



# SMART PATHWAY

## APRIL 3, 2019

# THE VISION



**What we're building**



# THE STARTING POINT



# THE COMPLETED PRODUCT



**SMART Pathway – 2016 Rohnert Park**

# SMART PATHWAY BACKGROUND

## BICYCLE PEDESTRIAN ADVISORY GROUP

- 2003 SMART Bicycle-Ped. Advisory Group Formed
  - Met February to August 2003 with 10 two-hour work sessions
  - Mission to determine feasibility of building pathway within rail right-of-way and, where not feasible, to propose alternatives
  - Examined the SMART Corridor and determined the alignment of a bicycle/pedestrian pathway within or to the rail alignment

# BICYCLE PEDESTRIAN ADVISORY GROUP

## MEMBERS 2003

**The BPAG was composed of key stakeholders** in both the bicycle advocacy community and local government:

- Debbie Hubsmith (Marin County Bicycle Coalition)
- Patrick Seidler (Transportation Alternatives for Marin)
- Ted White (Sonoma County Bicycle Coalition)
- Bruce Eisert (Santa Rosa Bicycle and Pedestrian Advisory Committee)
- Patricia Tuttle Brown (Petaluma Bicycle & Pedestrian Advisory Committee)
- Julian Carroll (Caltrans -Transportation Planning Branch B)
- Steve Kinsey (Marin County Board of Supervisors)
- Jake Mackenzie (Rohnert Park City Council)
- Laura Thompson (San Francisco Bay Trail/ABAG)
- Steve Schmitz (Sonoma County Transit)
- Berenice Davidson (DPW County of Marin)
- Michael J. Jones (Alta Planning and Design)
- Matt Stevens (The Results Group)
- John Darling (Northwestern Pacific Railway Co.)

# BICYCLE PEDESTRIAN ADVISORY GROUP RECOMMENDATIONS 2003

In August 2003, the BPAG produced a statement describing their recommendations:

***“The BPAG understands that the bicycle/pedestrian pathway will be constructed in phases over time and that for the initial SMART Project, alternative routes must be considered for some segments where a Class I pathway may not be feasible to construct within the existing ROW due to environmental, cost or safety constraints.”***

The BPAG also stated (in the same document) that:

***“The Recommended Bicycle/Pedestrian Pathway will be constructed in many phases over many years, with both short-term and long-term alternatives implemented as funds become available.”***

# BICYCLE PEDESTRIAN ADVISORY GROUP RECOMMENDATIONS 2003

The **BPAG** recommendations were divided into two phases:

**Phase 1:** *“Phase 1 represents proposals that **fall within the current EIR/EIS** scope of work and can, therefore, be fully analyzed in this phase of the project.”*

**Phase 2:** *“Phase 2 includes **future long-term alternatives** by segment that are preferred by the BPAG.....Phase 2 generally reflects the pathway routing preferred by the BPAG, but because of the cost, environmental impact and/or technical complexity of these segments, they are considered to be beyond the current SMART EIR/EIS scope of work.”*



# BICYCLE PEDESTRIAN ADVISORY GROUP RECOMMENDATIONS 2003

From the **BPAG Findings and Recommendations:**

**Finding 5:** Due to physical and environmental constraints and existing facilities opportunities, **some of the proposed Class I pathway will need to be located off the NWP ROW**, at least in the short-term. Where this occurs, we recommend that the SMART Board collaborate with local agencies to ensure the development of a consistent and uninterrupted north-south pathway.

**Recommendation 2:** Those segments of the Class I pathway that can be built within or adjacent to the NWP ROW in collaboration with local agencies, and **directly serve proposed rail stations**, are the highest priority and should be constructed as part of the SMART rail system.

## **STATUS:**

**Finding 5:** **Followed guidance, with improvements made.** Several segments of Class 2 pathway are already under construction as Class 1 with San Rafael's Francisco to Andersen project a successful collaboration between SMART and a local agency to advance.

**Recommendation 2:** **Followed recommendation.** Before start of rail service, SMART partnered with City of Santa Rosa to advance the 8<sup>th</sup> to College section and with Caltrans/Transportation Authority of Marin to advance Lincoln Hill pathway and with others on critical segments.

# SMART PATHWAY BACKGROUND

## BPAG CEQA RECOMMENDATIONS 2003

- BPAG unanimously recommended 21 of 64 segments considered potential “Future” segments (Phase 2) due to cost, technical complexity or right-of-way issues
- September 2003 - SMART Board directed staff to follow BPAG direction and include only Phase 1 pathway segments in the 2006 EIR as part of the proposed project
- 2006 EIR cleared a pathway project that consisted of approximately 47 miles of new Class I pathway to be built in the rail right-of-way.
- EIR included segments of the pathway that are existing and segments that are constructed by entities other than SMART (e.g., City of Santa Rosa and Town of Windsor).

# 2006 EIR CLEARED THESE SEGMENTS TO BE BUILT BY SMART AND OTHERS

SMART CEQA PATHWAY SEGMENTS								
Pathway Segments by Location	Pathway Segments By Milepost		Segment Length	Pathway Class				Implementation
	From	To	Miles	Total Corridor Class 1	Total Corridor Class 2	Proposed Class 1	Proposed Class 2	Lead Agency
Sir Francis Drake Blvd – Anderson Drive	14.8	16	1.2	1.2				Marin County
Anderson Drive – Laurel Place	16	17.2	1.2		1.2		1.2	SMART
Laurel Place – Along Hwy 101	17.2	17.5	0.3	0.3				Caltrans/Marin County
Along Hwy 101 – Lincoln Ave Fwy On/Off Ramp	17.5	18.2	0.7	0.7				Caltrans/Marin County
Lincoln Ave Fwy On/Off Ramp – North San Pedro Rd	18.2	18.7	0.5		0.5		0.5	SMART
North San Pedro Rd – Civic Center Station	18.7	19.6	0.9	0.9		0.9		SMART
Civic Center Station – McInnis Pkwy	19.6	20.4	0.8	0.8				Existing pathway
McInnis Pkwy – San Rafael Airport	20.4	20.8	0.4	0.4		0.4		SMART
San Rafael Airport – Silveira Ranch	20.8	21.3	0.5	0.5		0.5		SMART
Silveira Ranch – Bolling Circle Neighborhood	21.3	23.2	1.9	1.9		1.9		SMART
Bolling Circle Neighborhood – State Access Rd Ped Xing	23.2	23.9	0.7	0.7		0.7		SMART
State Access Rd Ped Xing – Hamilton Pkwy	23.9	24.2	0.3		0.3		0.3	SMART
Hamilton Pkwy – Hamilton Marketplace	24.2	24.4	0.2		0.2		0.2	SMART
Hamilton Marketplace – Roblar Drive	24.4	24.5	0.1	0.1		0.1		SMART
Roblar Drive – Ignacio Ped Xing	24.5	25.5	1		1		1	SMART
Ignacio Ped Xing – Hannah Ranch Rd	25.5	25.8	0.3	0.3				Existing pathway
Hannah Ranch Rd – Tracks Near Hill	25.8	26	0.2		0.2		0.2	SMART
Tracks Near Hill – Rowland Blvd/Vintage Way Intersection	26	26.8	0.8	0.8		0.8		SMART
Rowland Blvd/Vintage Way Intersection – Novato Crk North Levee	26.8	27	0.2	0.2		0.2		SMART
Novato Crk North Levee – Novato Community Hospital	27	27.3	0.3	0.3				Existing pathway
Novato Community Hospital – Rush Creek Place	27.3	28.5	1.2	1.2		1.2		SMART
Rush Creek Place – Petaluma Blvd South	28.5	36.8	8.3		8.3			Caltrans Narrows Project
Petaluma Blvd South – Madison St	36.8	38.8	2		2		2	SMART
Madison St – North of East Railroad Ave	38.8	44.9	6.1	6.1		6.1		SMART
North of East Railroad Ave – Maple St	44.9	45.6	0.7	0.7		0.7		SMART
Maple St – North of Cotati Ave	45.6	46.3	0.7	0.7		0.7		SMART
North of Cotati Ave – Rohnert Park Expy	46.3	47.4	1.1	1.1		1.1		SMART
Rohnert Pak Expy – North of Hearn Ave	47.4	52.3	4.9	4.9		4.9		SMART
North of Hearn Ave – West Barham Ave	52.3	53	0.7	0.7		0.7		SMART
West Barham Ave – Joe Rodota Trail	53	53.5	0.5	0.5		0.5		SMART
Joe Rodota Trail – Prince Memorial Greenway	53.5	53.6	0.1	0.1				SMART
Prince Memorial Greenway – North End of Santa Rosa Downtown Platform	53.6	53.8	0.2	0.2				City of Santa Rosa
North End of Santa Rosa Downtown Platform – 7th St	53.8	53.9	0.1		0.1		0.1	SMART
7th St – Mitchell Lane	53.9	61.7	7.8	7.8		7.8		SMART
Mitchell Lane – SMART Windsor Lot	61.7	62.8	1.1	1.1				Town of Windsor
SMART Windsor Lot – North of Hwy101 Undercrossing	62.8	66.7	3.9	3.9		3.9		SMART
North of Hwy101 Undercrossing – Grant Ave	66.7	66.9	0.2	0.2		0.2		SMART
Grant Ave – Front St	66.9	67.7	0.8		0.8		0.8	SMART
Front St – Grove St	67.7	70.2	2.5	2.5				City of Healdsburg
Grove St – Alexander Valley Rd	70.2	71.3	1.1		1.1			City of Healdsburg
Alexander Valley Rd – Lytton Springs Rd	71.3	71.9	0.6	0.6		0.6		SMART
Lytton Springs Rd – SMART Cloverdale Station	71.9	84.8	12.9	12.9		12.9		SMART
<b>Totals</b>			<b>70</b>	<b>54.3</b>	<b>15.7</b>	<b>46.8</b>	<b>6.3</b>	

*NOTE: Segment Lengths not equal.*

# SMART PATHWAY BACKGROUND

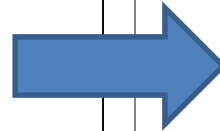
- 2008 Measure Q Ballot Measure & Ordinance say:
  - Shall SMART be authorized to provide “a bicycle/pedestrian **pathway linking the stations**”
  - “SMART will provide passenger rail service and **a bicycle/pedestrian pathway to 14 rail stations** in Sonoma and Marin Counties.”
  - “SMART requires this measure **in order to provide matching revenues to existing state and federal transportation grants**, to bond for the construction of the project, and to provide funding for the on-going operation and maintenance of the project.”



# RECESSION LED TO FUNDING SHORTFALL & FURTHER PHASING BY SMART BOARD

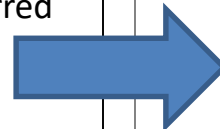
## April 2011 SMART Board Direction

- Initial Operating Segment (IOS) for Rail targeted for Downtown San Rafael to Downtown Santa Rosa:
  - 7 stations
  - 35-miles of Rail
- All pathway outside of IOS of rail deferred
  - Only 25.2 miles of MUP to be constructed
  - 1/3<sup>rd</sup> of this Pathway was further deferred
  - Therefore, 16.8 miles of Class 1 & 2 CEQA-cleared SMART Pathway remain



## What We Accomplished

- 10 stations
- 43-miles of rail
- Additionally
  - 3 more stations (Larkspur, Windsor, Downtown Novato)
  - 5 more miles of rail
- 18.2-miles of SMART Pathway corridor built by SMART and local partners
- Additional 14.5-miles of SMART Pathway are funded and soon to be constructed



# SMART PATHWAY STRATEGY

## - HOW TO GET MORE \$\$

- In order to be eligible for Federal funding, we begin Federal environmental clearance (NEPA) for portion of SMART Pathway with Caltrans as Lead Agency
  - Civic Center Drive to Guerneville Road/SMART Civic Center Station to SMART Santa Rosa North Station – NEPA Limits per Caltrans
  - 2012 Start - 2016 NEPA Categorical Exclusion completed
  - Strategy has paid off, most notably the recent \$12.6 million in Active Transportation Program funding for Petaluma to Penngrove and Rohnert Park to Santa Rosa Gap Closures

# GRANTS SECURED BY SMART

Path Segment	Fund Program	Amount	Fed/State/Local	Scope of
<i>North San Pedro to Merrydale</i>	EEMP	\$ 350,000	State	PSE/CON
<i>McInnis to Smith Ranch</i>	Bay Trail	\$ 130,000	Regional/State	PSE
<i>Payran to Southpoint</i>	Open Space District	\$ 400,000	Local	CON
<i>Payran to Southpoint</i>	Active Transportation Program	\$ 1,461,000	State/Federal	CON
<i>Payran to Southpoint</i>	One Bay Area Grant - SCTA	\$ 400,000	SCTA/Federal	CON
<i>East Cotati to Southwest</i>	OBAG/TAP	\$ 1,043,000	SCTA/Federal	CON
<i>Southwest to Golf Course</i>	TE	\$ 3,000,000	SCTA/Federal	CON
<i>Southwest to Golf Course</i>	EEMP	\$ 160,000	State	CON
<i>Bellevue to Hearn</i>	EEMP	\$ 350,000	State	PSE/CON
<i>Bellevue to Hearn</i>	Open Space District	\$ 282,760	Local	CON
<i>College to Guerneville</i>	MTC Safe Routes to Transit (RM2 Bridge Tolls)	\$ 750,000	Regional	CON
<i>Sonoma County Pathway</i>	SCTA Measure M	\$ 1,000,000	SCTA/Local	NEPA/PSE
<i>Sonoma County Pathway</i>	Rohnert Park Regional Traffic Impact Fee	\$ 1,000,000	SCTA/Local-Pending	CON
<i>Petaluma to Penngrove/Rohnert Park to Santa Rosa</i>	Active Transportation Program - Regional Share	\$ 12,574,000	Regional/State/Federal	CON
Total Grants:		\$ 22,900,760		
Federal Decisions:	0	0%		
State Decisions:	\$ 2,321,000	10%		
Regional-Local Decisions:	\$ 20,579,760	90%		

# GRANTS SECURED BY SMART -EXAMPLE

## 2019 Active Transportation Program

- Criteria – one State Disadvantaged Community SMART District
  - » “Creative approach” to maximizing benefit of that census tract
- State round had 554 projects requesting \$2.2B - \$238M awarded
  - » State round gave 5% of funds to Bay Area (\$12M)
- MTC round had 72 projects requesting \$339M - \$37M awarded
  - » SMART received \$12.6M from MTC for Pathway
    - Petaluma to Penngrove & Rohnert Park to Santa Rosa
    - Scored 92 – 2<sup>nd</sup> highest in region
    - If not funded by ATP, no other Marin-Sonoma project would have received money from this round of programming



# GRANTS SECURED BY SMART

## Recommended Cycle 4 Regional ATP Program of Projects (Alphabetical Order)

			Requested Amount (\$1,000s)	
County	Sponsor	Project		Project Description
Alameda	ACPW	Active and Safe Oakland	999	Active & Safe Oakland will bring Safe Routes to School and Safety Patrol programming to 18 disadvantaged elementary schools that have not adopted and maintained such programs.
Alameda	ACTC	Alameda County School Travel Opportunities Program	3,761	Comprehensive school transportation alternatives program targeting disadvantaged and high-collision communities to encourage active transportation in Alameda County K-12 schools.
Alameda	Albany	Ohlone Greenway Trail Safety Improvements	410	Project includes installing 3 bulb outs, new signal equipment, leading pedestrian interval, pedestrian countdown heads, APS pedestrian push buttons and high visibility crosswalks.
San Francisco	SFMTA	6th Street Pedestrian Safety Project	6,000	Install pedestrian safety improvements, including wider sidewalks, new traffic signals, corner bulbouts, street lighting, and traffic lane reallocation, on a high-injury corridor.
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements	12,926*	Construct Class IV protected bike lane, sidewalk, curb-extension, enhanced crosswalks, pedestrian-scale lighting, transit boarding improvements; reconfigure complex intersections.
Alameda	SMART	SMART Pathway Project - East Petaluma to Penngrove Segment	5,910	Construct a Class 1 non-motorized pathway within the publicly owned SMART railroad right-of-way between Penngrove and Petaluma.
		SMART Pathway Project - Rohnert Park to Southwest Santa Rosa Segment	6,664	Construct a Class 1 non-motorized pathway within the publicly owned SMART railroad right-of-way between Rohnert Park and Southwest Santa Rosa.
Total			\$36,670	

\* San Jose requested \$16,538; however, \$12,926 is available for funding. San Jose has committed to delivering the project benefits using other funds, and may receive contingency funds if available.

## Staff Recommendations for MTC Cycle 4 Regional ATP – Contingency List

MTC Score	County	Sponsor	Project	Requested Amount (\$1,000s)
91.0	Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements	\$3,612*
90.0	Alameda	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART (PS&E)	\$10,400
90.0	Alameda	Berkeley	Milvia Street Bikeway Project	\$3,351

# PATH(WAY) FORWARD

- SMART **remains committed to the original vision** of Measure Q including the full implementation of the Bicycle/Pedestrian Pathway as articulated in SMART's CEQA document.
- SMART has **demonstrated flexibility and adaptability** by partnering, through the pursuance of outside funding and by leveraging Measure Q funds to accomplish this vision.
- SMART encourages all of our stakeholder partners **to continue working with SMART** to achieve our goal of building the best "Rail with Trail" possible.





# GUERNEVILLE ROAD- COLLEGE AVENUE

## SANTA ROSA







## 8<sup>TH</sup> - 6<sup>TH</sup> STREET SANTA ROSA





# HEARN AVENUE- BELLEVUE AVENUE

## SOUTHWEST SANTA ROSA







# GOLF COURSE DRIVE- ROHNERT PARK EXPRESSWAY

## ROHNERT PARK





# LOOKING NORTH AT GOLF COURSE ROHNERT PARK



# LOOKING SOUTH TOWARD ROHNERT PARK EXPRESSWAY





# ROHNERT PARK EXWY- EAST COTATI AVENUE

## ROHNERT PARK





# BICYCLE/PEDESTRIAN BRIDGE COPELAND CREEK IN ROHNERT PARK



# HINEBAUGH CREEK BRIDGE READY FOR CONCRETE IN ROHNERT PARK





# LOOKING NORTH AT COTATI STATION





# CONNECTOR AT SONOMA MOUNTAIN VILLAGE IN ROHNERT PARK/COTATI





# NOVATO: LOOKING SOUTH AT RUSH CREEK





# NOVATO: LOOKING NORTH UNDER ATHERTON AVE





# NOVATO: LOOKING SOUTH AT ATHERTON





# NOVATO: LOOKING SOUTH TO FRANKLIN





# SAN RAFAEL: LOOKING NORTH ALONG LOS RANCHITOS





# SAN RAFAEL: LOOKING NORTH FROM LAS GALLINAS PED





# SAN RAFAEL: NEW BRIDGE





# AT MERRYDALE / CIVIC CENTER STATION SAN RAFAEL

