

Location: Grove/Chiquita – Cloverdale Station
Jurisdiction(s): Sonoma County, City of Healdsburg
Length: 14.4 miles
Description:

This project would serve primarily a recreational function, offering access and vistas to the surrounding vineyards, hills, and river valley. The NWP R/W is roughly split 50-50 between 60 and 80 feet in width. The adjacent land uses are predominately agriculture (vineyards), with some limited industrial (mostly wineries) uses. The R/W is generally flat although there is a few cut and fill sections.

For the most part, frontage and rural roads that are adequate for many recreational bicyclists parallel the NWP R/W. These roads include Geyserville Avenue and Asti Road.

It would be possible to locate a path within the NWP R/W for most of its distance. From Grove Street to Lytton Springs Road, however, the path would need to be located along Healdsburg Avenue since the tracks are in a steep cut. From Alexander Valley north, the path could be on the public R/W next to Healdsburg Avenue. At Lytton Springs Road, the path would return to the NWP R/W and be on the east side to Highway 128, and from that point on the west side to Washington School Road. From this point to Cloverdale Station the path would be on the east side. Over 15 pathway bridges would be needed in this segment if the pathway were in the NWP R/W.

Involved Agencies:

County of Sonoma
City of Healdsburg
City of Cloverdale
SMART
NWPRA

U.S. Fish & Game
Flood Control District/Water District