ATTACHMENT 1

active santa rosa

City of Santa Rosa Active Transportation Plan

Prepared by Alta Planning + Design for the City of Santa Rosa

Final April 2025

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Acknowledgments

CITY OF SANTA ROSA

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- Rob Sprinkle, Deputy Director of Transportation and Public Works
- Torina Wilson, Transportation Planner
- Mike VanMidde, Associate Traffic Engineer
- Alexander Oceguera, Active Transportation Planner
- Yuri Koslen, Transit Planner
- Jaime Smedes, Communications Coordinator

With special thanks to the City's Fire, Water, Police, Streets, Parks, Planning and Economic Development, and Parking Divisions and Departments.

SANTA ROSA CITY COUNCIL

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- Planning Commission
- Climate Action Subcommittee
- Community Advisory Board
- Waterways Advisory Committee

PARTNER ORGANIZATIONS

- Sonoma County Bicycle Coalition
- Bikeable Santa Rosa
- Sonoma County Transportation Authority

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City of Santa Rosa

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01
About the Plan

What Is *Active Santa Rosa*?

Active Santa Rosa serves as the city's Active Transportation Plan and equips it with a practical vision for a safe, connected, and comfortable active transportation network to serve our community members. The Plan also offers strategies and recommendations to achieve this vision. Throughout the process of creating this Plan, we worked in partnership with community members, community groups, City departments, and other interested parties to develop implementable solutions that best meet the needs of every Santa Rosa community member or visitor.

What's in the Plan

We've designed this Plan to provide a roadmap to improving conditions for people walking, biking, and rolling. The Plan contains the following elements:

Chapter 1: About the Plan defines the scope of *Active Santa Rosa*. This chapter captures the goals for the future of our transportation system and lays out specific actions for the City to advance its transportation vision.

Chapter 2: Santa Rosa Today provides an overview of the present-day context of the city, including transit, equity, walking/rolling, economic conditions, and environmental burdens.

Chapter 3: Community Engagement chronicles the extensive community engagement efforts and strategies used and summarizes what we heard from community members during outreach events.

Chapter 4: Recommendations offers the proposed infrastructure recommendations and complementary policy and programmatic recommendations to improve walking, biking, and rolling in the city.

Chapter 5: Implementation and Funding outlines how we can get started. The chapter identifies planning-level costs for recommended improvements and strategies on how they could be implemented. This chapter also considers ongoing maintenance and monitoring approaches as the network expands.

Active Transportation is the movement of people or goods using non-motorized methods powered by human activity. Forms of Active Transportation include walking, biking, or rolling (i.e., skateboarding, riding a scooter, or using a mobility device).

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santa rosa

Vision, Goals, and Objectives

The vision, goals, and objectives were developed to reflect input from the community, including the City's Bicycle and Pedestrian Advisory Board (BPAB), and align with the Santa Rosa General Plan 2035 Update and other previous and upcoming local and regional plans.

Vision is a broad aspirational statement for the desired future state of walking, biking, and rolling in Santa Rosa.

Goals are general statements of what the City hopes to achieve for active transportation over time.

Objectives further define how/what actions are part of meeting these goals. Each objective has associated performance measures, which are organized to the right of each objective beneath the corresponding goal.

Vision Statement

Santa Rosa is a city where the active transportation network is robust, accessible, and connected to the entire community, regardless of age and ability. It is an integral part to our Safe Systems Approach[1] as we strive to reach the City's Environmental and Vision Zero goals.

Goals

The following goals have been set forth as part of this planning process:

MAKE SAFETY THE DEFAULT OPTION

Update street design and operation standards for roadway segments, signalized and unsignalized intersection treatments, and traffic signal operations, and develop a set of known safety improvements to implement citywide to promote a Safe Systems Approach to the active transportation network.

PROMOTE EQUITY AND SOCIAL JUSTICE

Provide a multimodal transportation system that prioritizes the needs of the most vulnerable road users including Black, Indigenous and communities of color, low-income communities, children and their caregivers, youth, people with disabilities, and older adults.

INCREASE ACCESS AND COMFORT

Provide a well-connected multimodal transportation network that offers comfortable and convenient mobility options for all community members and visitors of Santa Rosa.

CREATE A SUSTAINABLE CITY

Advance environmental quality and economic prosperity for the city by providing active transportation facilities that encourage non-vehicle modes of travel, resulting in reduced vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

1 The Safe Systems Approach to roadway safety aims to prevent or reduce fatalities and serious injuries. The approach is based on the premise that humans are fallible and will make mistakes, and the road system should be designed and managed to protect them from high-impact forces.

Objectives

The following objectives have been developed to help City staff keep track of the progress of achieving the goals mentioned on the page before.

MAKE SAFETY THE DEFAULT OPTION

- ☑ Update street cross-section design standards to reflect national and international best practices for safety and provide flexible design criteria allowing for street designers to respond to different situations.
- ☑ Establish system-wide consistency to prioritize removing conflicts in time and/or space.
- ☑ Remove conflicts to implementing the *Active Transportation Plan*.
- ☑ Integrate Vision Zero principles in all City projects and departments and thus focus on the elimination of all traffic fatalities and severe injuries on city roadways.

PROMOTE EQUITY AND SOCIAL JUSTICE

- ☑ Prioritize improvements along the High-Injury Network and in historically disadvantaged communities.
- ☑ Prioritize the needs of the most vulnerable road users in the funding, planning, design, and maintenance of all transportation facilities.
- ☑ Address the needs and trip patterns of vulnerable populations.

INCREASE ACCESS AND COMFORT

- ☑ Increase access and comfort by designing the network for all ages and abilities in line with the best available research and design standards.
- ☑ Maintain the existing network and address gaps to establish an active transportation network that is more complete, connected, sustainable, and better integrated with public transportation.
- ☑ Expand short-term and secure long-term bicycle parking capacity in public spaces and through new housing and commercial development requirements.
- ☑ Improve access to transit stops and stations for people walking, biking, and rolling.

CREATE A SUSTAINABLE CITY

- ☑ Reflect sustainable priorities in the City's Capital Improvements budget and other operating programs.
- ☑ Support a culture of active and transit mode choice through incentives, programs, and initiatives that focus on reaching families, women, seniors, low-income, and non-English speaking communities.
- ☑ Create an Open Streets program that makes certain streets "car-free" on select days to increase awareness and social acceptability of walking, biking, and rolling.
- ☑ Reduce VMT and GHG emissions through investments in the active transportation network that support a shift in behavior from driving a car to walking, biking, rolling, and transit.

02
Santa Rosa Today

To develop *Active Santa Rosa*, we considered previously identified needs and issues and evaluated the present state of the transportation system to improve safety and comfort for people walking, biking, or rolling. We looked at the transportation system from different perspectives including demographics, community health, economic conditions, environmental burdens, and street systems. This helped us better understand what motivates or deters people in how they choose to travel.

Building on the Past

We completed a review of 21 plans from the past 45 years to make sure that *Active Santa Rosa* builds on and furthers the transportation goals and actions identified by prior and ongoing planning efforts, while being cognizant of how the past plans can be improved.

Since adopting the 2018 Bicycle and Pedestrian Master Plan Update, the City has demonstrated a strong commitment to improving road safety by promoting walking, biking, and rolling, and transit use, and reducing vehicle miles traveled (VMT). This commitment is reflected through initiatives like the *City of Santa Rosa Local Road Safety Plan* (2022), and the *Sonoma County Vision Zero Action Plan* (2022). Moreover, with the adoption of the *Community Empowerment Plan* (2020), the City is placing a strong emphasis on engaging local stakeholders, particularly disadvantaged communities, so that transportation improvements benefit all community members, especially those who depend on active and public transportation in their daily lives. The complete plan review document can be found in **Appendix A**.

Active Santa Rosa builds off these plans and will advance these efforts by outlining a comprehensive network for walking, biking, and rolling that is designed for people of all ages and abilities.

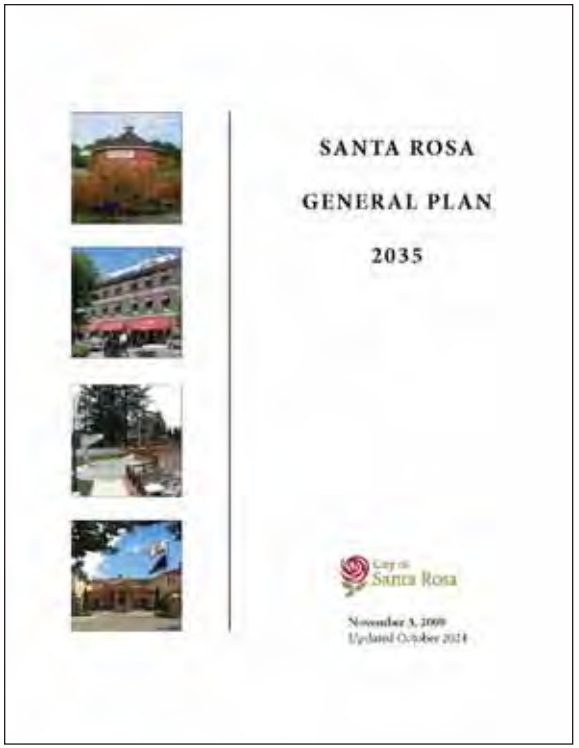


Figure 1. Santa Rosa General Plan 2035 (Revised 2024)

Prince Memorial Greenway Trail in Santa Rosa, CA

Transit

Santa Rosa is served by several transit providers and routes that offer connections to local and regional destinations. Amtrak, Golden State Transit, Mendocino Transit, Sonoma County Transit, and SMART Rail provide connections to Mendocino County, Sonoma County, Marin County, and San Francisco County with connections to the greater Bay Area. Locally, Santa Rosa CityBus operates on bus routes that extend throughout the city from the downtown. According to CityBus boarding and alighting counts from 2023-2024, the two most popular bus stops are the Transit Mall and the Coddingtown Transit Hub, each with regional transit connections. Additional details on bus ridership are included in **Figure 2**.

Equity

A city's transportation system can support the ability or limit the capacity of community members and visitors to access food and healthcare, to reach opportunities for work and recreation, and to connect to parks and other local destinations. The barriers and challenges of the transportation system can also disproportionately affect historically underserved or disenfranchised populations. *Active Santa Rosa* aims to develop an equitable transportation system that prioritizes improvements in underserved communities and is geographically distributed throughout neighborhoods and demographic groups.

This Plan used data from the Metropolitan Transportation Commission (MTC)[1] and the City of Santa Rosa[2] to identify the areas and populations in the city that may benefit the most from improvements to the active transportation network. Our analysis showed that Santa Rosa's disadvantaged communities are clustered along Highway 101 and State Route 12 (SR 12), with the highest concentration falling within the Roseland and South Park neighborhoods (**Figure 3**). Apart from facing economic and social disadvantages, these communities are also burdened by physical barriers to travel posed by Highway 101 and SR 12, which disconnect them from the rest of the city.

See **Appendix B** for the full equity analysis.

1 The Metropolitan Transportation Commission (MTC) identified Equity Priority Communities (EPCs) as a strategy to make investment decisions that meaningfully reverse the disparities in access to transportation, housing, and other community services. EPCs include census tracts that have significant concentrations of underserved populations, such as households with low incomes and people of color.

2 Equity Priority Areas (EPAs) featured in Figure 3 (depicted with red diagonal stripes) were identified in Santa Rosa's General Plan 2050, which is currently being updated. While the EPAs will be used by the City's Planning & Economic Development Department in the coming decades, the EPCs will be used primarily by the Transportation & Public Works Department, especially for grant purposes. This analysis included data variables on underserved populations such as income, race, disability, citizenship status, occupation, language, housing status, LGBTQ+, access to a motor vehicle, and legal status.

Figure 2. Average Daily Boardings and Alightings at Bus Stops

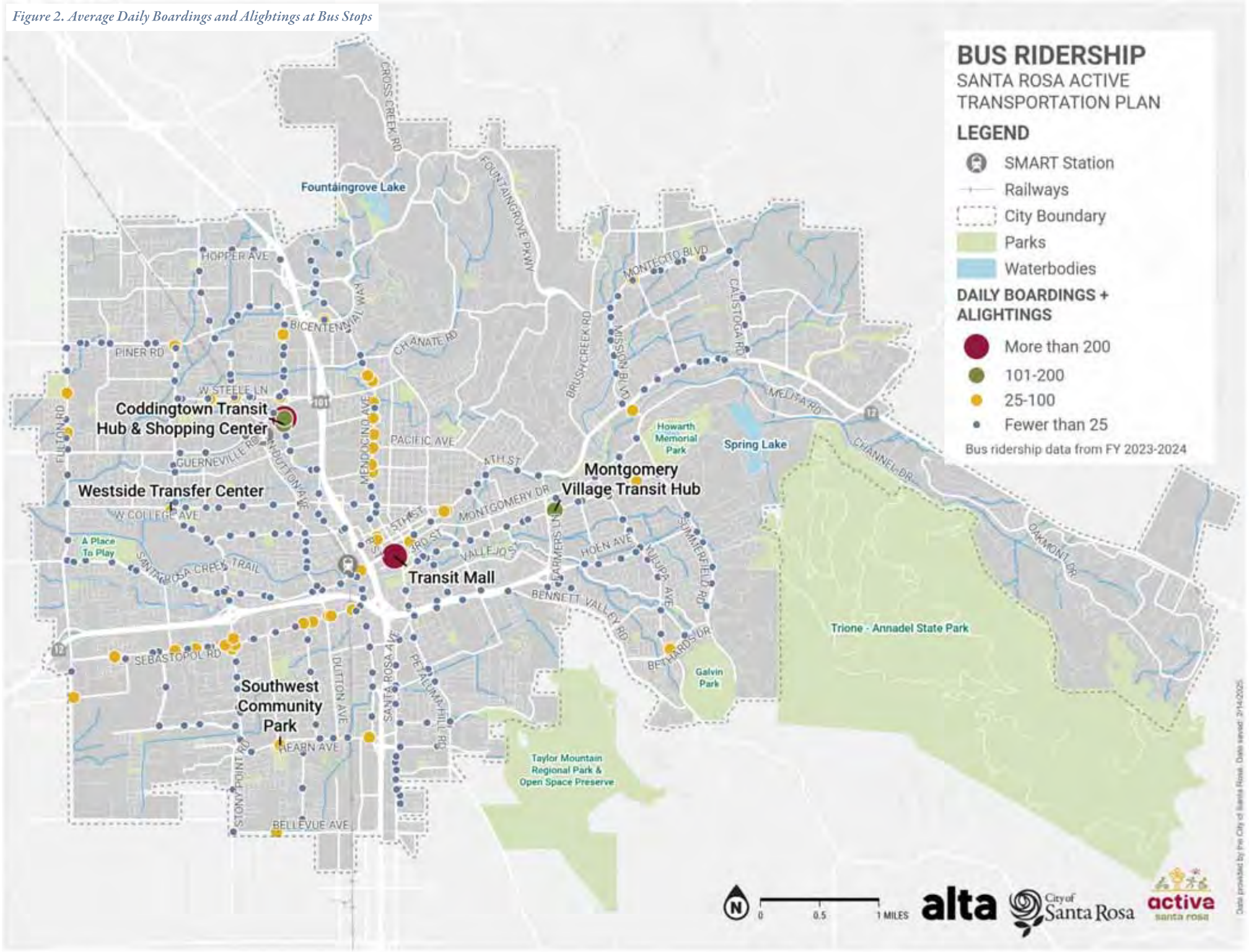
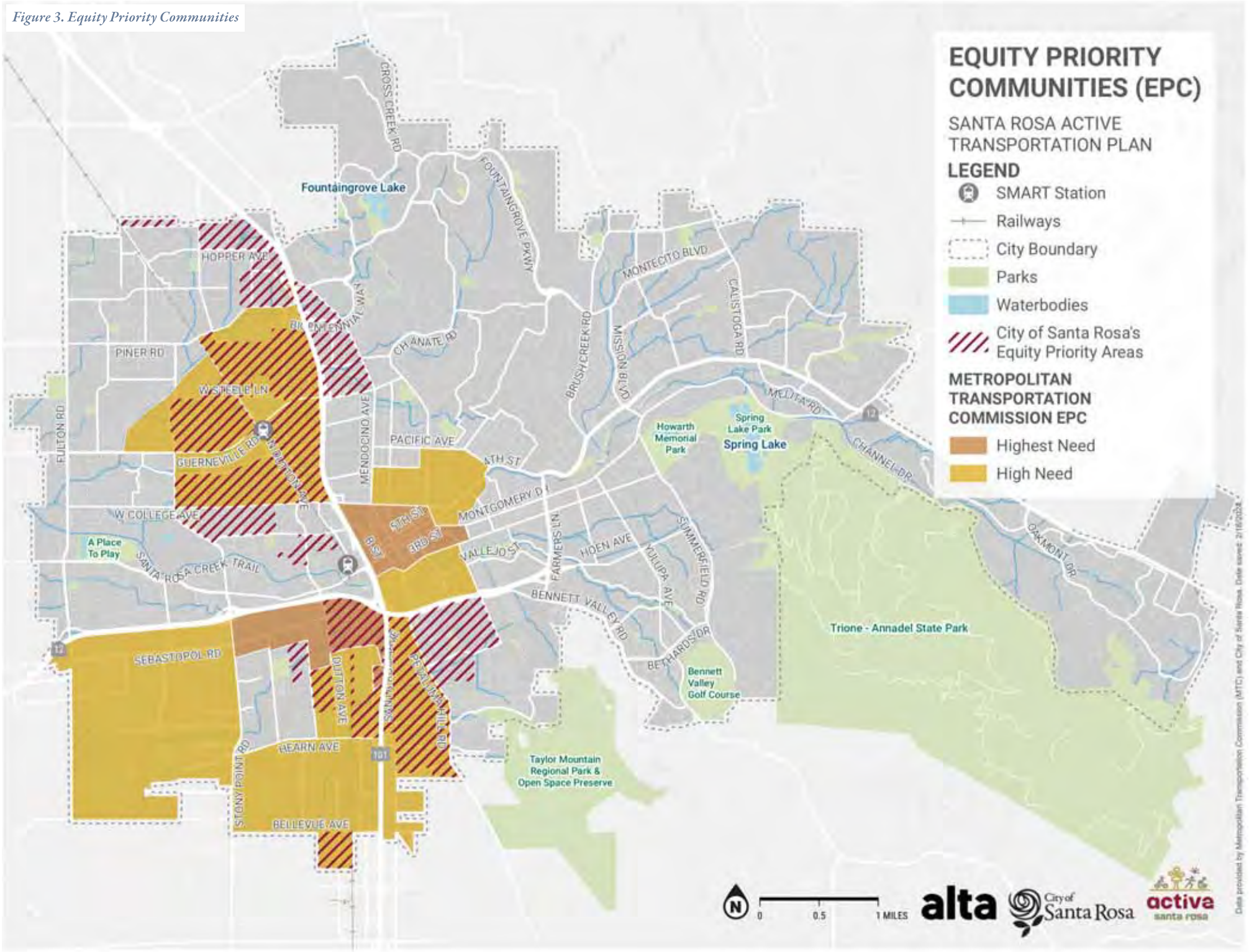


Figure 3. Equity Priority Communities



Walking and Rolling

The city's existing walking and rolling facilities, as of spring 2024, include 361 miles of completed sidewalks and 32 miles of existing shared-use paths. Examples of these facilities are featured in **Figure 4** and **Figure 5**. The complete network of pedestrian facilities can be found in **Figure 6**. Most streets have complete sidewalks on both sides in the central downtown area, which has a well-connected and dense street grid. However, there are over 200 miles of roadways with incomplete facilities, where sidewalks are largely absent from one or both sides of the street. The sidewalk network is less complete outside of the downtown area, where the street grid is interrupted on the western and southern areas of the city by highways and to the east by the city's hillside. Additionally, the Roseland neighborhood lacks many sidewalks due to past development decisions made prior to annexation by the City in 2017.

Our analysis showed that crosswalk markings exist at approximately 48% of intersections along major roadways (collectors and arterials) but are less common at intersections between local roads. However, crosswalks are often present at intersections between local roads near schools and parks. See **Figure 7** for more details.

Figure 4. Sidewalks along 4th Street in Downtown Santa Rosa

Existing Pedestrian Network (2024) *Excludes facilities along private roadways*

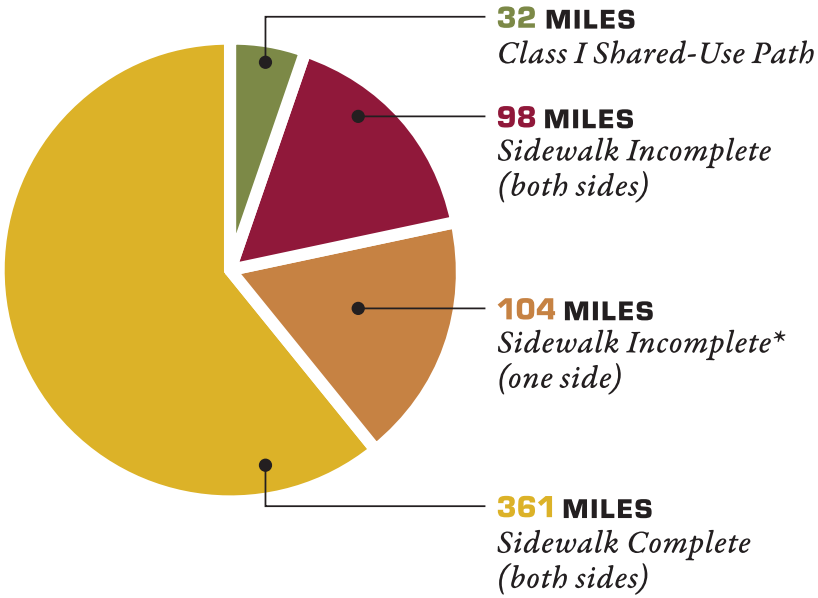


Figure 5. SMART Pathway/Great Redwood Trail (Shared-Use Path) in Santa Rosa

**In some instances, sidewalks are only appropriate on one side of the street, such as along frontage roads where there are no services next to a freeway.*

Figure 6. Existing Sidewalks

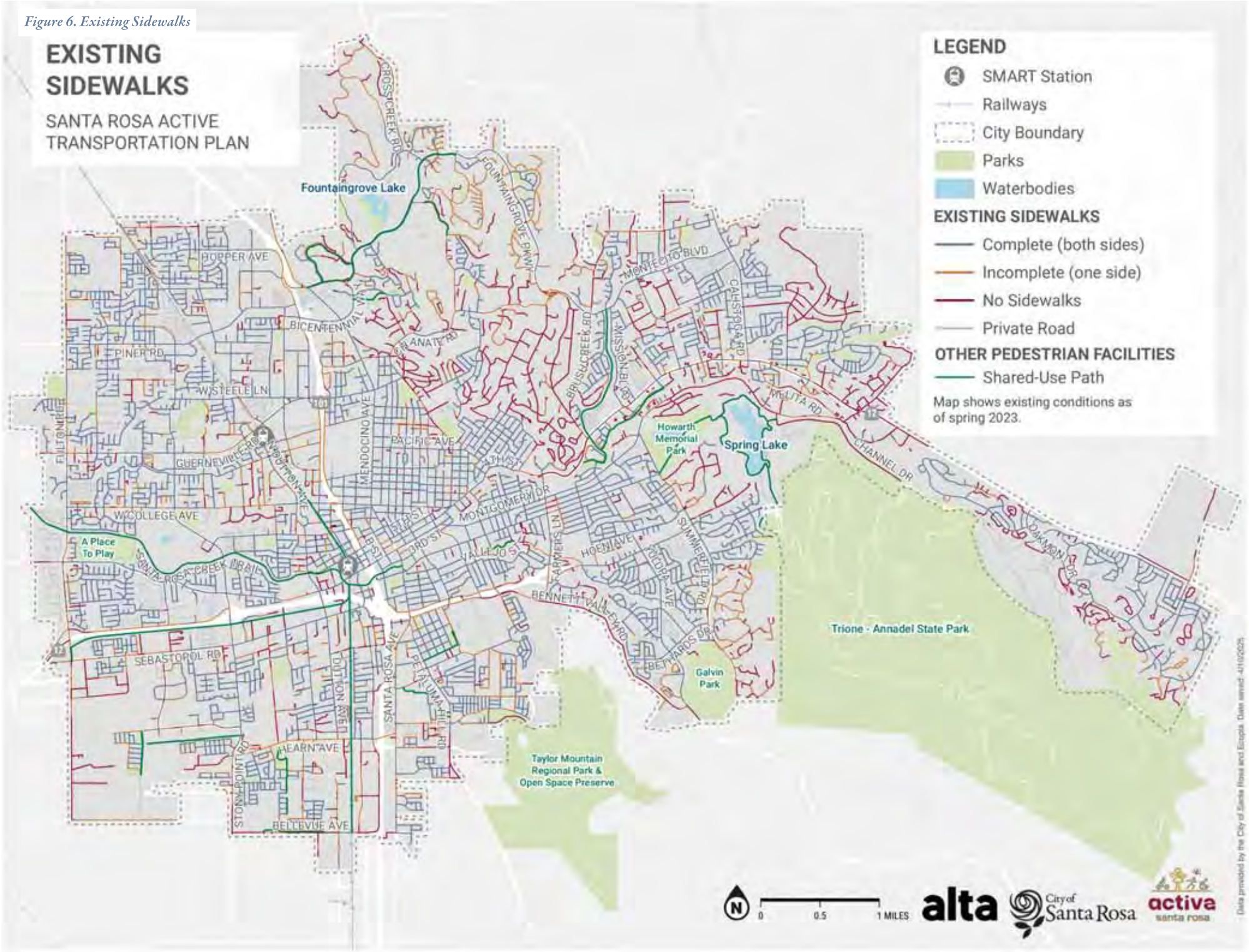
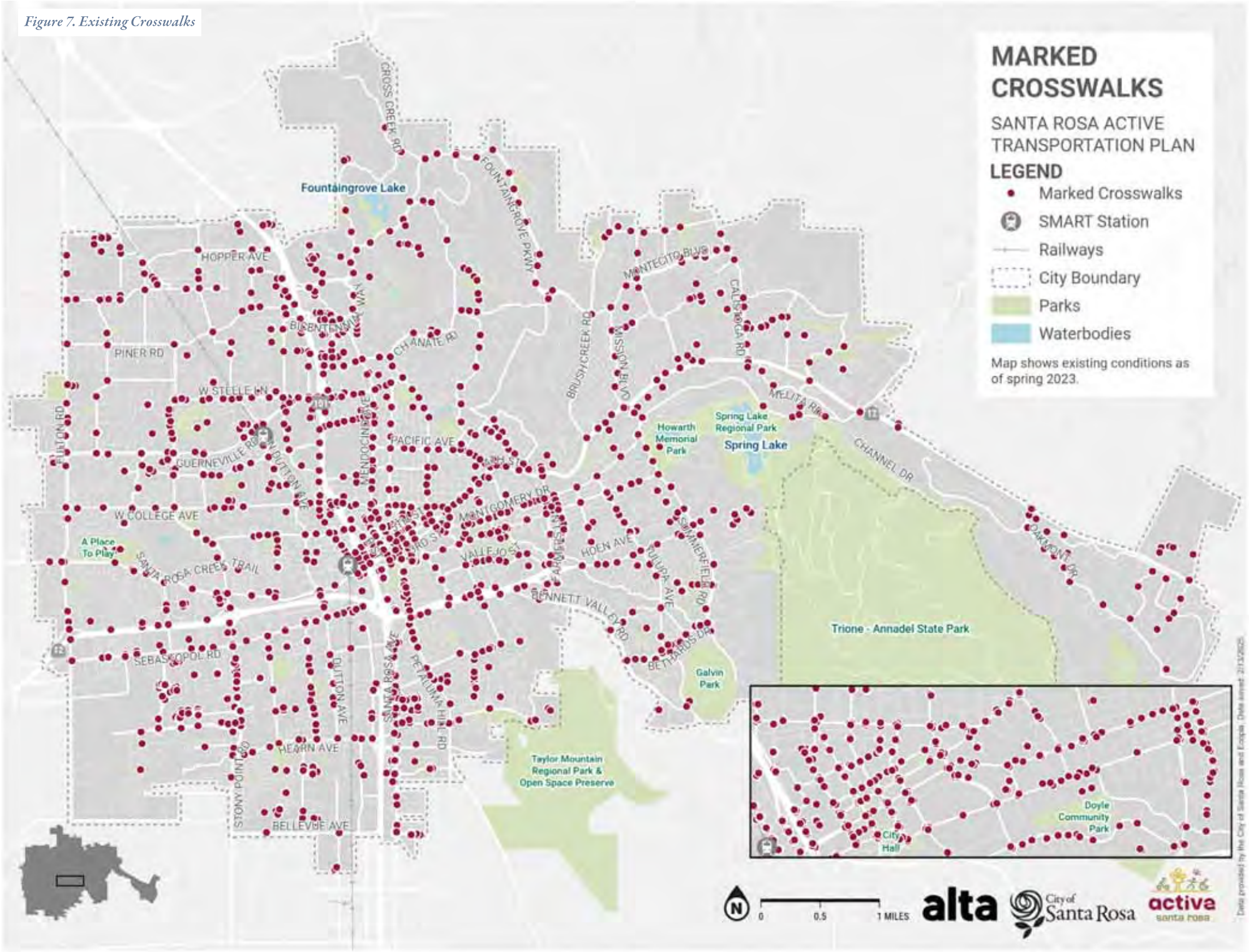


Figure 7. Existing Crosswalks



Biking

Santa Rosa has 110 miles of bicycle facilities, as of 2023, as shown in **Figure 8**. The bicycle facility types are defined in the **Bicycle Facility Toolbox**. Most existing bicycle facilities consist of bike lanes (68 miles) along cross-city corridors, providing connections to regional destinations including downtown and the Santa Rosa Junior College. However, a significant portion of the bike lanes run along multilane arterials, such as Stony Point Road, Guerneville Road, and Santa Rosa Avenue. These arterial roadways can feel uncomfortable for many people biking due to the higher posted speed limits and lack of physical separation from vehicle traffic.

In addition to bike lanes, Santa Rosa also benefits from 32 miles of shared-use paths (2023) that often run alongside creeks and railroad tracks. Examples of shared-use paths include the Santa Rosa Creek Trail, the Joe Rodota Trail, and the SMART Pathway/Great Redwood Trail. Although the network of shared-use paths is extensive, connectivity between them can be interrupted by large roads, creating gaps in the network. Furthermore, while there is a concentration of shared-use paths on the western side of the city, the eastern parts have proportionately less separated facilities.

Buffered bike lane on 7th Street in Santa Rosa, CA

Existing Bicycle Network (2023)

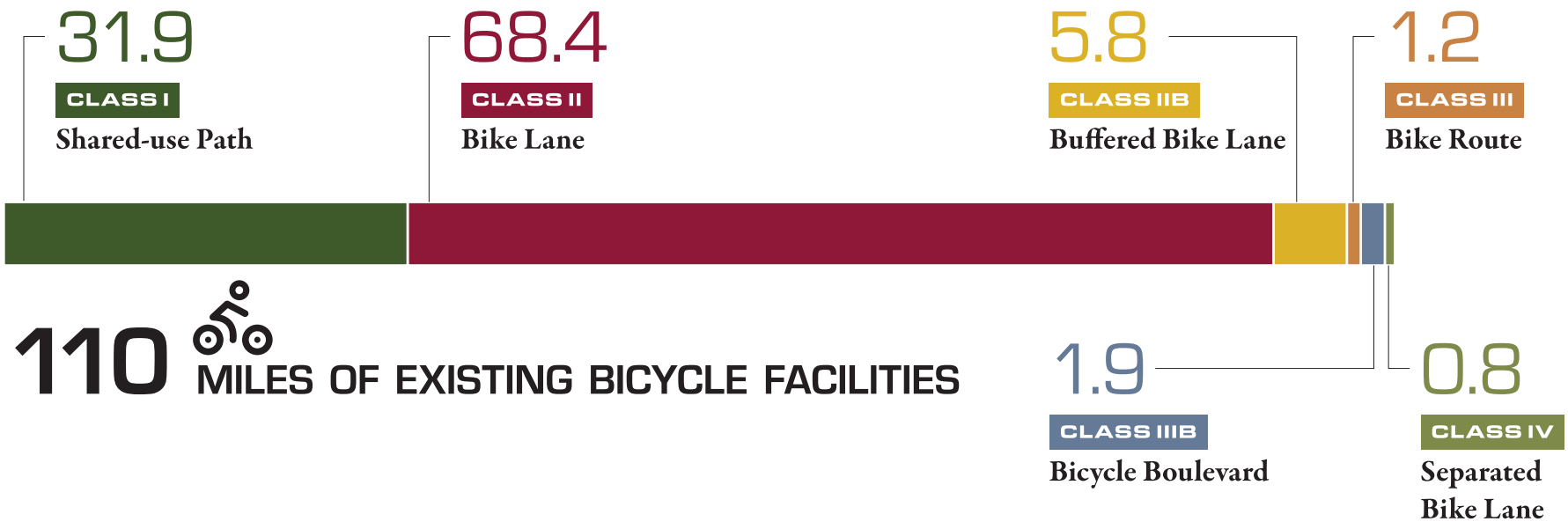
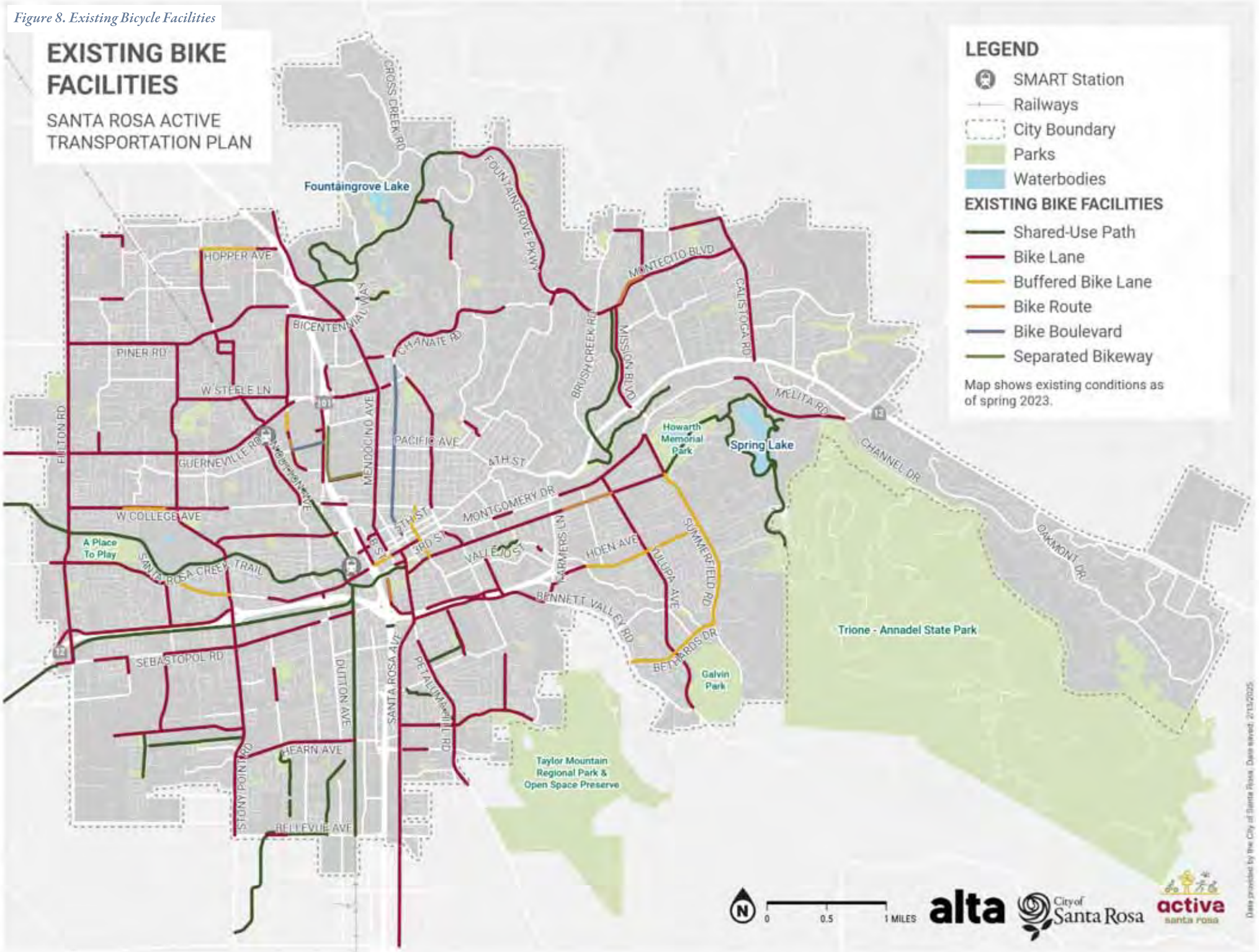


Figure 8. Existing Bicycle Facilities



User Comfort

We also evaluated how comfortable our transportation network is for the average person walking, biking, or rolling based on existing characteristics, including the presence of sidewalks, dedicated facilities, and space between users. The more comfortable a walking, biking, or rolling facility is, the more accessible it becomes for a larger segment of the population, regardless of age or ability. To understand this, we used pedestrian level of traffic stress (PLTS) and bicycle level of traffic stress (BLTS) analyses, which helped us identify the streets that are least comfortable for people walking, biking, and rolling. The PLTS and BLTS scores are based off of the characteristics explained in **Appendix B** and are not meant to reflect subjective experiences of road users. The scores are just one of many factors used to inform the Plan recommendations and prioritization, but are not the exclusive mechanism for deciding projects. A full methodology of these analyses can be found in **Appendix B**.

Pedestrian LTS

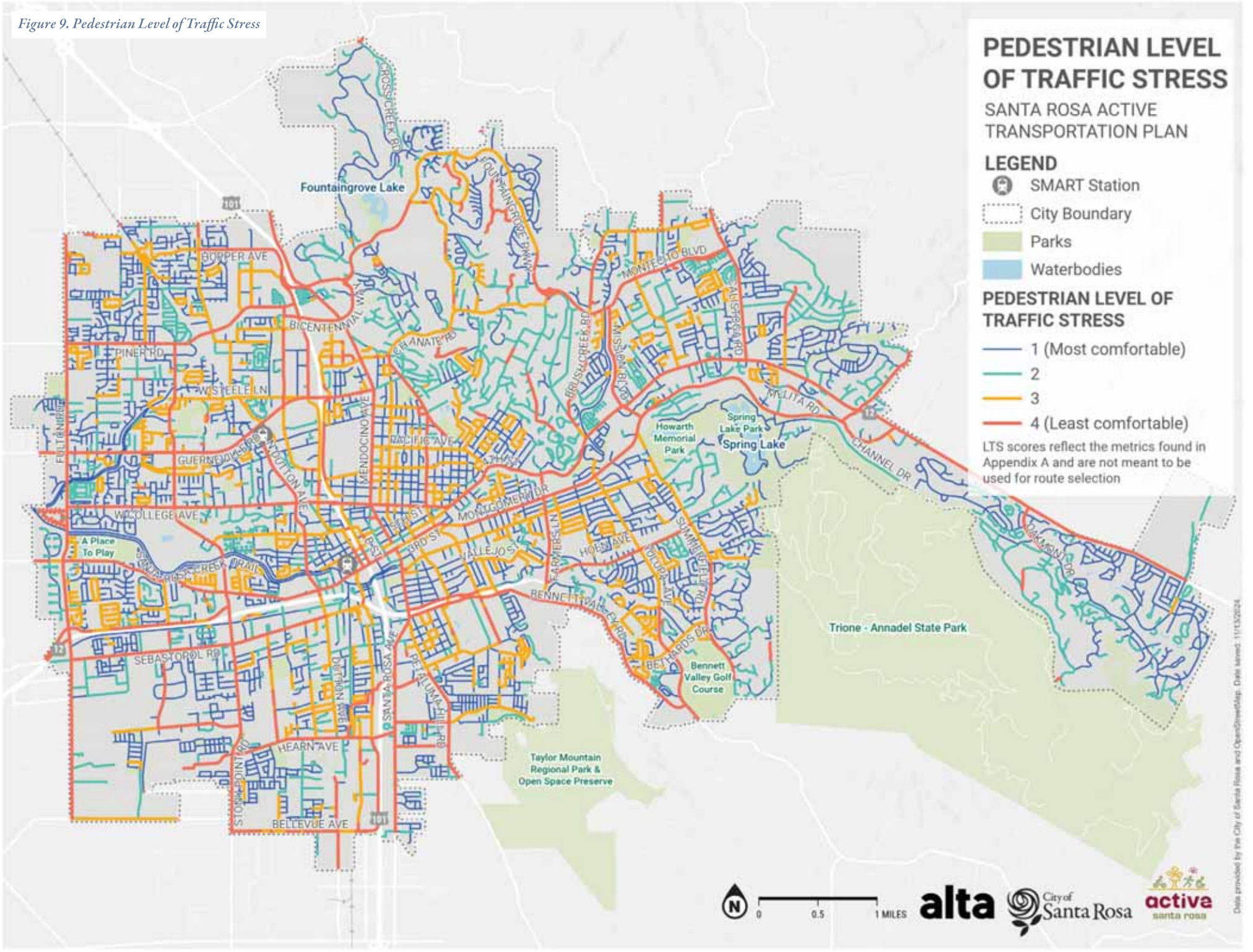
Low-stress roadways for people walking or rolling feature minimal interactions between people and motor vehicles, either due to low vehicle speeds and volumes – such as a neighborhood street – or because there is a greater degree of separation between the sidewalk and the travel lane, such as wide sidewalks on major roadways. Our analysis

indicated that most major roadways in Santa Rosa are high-stress environments for people walking and rolling, as illustrated in **Figure 9**. Although many of these roads have six-foot sidewalks on both sides, the lack of buffer space between people walking and vehicle traffic, along with faster vehicle speeds and wider roadway widths, creates significant traffic-related stress. For instance, along segments of Santa Rosa Avenue, Guerneville Road, and College Avenue, people must walk or roll next to vehicles traveling at 35 mph or faster on a five-lane roadway without a parking aisle to separate the sidewalk from the travel lane.

In contrast, the local trail network offers off-street, low-stress connections between various neighborhoods in the city. Similar to the results from the BLTS analysis, many parts of the city require traveling along a high-stress major street to access destinations. The stressful conditions along these major roads act as barriers to walking and rolling.

PLTS: An estimate of the level of comfort for people walking on a given roadway segment. Segments are defined as the stretch of road between intersections. PLTS is determined by characteristics of a given roadway segment including sidewalk presence and width, sidewalk buffer width and type, posted speed limit, and number of travel lanes. PLTS is scored from 1 to 4, with lower scores corresponding to high comfort, as seen above.

Figure 9. Pedestrian Level of Traffic Stress



Bicycle LTS

Bikeways are considered low-stress when they involve minimal traffic interactions, either due to low vehicle speeds and volumes—such as a shared neighborhood street—or because there is a greater degree of physical separation between the bikeway and the traffic lane, like a separated bikeway on a major roadway. Similarly to the PLTS results, our analysis showed that major roadways are high-stress environments for people biking (rated BLTS 3 and BLTS 4), despite the presence of bike lanes on several of these routes. For instance, Sebastopol Road, Santa Rosa Avenue, and Mendocino Avenue are major roads with existing bike lanes but have posted speed limits of 35 mph. These higher speed limits diminish the effectiveness of the bicycle facilities and contribute to increased stress for most people biking.

In contrast, local roads offer a more comfortable biking experience within neighborhoods (rated BLTS 1 and BLTS 2) due to lower speed limits and fewer travel lanes. Additionally, shared-use paths such as the Joe Rodota Trail and Santa Rosa Creek Trail provide separated, low-stress east-west connections along the SR 12 corridor. However, many of the low-stress roadways are disconnected by high-stress roadways. Traveling from one neighborhood with low-stress local roadways to another neighborhood or to a community destination, often requires either biking along high-stress streets or making longer indirect routes on low-stress streets. This situation can lead to longer travel times and may discourage people from biking. The results from the BLTS analysis are documented in **Figure 10**.

BLTS: An estimate of the level of comfort for people biking on a given roadway segment. Segments are defined as the stretch of road between intersections. BLTS is determined by characteristics of the biking facility, buffer width, and type, posted speed limit, and the number of travel lanes. BLTS is scored from 1 to 4 with lower scores corresponding to high comfort as seen below.

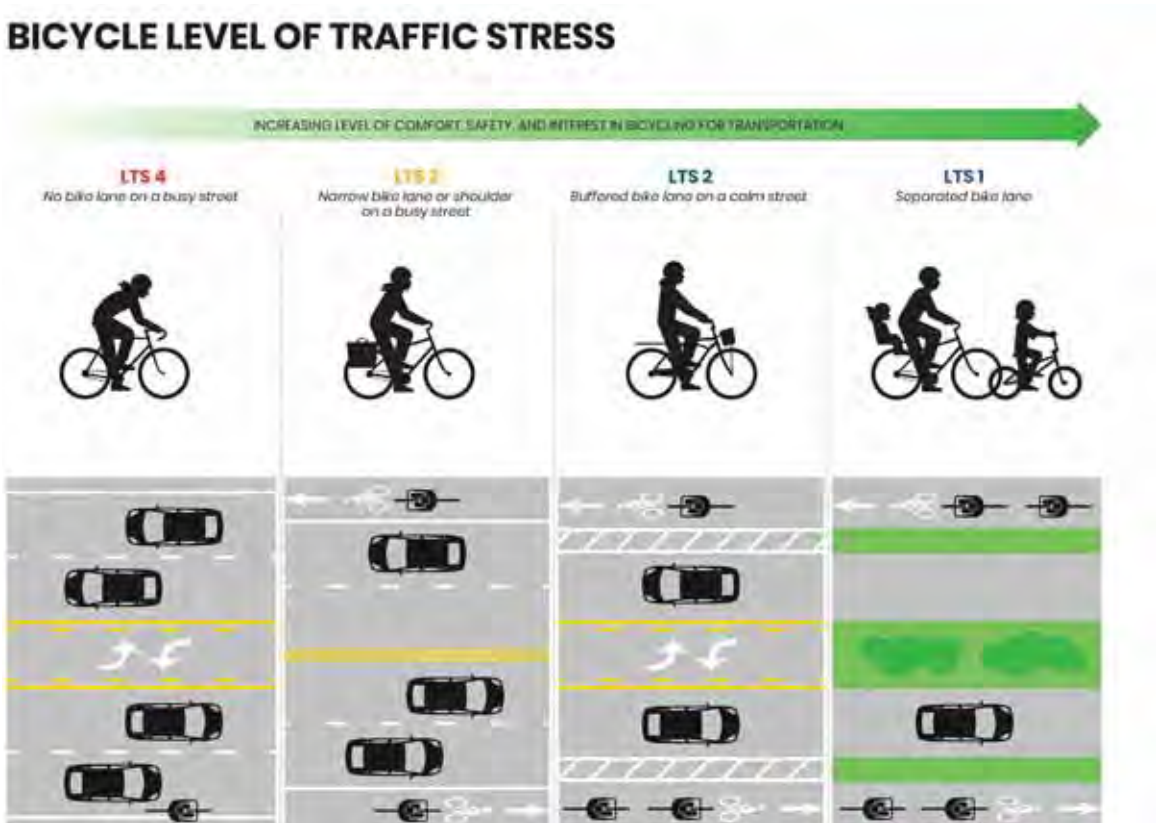
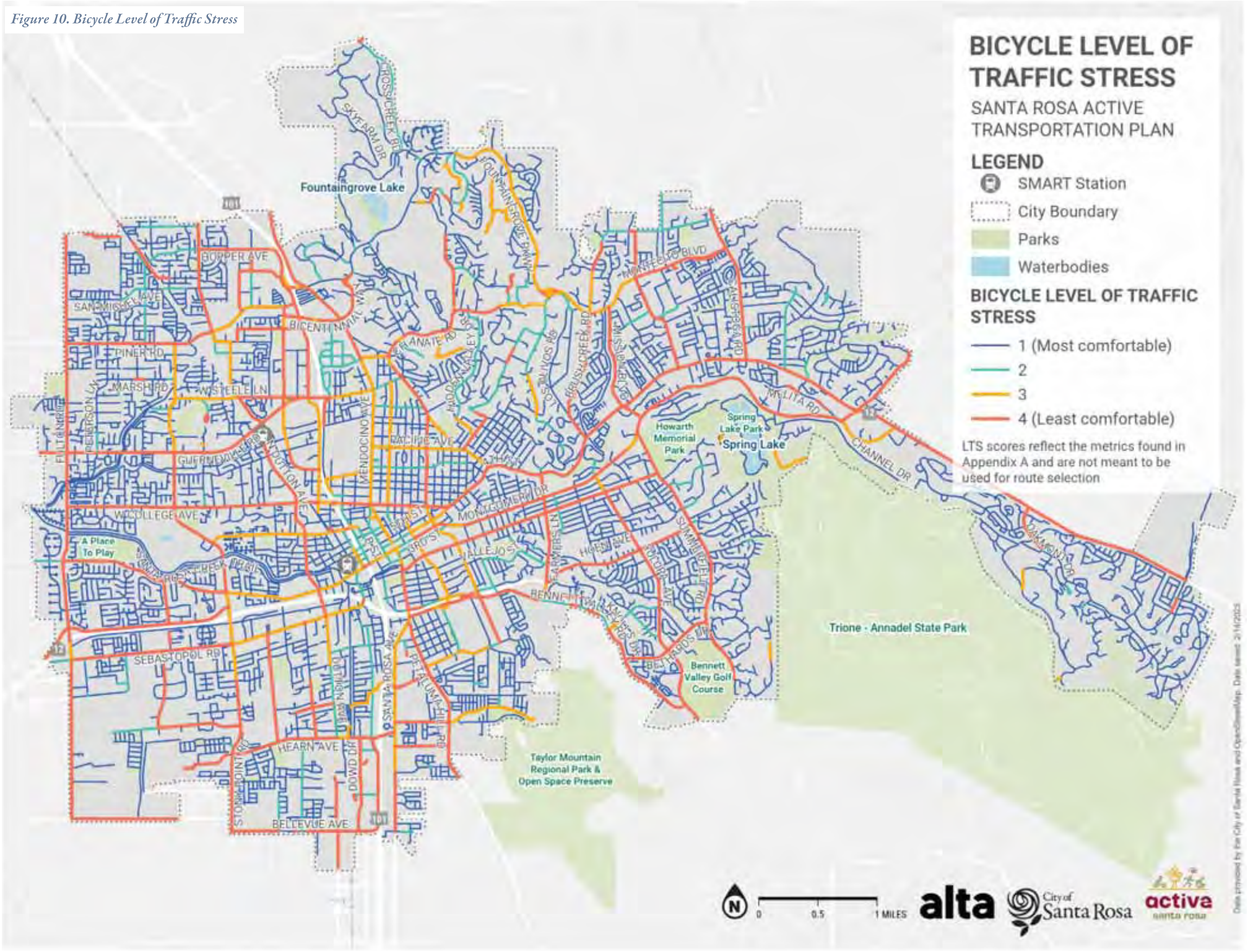


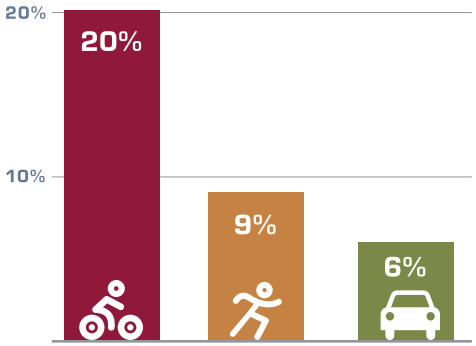
Figure 10. Bicycle Level of Traffic Stress



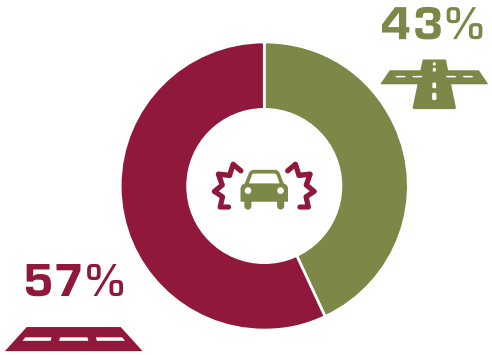
Safety

Safety is a crucial component of *Active Santa Rosa*, as the data showed people who walk, bike, or roll tend to be particularly vulnerable and more likely to suffer serious injuries or fatalities when struck by a motor vehicle. We completed a collision analysis to identify the location, type, and severity of collisions involving people biking and walking. We were particularly interested in understanding the locations with a high number of people **killed or severely injured (KSI)** so we could improve conditions at those particular locations. **Figure 11** notes the location of all collisions for people walking, biking, and rolling for the five year period between 2017 and 2021. **Figure 12** highlights the collision hot spots that include some of the major corridors in the city including portions of Sebastopol Road, Santa Rosa Avenue, and SR 12.

The collision data shows reported collisions only. It is important to note that many minor collisions go unreported and are therefore not represented in our analysis. The results from our analysis revealed the following trends:



People biking and walking experience higher rates of KSI collisions than people driving.



Over half (57%) of collisions involving people walking, biking, and rolling occurred along roadways, compared to 43% at intersections.

Roadways along commercial and mixed-use land use designations are often arterials, and tend to experience higher rates of collisions compared to roadways with other land use categories (i.e., residential or industrial).

The highest number of KSI collisions involving people walking, biking, or rolling occurred along major roadways with speed limits of over 35 MPH and where roadways intersect with Highway 101 and SR 12.

57% of pedestrian-related collisions were of people walking in the crosswalk

57% of bicycle-related collisions included violations of motor vehicles in the bicyclist right-of-way

The most common collision type for people walking, biking, and rolling (all severities, including KSI) included people walking in the crosswalk (57%) and bicyclist right-of-way (people driving failed to yield to people biking) (66%).

More details of the trends mentioned above can be found in Appendix B

Figure 11. Bicycle and Pedestrian Collisions by Severity (2017–2021)

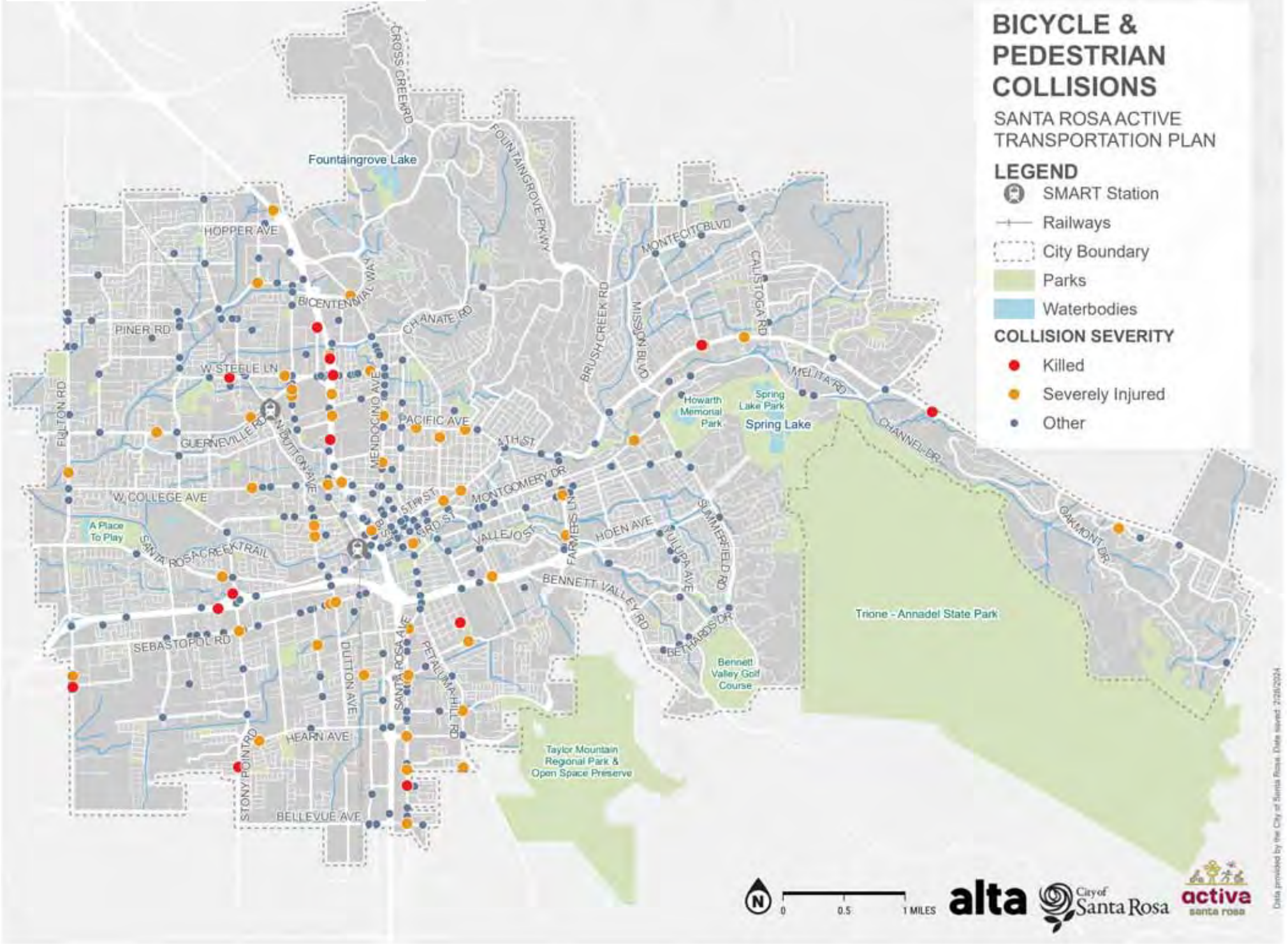
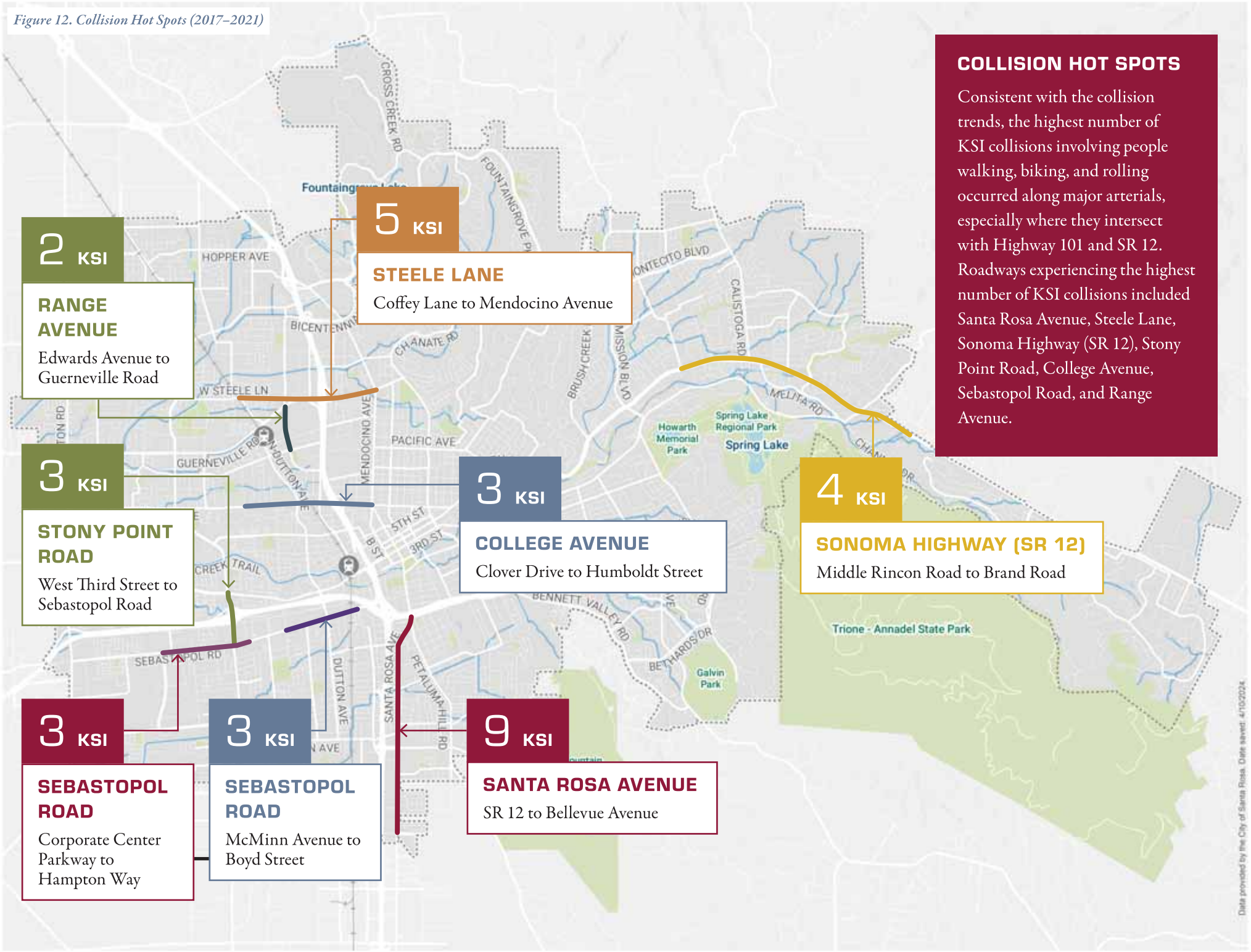


Figure 12. Collision Hot Spots (2017–2021)



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03
Community Engagement

Throughout the development of *Active Santa Rosa*, we gathered input from a diverse group of community members and stakeholders to identify and better understand needs, challenges, and priorities regarding the active transportation network. The feedback focused on safety issues, distribution of facilities, and connections to local destinations.

This section summarizes the overall engagement approach, details the engagement strategies, identifies who was engaged, and highlights the insights gained during each phase. For a more comprehensive breakdown of the outreach activities and findings, please refer to **Appendix C**.

Participants at Cinco de Mayo pop-up event during Phase 1 of engagement

Leading with Equity

We conducted outreach activities throughout the city, focusing particularly on the Equity Priority Communities (see **Figure 3** in **Chapter 2**). Understanding the experiences of these communities was essential for identifying existing issues and concerns from diverse perspectives. Their feedback helped shape recommendations for creating a transportation system that serves everyone effectively. Materials were made available in English and Spanish, and bilingual staff focused on providing Spanish-only spaces during each outreach opportunity to encourage participation from Santa Rosa's Spanish-speaking communities.

Engagement Strategies

Community engagement included both in-person and virtual strategies aimed at engaging with our community members where they were and providing a variety of convenient opportunities for involvement. Engagement strategies included the project webpage, online interactive map, attendance at Bicycle and Pedestrian Advisory Board (BPAB) meetings, stakeholder meetings, public workshops, and pop-up events. Engagement occurred in two phases:

PHASE 1: DISCOVERY

We focused on understanding the unmet community needs related to walking, biking, and rolling. We used these results to inform the development of the Plan's recommendations.

PHASE 2: RECOMMENDATIONS

We provided opportunities for community members to provide feedback on the Plan's draft recommendations. We used feedback to fine tune our recommended improvements and prioritize their implementation.

A complete list of the events, including dates and locations, can be found in **Appendix C**.

STRATEGY

Project Webpage

The City webpage was updated throughout the planning process to advertise engagement opportunities and post key Plan documents.

Project webpage

STRATEGY

Bicycle and Pedestrian Advisory Board (BPAB) Meetings

BPAB meetings were held at each phase of engagement to gather feedback from this key stakeholder group focused on walking, biking, and rolling. The meetings were held virtually and included a presentation followed by an open discussion. An additional six meetings were held with the BPAB for public comment opportunities on Plan deliverables not associated with a specific phase of engagement.

PHASE 1

2 MEETINGS

PHASE 2

1 MEETING

STRATEGY

Stakeholder Meetings

Thematic stakeholder meetings were held during each phase of engagement: one set of meetings was focused on community-based organizations while another set of meetings was geared towards partner agencies and City departments. The meetings were held virtually and included a presentation followed by an open discussion.

PHASE 1

2 MEETINGS

PHASE 2

2 MEETINGS

STRATEGY

Online Interactive Map

An online map was available during each phase of engagement. The online map allowed community members to provide feedback on specific challenges and desired facilities and routes for walking, biking, and rolling. Phase 1 included an interactive map where the community indicated barriers and opportunities to using active transportation, whereas the Phase 2 map requested that community members review and confirm the draft infrastructure recommendations.

PHASE 1

1,956 INTERACTIONS

488 UNIQUE COMMENTS

109 COMMENTS ON UNIQUE COMMENTS

1,349 VOTES ON UNIQUE COMMENTS

PHASE 2

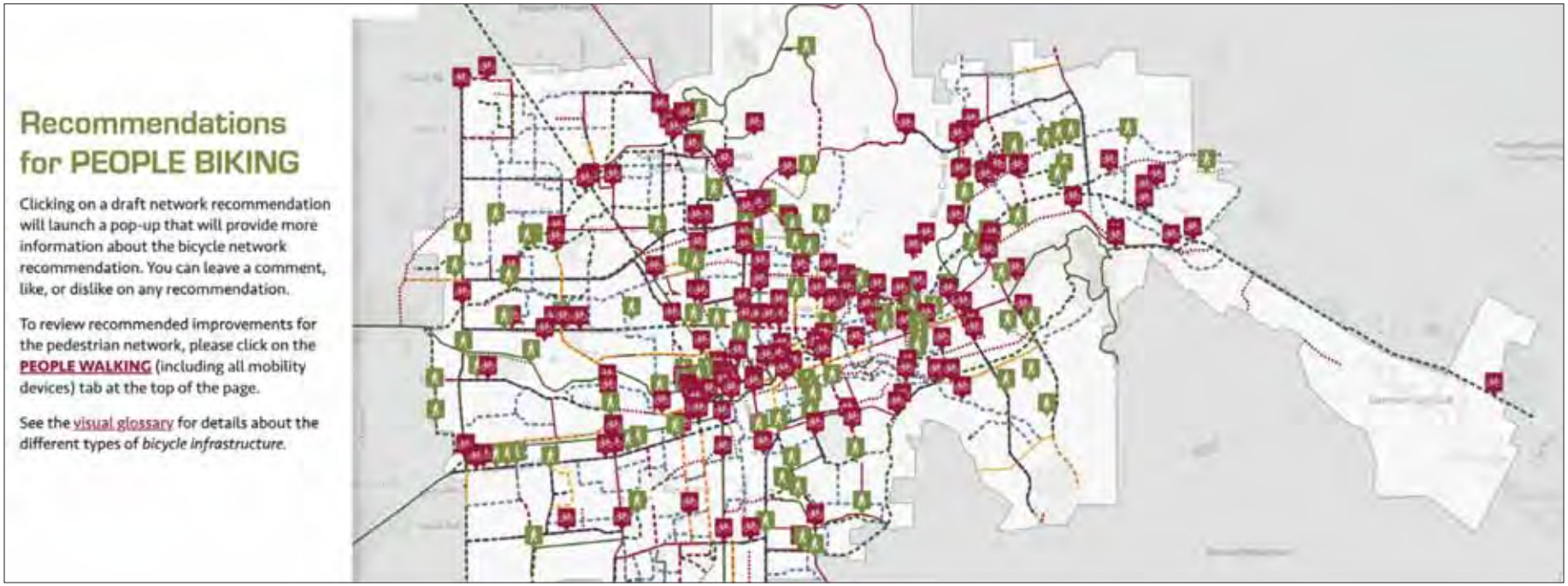
2,508 INTERACTIONS

230 UNIQUE COMMENTS

181 COMMENTS ON UNIQUE COMMENTS

1,865 VOTES ON UNIQUE COMMENTS

Project webmap containing recommended improvements for the bicycle network.



STRATEGY

Public Workshops

One public workshop was held during each phase of engagement. The first in-person workshop was held May 23, 2024, at Sonoma Clean Power Customer Center and included a presentation, discussion, and interactive stations showcasing the existing active transportation network. The second workshop was held virtually on October 15, 2024, and included a presentation followed by an open discussion.

PHASE 1

1 WORKSHOP

20 PARTICIPANTS

70 COMMENTS

PHASE 2

1 WORKSHOP

7 PARTICIPANTS

15 COMMENTS

Left: Sign advertising the in-person workshop; above right: one of the many feedback boards presented at the in-person workshop; below right: community members attend the in-person public workshop.

STRATEGY

Pop-Up Events

Many pop-up events were held at various community destinations, often during existing community events. These events included feedback boards, comment cards, flyers, and other opportunities to provide feedback. Phase 1 of community engagement included a more robust approach with additional events focusing on helping us understand the barriers to using active transportation citywide to inform the Plan recommendations. Phase 2 was used to confirm recommendations with community members.

PHASE 1

11 EVENTS

548 PARTICIPANTS

343 COMMENTS

PHASE 2

2 EVENTS

75 PARTICIPANTS

55 COMMENTS

Left: Phase 1 pop-up event held near Martin Luther King Jr. Park in Santa Rosa; above right: Phase 1 pop-up event held at the Santa Rosa energizer Station on the 2024 Bay Area Bike to Wherever Day; below right: Phase 1 pop-up event held outside of Lola's Market.

What We Heard

The following themes represent what was heard throughout the outreach process related to walking, biking, and rolling in Santa Rosa:

Big Barriers Still Exist

Highway 101, SR 12, and other arterial roadways create barriers to walking, biking, and rolling in Santa Rosa.

Need for Safer and More Comfortable Facilities

People feel unsafe crossing the freeways and traveling along arterial roadways while walking, biking, or rolling. This makes it difficult for people to travel across the city and reach key destinations without a motor vehicle.

Unsafe driving behavior discourages community members from walking, biking, and rolling. Many of our community members feel unsafe walking, biking, and rolling along major roadways as they reported cars speeding, running red lights, and failing to yield for people waiting to cross at intersections without traffic signals. On residential streets, some people expressed concern about vehicles parking on the sidewalk and cut-through traffic blocking the sidewalks.

Need to Address Network Gaps

Gaps in the active transportation network limit access between and within neighborhoods. Some of the city's bike facilities are disconnected from each other and force people on bikes to share the road with motor vehicles. Additionally, the discontinuous sidewalk network requires people to walk in the travel lane along a number of corridors

Need to Make the Network More Connected

People expressed a desire for cross-city bike facilities that are low-stress enough to accommodate the whole family. Additionally, many community members would like to see safer crossings downtown and around schools so they can feel safer walking to their everyday destinations.

There is a desire and need for better connections for walking, biking, and rolling to downtown and Santa Rosa Junior College with strong support for separated bike lanes. Moreover, many voiced support for car-free streets in downtown and safer bike facilities along major roads leading into downtown. Lastly, many comments suggested adding additional bike facilities connecting to neighborhood schools.

Phase 1 pop-up at Santa Rosa Pride Festival

Phase 2 pop-up at Mitote Food Court

The City hosted the first annual Bike-In Block Party which coincided with Phase 1 of community engagement.

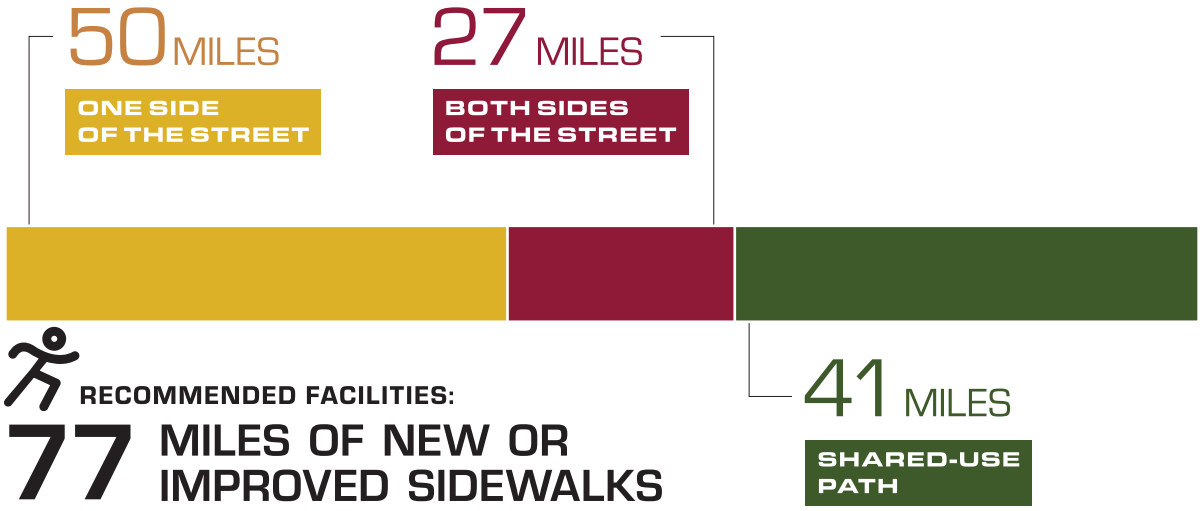
04
Recommendations

The recommendations included in this chapter focus on enhancing and expanding the existing active transportation network. The recommendations align with the Plan's Vision of creating an active transportation network that is robust, accessible, and connected to everyone in the community, regardless of age and ability. These recommended improvements were informed by public feedback and best practices for the development of bicycle and pedestrian infrastructure. (see **Appendix D** for more details). This chapter presents the infrastructure recommendations for people walking, biking, and rolling, as well as supporting policy and program recommendations.

Pedestrian Network Recommendations

The recommendations for people walking include new and upgraded shared-use paths, sidewalks, and crossing improvements. Together, these recommendations aim to create a safer, more comfortable, and better-connected network for those who walk or use mobility devices in Santa Rosa.

Recommendations are considered planning-level, meaning they should be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.



Sidewalk and Shared-Use Path Recommendations

Sidewalks form the foundation of the pedestrian network, connecting community members to destinations such as schools, transit, parks, and shopping. The sidewalk inventory completed during the existing conditions phase of this Plan helped identify gaps in the existing sidewalk network that hinder local connectivity.

Active Santa Rosa recommends a total of 77 miles of new sidewalks, a certain subset of which are considered high-priority (see **Chapter 5**). Many of the sidewalk recommendations are located outside the central area of the city, where the street grid becomes more curvilinear or sparse, such as in the eastern hillside neighborhoods and the Roseland neighborhood.

As shared-use paths are used by people walking, biking, and rolling, they have been included as part of both the bike and pedestrian network recommendations. *Active Santa Rosa* recommends over 41 miles of new shared-use paths, a certain subset of which are considered high-priority (see **Chapter 5**). Many of the recommended shared-use paths were identified in previous planning efforts, such as the extension of the SMART Pathway/ Great Redwood Trail (the shared-use path traveling adjacent to the SMART railroad tracks), the Southeast Greenway (a 1.9-mile linear path from Farmers Lane/SR 12 to Spring Lake Regional Park), and the *Citywide Creeks Master Plan*.

Crossing Improvements

This Plan recommends a total of 438 pedestrian crossing improvements, a certain subset of which are considered high-priority (see **Chapter 5**). The crossing improvements aim to enhance the safety and comfort for people walking or rolling as they cross the street at intersections, shared-use path crossings, or midblock.

The crossing improvement locations were identified, although not exclusively, based upon a combination of the following factors:

- Location along a major roadway (arterial or collector)
- Location at a shared-use path crossing
- Location of an unmarked crosswalk
- Proximity to schools, SMART stations and major bus stops, and major job and commercial destinations
- Highway on- and off-ramps (SR 12 and Highway 101)
- Location of collisions involving people walking, biking, and rolling that resulted in a severe injury or fatality
- Identified in a previous or current plan or design process

This Plan provides a list of potential infrastructure recommendations to be considered by the City based upon general design guidance and best practices. However, the location of pedestrian crossing improvements reflected in the Plan may be subject to change based on corridor-level study, public outreach, and design processes. Additionally, specific infrastructure recommendations for each of the identified pedestrian crossing improvements will require additional design and engineering judgment based on the context of the location. The **Pedestrian Facility Toolbox** (see next page) provides a list of potential infrastructure recommendations that will be considered on a spot-by-spot basis. The network recommendations for pedestrian facilities can be found in **Figure 13–Figure 18.**

Pedestrian Facility Toolbox

Sidewalk in downtown Santa Rosa.

SIDEWALKS

Sidewalks provide an area for people walking to travel separated from motor vehicle traffic. Typically constructed out of concrete and separated from the roadway by a curb or gutter and sometimes a landscaped buffer.

Curb ramps on Fulton Road at Jenes Lane in Santa Rosa.

CURB RAMPS

Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, hand carts, bicycles, and for people who have trouble stepping up and down high curbs.

High-visibility crosswalk in Santa Rosa.

HIGH-VISIBILITY CROSSWALKS

High-visibility crosswalks are marked with thick bars, drawing additional attention and awareness to the crossing. In school zones, these crossings are yellow instead of the standard white color.

Pedestrian Facility Toolbox (continued)

Raised Crosswalk along Thomas Lake Harris Drive in Santa Rosa.

RAISED CROSSWALKS

Traffic calming infrastructure which can eliminate grade changes from the pedestrian path and give pedestrians greater prominence as they cross the street. Raised crosswalks also function as speed tables, and encourage motorists to slow down. As such, they should be used only in cases where a special emphasis on pedestrians is desired. Typically implemented on low-speed streets, bike boulevards and other areas of high pedestrian activity. Often paired with curb extensions for greater traffic calming effects.

Curb Extension in Moraga, CA.

CURB EXTENSIONS

Curb extensions minimize exposure for people crossing the street by shortening crossing distance and giving them a better chance to see and be seen before committing to crossing. Sometimes these can include temporary facilities to test configurations and materials before a hardened improvement is implemented.

Median Refuge Island along Santa Rosa Avenue in Santa Rosa.

MEDIAN REFUGE ISLAND

Median refuge islands help improve access for people walking by increasing visibility and allowing pedestrians to cross one direction of traffic at a time.

Rectangular Rapid-Flashing Beacon along Santa Rosa Avenue in Santa Rosa.

RECTANGULAR RAPID-FLASHING BEACON

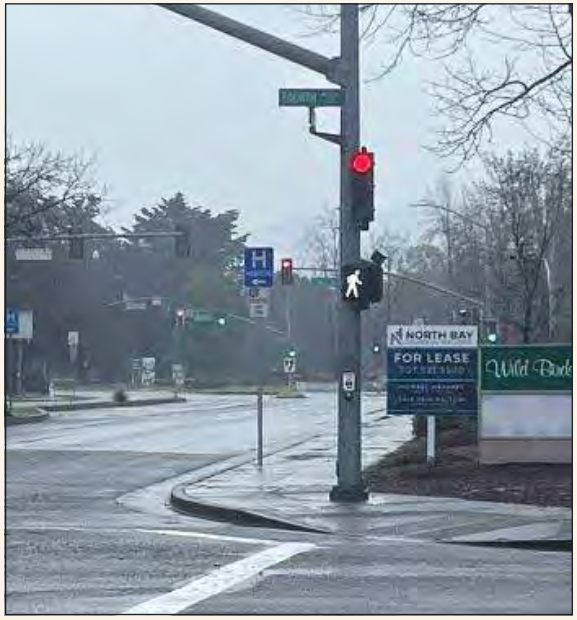
Rectangular rapid-flashing beacons (RRFBs) are a type of active warning beacon used at unsignalized crossings. They are designed to increase motor vehicle yielding compliance on multilane or high-volume roadways.

Pedestrian Facility Toolbox (continued)

High-Intensity Activated Crosswalk across Mendocino Avenue in Santa Rosa.

HIGH-INTENSITY ACTIVATED CROSSWALKS

High-intensity activated crosswalks are beacons that are used to improve unsignalized intersections or midblock crossings of major streets. They are only activated when pedestrians or bicyclists are present, resulting in minimal user delays.



Leading Pedestrian Interval along 4th Street in Santa Rosa.

LEADING PEDESTRIAN INTERVAL

A leading pedestrian interval (LPI) is a traffic signal phase that gives people crossing an intersection the opportunity to enter the crosswalk a few seconds before vehicles are given a green light. This allows people to establish their presence in the crosswalk before drivers have priority to turn right.

Speed cushion along Kingwood Street in Santa Rosa.

SPEED CUSHION

A speed cushion is similar to a speed hump, but includes wheel cutouts to allow large vehicles (e.g., fire trucks and large emergency vehicles) to pass unaffected, while reducing vehicle speeds for all other vehicles.

Figure 13. Pedestrian Recommendations (Citywide)

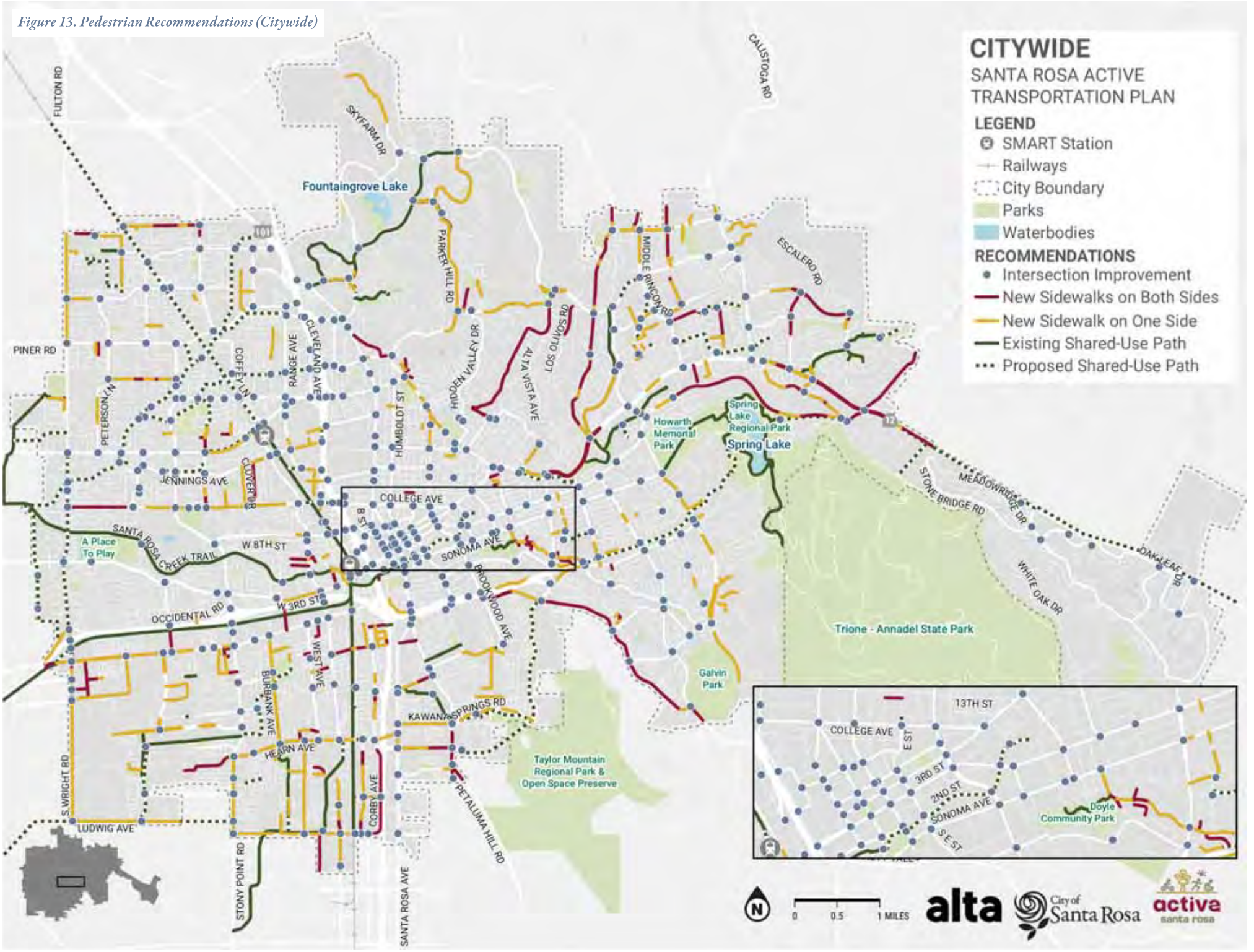


Figure 14. Pedestrian Recommendations (Downtown)

Figure 15. Pedestrian Recommendations (Northwest)

Figure 16. Pedestrian Recommendations (Northeast)

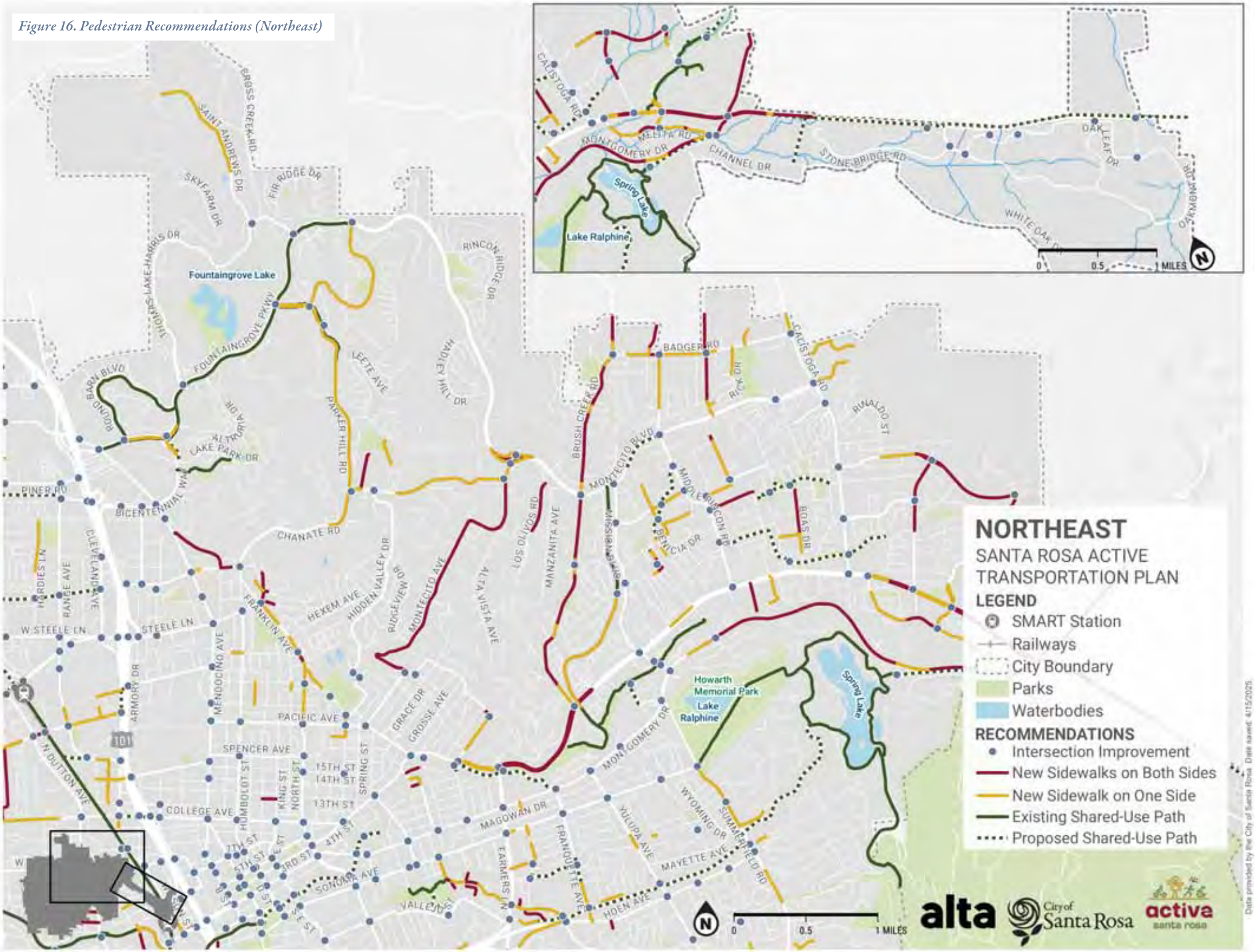
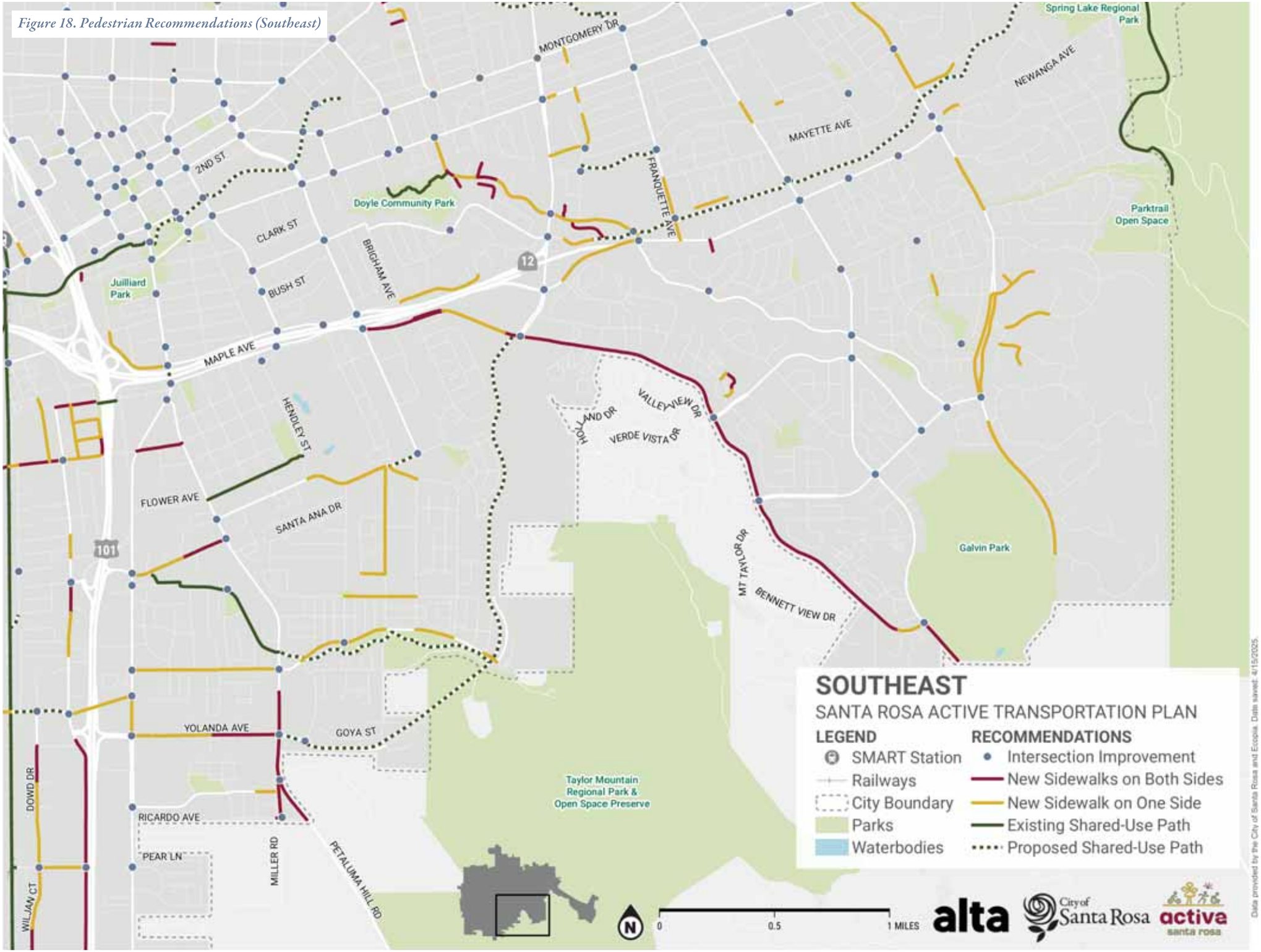


Figure 17. Pedestrian Recommendations (Southwest)

Figure 18. Pedestrian Recommendations (Southeast)

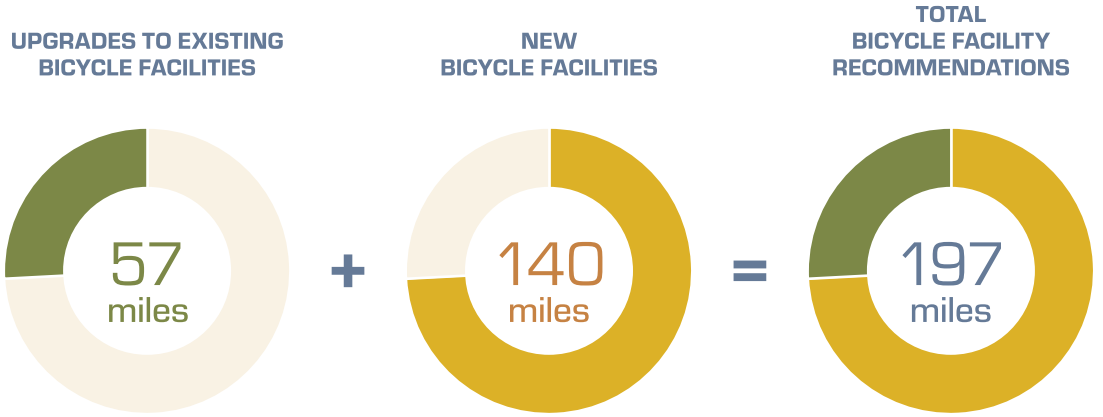


Bicycle Network Recommendations

The recommended low-stress bicycle network emphasizes the following:

- Improving the safety and comfort of local, neighborhood routes for biking (e.g., bicycle boulevard recommendations along Spencer Avenue, Brown Street, and Jennings Avenue)
- Building upon and improving access to the extensive shared-use path network in Santa Rosa (e.g., Santa Rosa Creek Trail, SMART Pathway/ Great Redwood Trail)
- Providing additional separation, where feasible, between motor vehicles and people biking along major roadways (e.g., separated bike lane recommendations along W College Avenue, Sebastopol Road, and Santa Rosa Avenue)

Based upon the results of community input and the analysis of existing conditions, the recommended bicycle network focuses on providing a connected network of low-stress facilities that offer convenient access both within neighborhoods and across the city such as to parks, schools, downtown, SMART stations, and shopping centers. Low-stress bicycle facilities are aimed at being comfortable for a wide range of potential bicycle riders and include shared-use paths, separated bike lanes, and bicycle boulevards (see page 58 for more information).



Combined with the existing bicycle facilities, Santa Rosa would have a total of

250 miles

of bicycle facilities when fully built out.

The **Bicycle Facility Toolbox** defines the recommended bicycle facilities, which include shared-use paths, bike lanes, buffered bike lanes, bike routes, bicycle boulevards, and separated bike lanes. In total, this Plan recommends 197 miles of new bicycle facilities or upgrades to existing bicycle facilities, a certain subset of which are considered high-priority (see more in **Chapter 5**). This Plan also recommends 4 miles of study corridors, which are roadways that will require additional community engagement and traffic and design analysis before recommending a specific bicycle facility. Recommended bicycle improvements can be found in **Figure 19–Figure 24.**

Bicycle Facility Toolbox

The Prince Memorial Greenway is a Shared-Use Path in Santa Rosa.

CLASS I – BIKE PATH (SHARED-USE PATH)

Class I facilities are dedicated paths for walking, biking, and rolling that might parallel streets but are completely separated from the roadway by at least five feet. Since Class I facilities are shared between people walking, biking, and rolling, this Plan uses the term "shared-use path" instead of "bike path" to describe Class I facilities.

Bike Lane on Third Street in Downtown Santa Rosa.

CLASS II – BIKE LANE

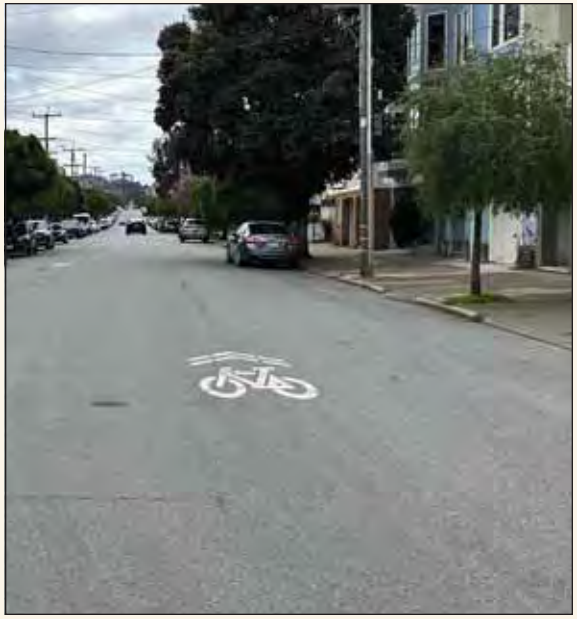
Class II bike lanes are striped lanes for people biking located against the curb or next to a parking lane.

Buffered Bike Lane along Santa Rosa Avenue.

CLASS IIB - BUFFERED BIKE LANE

Class IIB buffered bike lanes are bike lanes that include a striped "buffer" area of paint on one or both sides to increase separation from the traffic lane or from parked cars.

Bicycle Facility Toolbox (continued)



Bike Route Pavement Stencil in San Francisco.

Bike Boulevard Pavement Stencil on Humboldt Street in Santa Rosa.

Two-way Separated Bike Lane along Santa Rosa Avenue.

CLASS III – BIKE ROUTE*

Class III bike routes are signed routes for people biking, where lanes are shared with motorists. These routes are typically placed on local roads with low vehicle volumes and speeds and where there are typically not additional traffic calming techniques.

** Senate Bill 1216, signed into law in 2024, governs the maximum allowable speed limit when installing sharrows as part of a Class III facility. As of January 1, 2025, cities and agencies are prohibited from installing sharrows on any roadway with a speed limit above 30 mph. Exceptions are allowed when sharrows are used at, or near, an intersection for the purpose of connecting Class I, Class II, or Class IV bikeways through an intersection. Furthermore, the bill stipulates that any project funded through the CA Active Transportation Program (ATP) may not install a Class III facility or sharrows on a roadway with a speed limit above 25 mph. This requirement goes into effect as of January 1, 2026. Roadways with speeds over 25 mph are still eligible for Class III facilities or sharrows if they can demonstrate the project will reduce the speed limit to 25 or lower or if they can demonstrate the Class III marking is appropriate for the local community context and advances a lower-stress environment or low-stress network.*

CLASS IIIB – BIKE BOULEVARD

Class IIIB bike boulevards are signed routes for people biking on local neighborhood roadways, where lanes are shared with motorists. What separates bike boulevards from a Class III bike route is the inclusion of traffic-calming features or other treatments to prioritize comfort for people biking and deliberately slow vehicles down or reduce vehicle volumes. See **Bicycle Boulevard Implementation** on page 52 for more information on potential improvements related to bicycle boulevards.

CLASS IV – SEPARATED BIKEWAY (SEPARATED BIKE LANE)

Separated bike lanes provide a physical vertical barrier between the bicycle space and motor vehicle lanes. The barrier could include bollards, flexible delineators, curbs, planted buffers, or parked cars.

Figure 19. Bicycle Recommendations (Citywide)

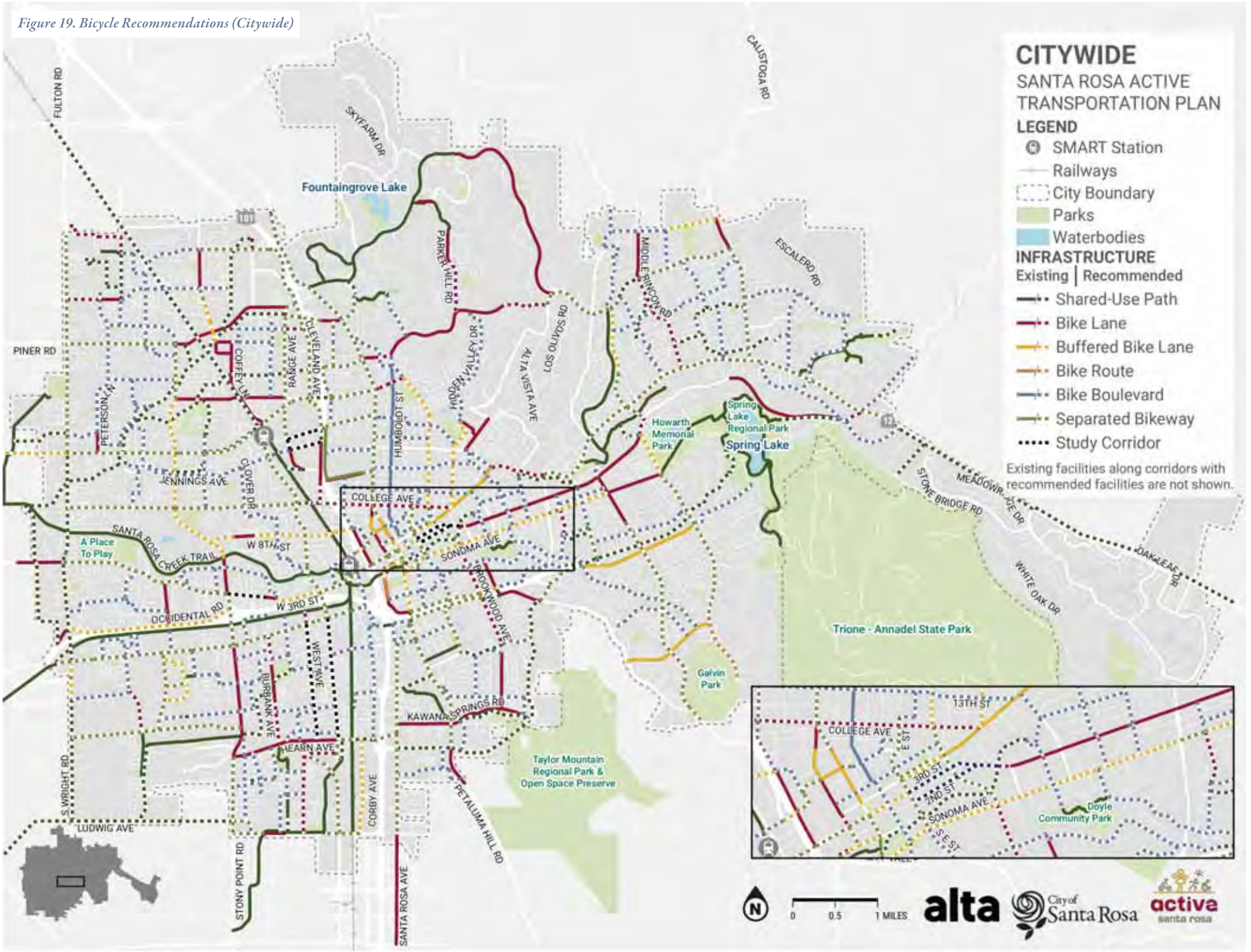


Figure 20. Bicycle Recommendations (Downtown)

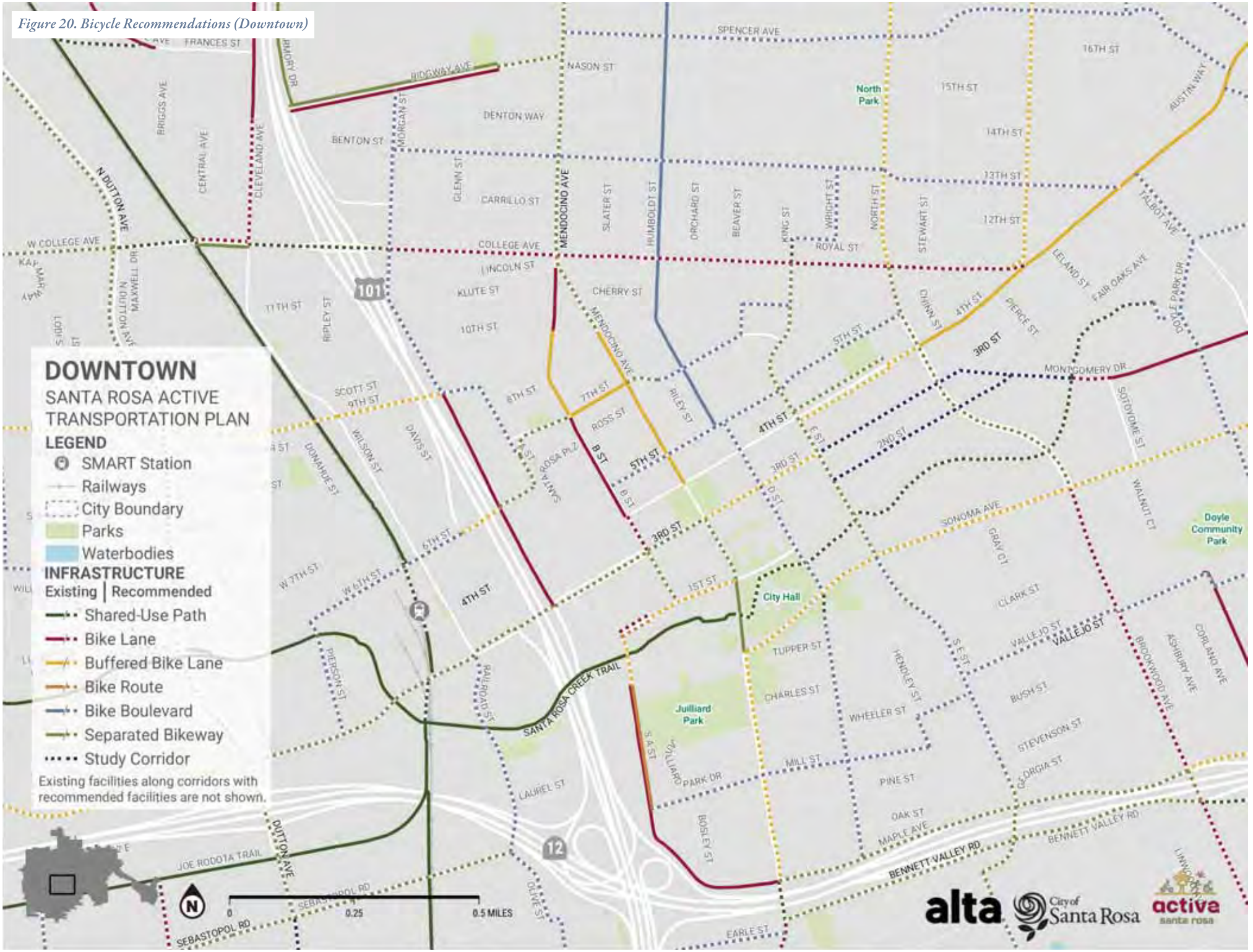


Figure 21. Bicycle Recommendations (Northwest)

Figure 22. Bicycle Recommendations (Northeast)

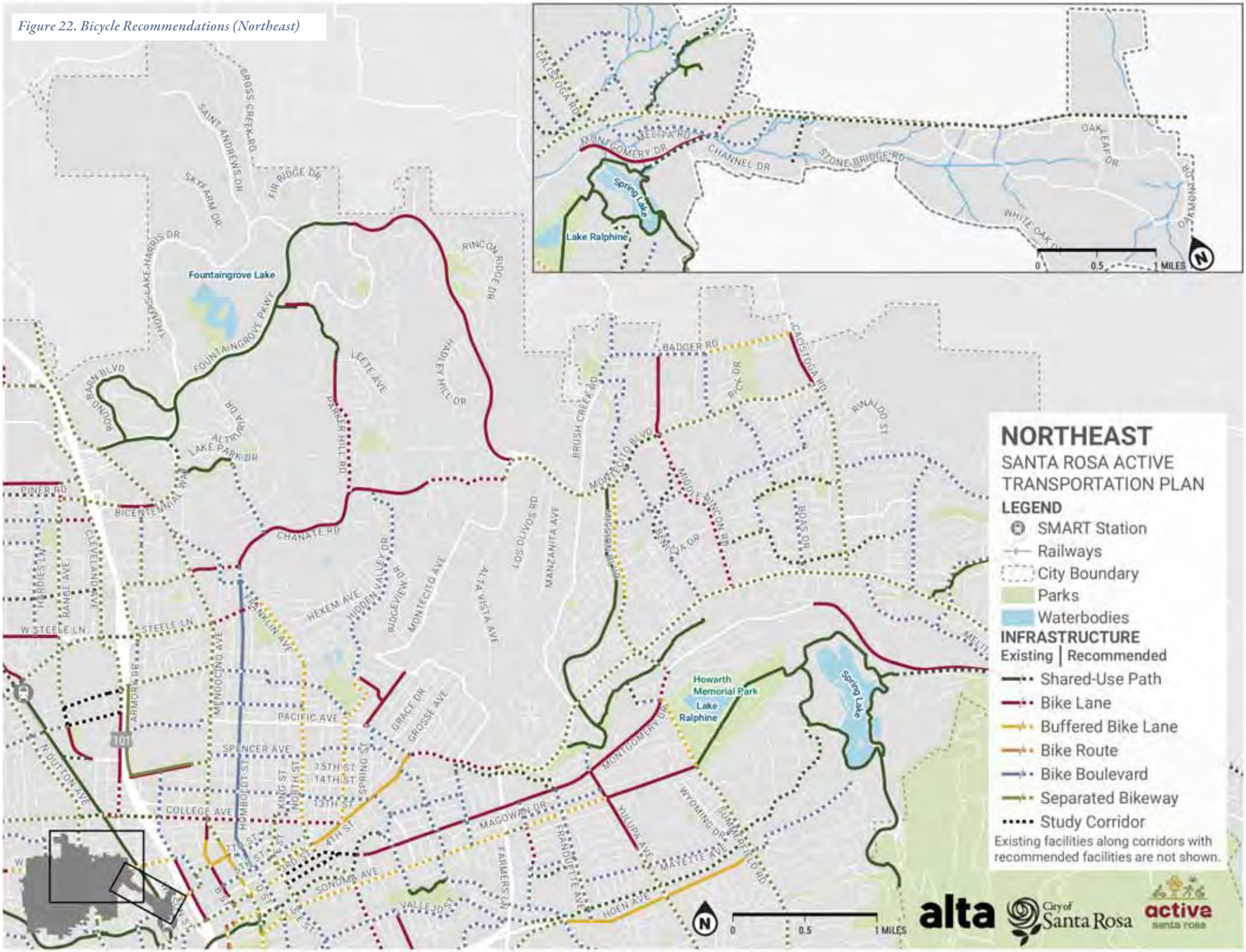


Figure 23. Bicycle Recommendations (Southwest)

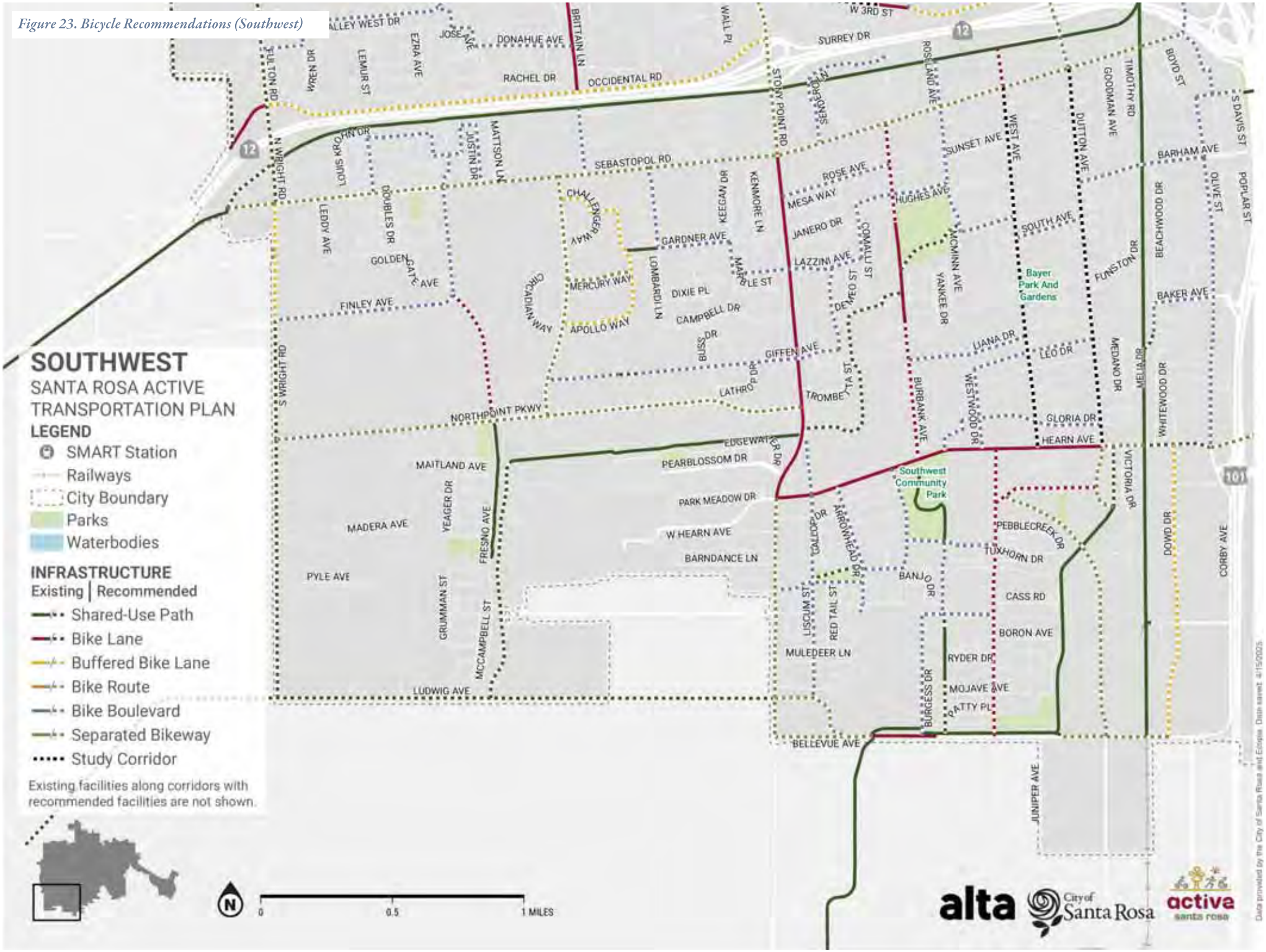


Figure 24. Bicycle Recommendations (Southeast)

Bicycle Boulevard Implementation

Bicycle boulevards are signed routes for people biking on local neighborhood roadways, where lanes are shared with motor vehicles. What separates bicycle boulevards from a Class III bike route is the inclusion of traffic-calming features such as chicanes and traffic diverters, among others, to deliberately slow down motor vehicles, reduce vehicle volumes on some streets, and prioritize comfort for people biking. The following guidelines and reference documents have served to inform this section:

- *Caltrans Traffic Calming Guide* (2023)
- *FHWA Small Town and Rural Multimodal Networks* (2016)
- *NACTO Urban Bikeway Design Guide* (2014)

POTENTIAL IMPROVEMENTS

Best practices for the implementation of bicycle boulevards focus on implementing the following actions and may include a combination of the following improvements depending on the context of the roadway:

Prioritize safe and comfortable crossings for people walking, biking, and rolling. Potential improvements will vary depending on the context such as whether the intersection is unsignalized, signalized, or requires crossing a major or minor roadway. For more information, see the Approach to Bicycle Crossing Improvements section below. **Figure 25** shows an RRFB used to enhance a bicycle and pedestrian crossing.

Reduce or prevent speeding. The speed limit along bicycle boulevards should not exceed 25 mph and would preferably be 20 mph or lower. In addition to speed limits, a variety of traffic-calming measures can be used both along the roadway or at intersections. **Figure 26** shows a speed cushion along a bicycle boulevard in Oakland, California.

Discourage or prevent cut-through motor vehicle traffic. Bicycle boulevards should aim for 1,500 vehicles per day, or a maximum of 3,000 vehicles per day. Some common strategies for vehicle volume reduction include traffic diverters (**Figure 27**). Traffic diverters can be configured to fully or partially prevent motor vehicle through traffic or require cars to turn off the bicycle boulevard.

Figure 25. Rectangular Rapid-Flashing Beacon in Santa Rosa

Figure 26. Speed Cushion (Oakland, CA)

Make the routes easy to find and follow. Designated signage and pavement markings can clearly indicate that the route is a bicycle boulevard and include wayfinding signs (**Figure 28**).

Figure 27. Traffic Diverter (Berkeley, CA)

Figure 28. Bicycle Boulevard Pavement Stencil in Santa Rosa

APPROACH TO BICYCLE CROSSING IMPROVEMENTS

Bicycle crossing improvements will be considered on a case-by-case basis and in conjunction with the pedestrian crossing improvements identified in this Plan. Many of the pedestrian crossing improvements also overlap with and benefit people biking. Potential improvements will vary depending on the context such as whether the intersection is unsignalized, signalized, or requires crossing a major or minor roadway. Bicycle crossing improvements generally aim to reduce motor vehicle turning speeds, increase the visibility of people biking, and give priority to people biking.

Some example bicycle crossing improvements include a dedicated bike signal, intersection bike conflict markings, hardened centerlines (**Figure 29**), raised crossings, daylighting (**Figure 32**), or bicycle boxes (**Figure 30**). Additionally, protected intersections are one of the most advanced bicycle crossing improvements because they tend to combine a large variety of strategies to keep people biking physically protected from motor vehicles right up until the intersection (**Figure 31**). Protected intersections can be applied at a variety of intersection types but can be particularly useful at intersections with major roadways. More information on best practices for bicycle crossing improvements can be found in the NACTO *Don't Give Up at the Intersection* report.

Figure 29. Hardened Center Line (South San Francisco, CA)

Figure 30. Bike Box in Santa Rosa

Figure 31. Protected Intersection (San Luis Obispo, CA)

Figure 32. Bike Parking Used to Daylight the Intersection in Santa Rosa

Policy and Program Recommendations

Making Santa Rosa more walkable and bikeable requires not only new infrastructure investments but also ongoing programs that support and encourage those who rely on active travel and those who choose it for convenience. Developing new initiatives and enhancing existing ones is crucial for Santa Rosa to effectively invest in the communities that will benefit from this Plan. This section outlines the recommended policies and programs designed to help achieve the goals set forth in this Plan. The recommendations are organized by the six Es framework for supporting walking, biking, and rolling: Engineering, Education, Encouragement, Evaluation, Engagement, and Equity.[1] Additional details can be found in **Appendix E**.

1 C. Isidro, "Dropping Enforcement from the Safe Routes to School 6 E's Framework," Safe Routes Partnership, June 9, 2020, https://www.saferoutespartnership.org/blog/dropping-enforcement-safe-routes-school-6-e%E2%80%99s-framework.

A note on Enforcement: *For more than 15 years, Enforcement programs/policies were used as a core factor in the organizing framework for transportation planning. In recent years, however, this framework has been updated to remove enforcement and include equity and engagement as two of the main pillars of programmatic and policy work. As a result, this Plan does not recommend general enforcement programs. However, enforcement focused on road safety including penalizing dangerous actions such as vehicle speeding, running red lights, and failure to yield or stop at traffic control devices should still be considered.*

ENGINEERING

Active Santa Rosa seeks to use engineering interventions to solve many of the common challenges historically addressed through enforcement, such as speeding and bike lane encroachment. Engineering is the single most important tool the City has for improving walking, biking, and rolling. This Plan also supports City collaboration with the Santa Rosa Police Department on active transportation safety education and encouragement activities. **Table 1** summarizes the proposed engineering programs and policies supporting bike and pedestrian recommendations to improve the walking, biking, and rolling experience in Santa Rosa.

Table 1. Recommended Engineering Programs and Policies

SUPPORT POLICY/ PROGRAM	DESCRIPTION	PLAN GOAL
Implement "No Right Turn on Red" Policy	The City will evaluate restrictions banning motor vehicles from turning right while they have a red-light signal on a case-by-case basis. Specifically at high pedestrian/bicycle traffic intersections and near schools as projects move into the design phase.	Make Safety the Default Option Increase Access and Comfort
Bike Detection at Key Intersections	Develop an inventory of signalized intersections without bicycle detection where bicycle facilities exist and implement prioritized traffic signal modifications to include bicycle detection at high-traffic bicycle locations. Research various types of bicycle detection to understand best practices in the type and location of detection at each intersection.	Make Safety the Default Option Create a Sustainable City
Leading Pedestrian Interval Policy	Create a policy that standardizes Leading Pedestrian Intervals (LPIs) at high pedestrian traffic intersections across the city, except where the City determines there to be an exception. These improvements should be prioritized within disadvantaged communities and at intersections with a history of pedestrian collisions.	Make Safety the Default Option Increase Access and Comfort

Table 1. Recommended Engineering Programs and Policies (continued)

SUPPORT POLICY/ PROGRAM	DESCRIPTION	PLAN GOAL
Update Street Design Standards	Review and update all relevant policy and design standards regarding bikeway facilities, path and sidewalk design, materials, and supporting amenities to be consistent with the most recent best practices and state and federal standards for bicycle and pedestrian facilities and in compliance with the latest Americans with Disabilities Act (ADA) Standards for Accessible Design and Public Right-of-Way Accessibility Guidelines (PROWAG).	Make Safety the Default Option Increase Access and Comfort Create a Sustainable City
Staff Training	Support City staff in studying the most up to date engineering practices through attending conferences, training, webinars, and other opportunities.	Make Safety the Default Option Increase Access and Comfort
Rapid Implementation & Piloting	To streamline project delivery, the City should consider implementation of Quick-Build or Tactical Urbanism strategies. The City should prioritize Quick-Build projects, especially in historically under-invested/disadvantaged communities and at high-collision locations. Quick-Build projects may include slip lane retrofits and corner curb extensions. Additionally, the City should consider implementing Quick-Build projects identified in completed school Walk Audits.	Make Safety the Default Option Promote Equity and Social Justice Increase Access and Comfort Create a Sustainable City
Daylighting	In compliance with the California Vehicle Codes Section 22500 that prohibits people from parking, stopping, or leaving a motor vehicle unattended within 20 feet of the vehicle approach side of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present, the City can improve enforcement of the California Vehicle Code by installing a red-painted curb, curb extensions, bicycle parking or other space activation, or signage.	Make Safety the Default Option Increase Access and Comfort Create a Sustainable City
Lower Speed Limits	Create a program to analyze and reduce speeds where appropriate along arterial and collector roadways based on the CA Manual for Setting Speed Limits. Lowering the speed limits on streets may lessen the severity and frequency of crashes.	Make Safety the Default Option
School Zone Speed Limits	Per California Vehicle Code Section 22358.8, the City should consider reducing speed limits around School Zones, which may be lowered to 15 mph on all two-way residential streets under the City's jurisdiction within 500 feet of schools and 25 mph up to 1,000 feet from schools.	Make Safety the Default Option Increase Access and Comfort
Expand and protect the City's Tree canopy through Programming and Education	Consider planting shade trees and other greening elements along bike and pedestrian corridors and within school zones.[1]	Increase Access and Comfort Create a Sustainable City

1 Caltrans considers street trees to be traffic-calming elements as they are often attributed to a perceived narrowing of the roadway, a sense of rhythm and human scale created by framing the street, and the perception that the driver is in a place where they are more likely to encounter pedestrians, bicyclists, and cross-traffic.

EQUITY

Equity programs and policies aim to redistribute resources to the city's communities that have historically experienced disinvestment. **Table 2** lists proposed programs that help bring the focus toward creating healthy, thriving communities for people of all ages, races, ethnicities, incomes, and abilities.

A Safe Routes to School activity held in Santa Rosa.

Table 2. Recommended Equity Programs and Policies

SUPPORT PROGRAM/ FACILITY	DESCRIPTION	PLAN GOAL
Bicycle and Pedestrian Infrastructure Equity Program	Prioritize implementing bicycle and pedestrian safety projects in equity priority communities. Continually review implementation to promote equitable distribution of infrastructure in support of people walking, biking, and rolling, especially in areas with a disproportionate number of pedestrian or bicycle-related crashes.	Promote Equity and Social Justice
Bicycle and Bicycle Accessories Giveaway Program	Subsidize or provide free bicycles and bicycle equipment through a voucher program to community members who qualify for CalFresh or SCE CARE/FERA utility discount. Consider working with local bike shops to implement this program.	Promote Equity and Social Justice Increase Access and Comfort
E-Bike Rebates and Incentives	Create a program to provide additional funding for e-bike purchases for low-income individuals.	Promote Equity and Social Justice Increase Access and Comfort Create a Sustainable City
Bike Lending Library	Work with the Santa Rosa Tool Library to establish a bike and bike tool library to rent out bikes and bike tools to individuals who may not have access to one or are curious about getting around by bike. Integrate safety and education courses to support users, especially those new to biking.	Promote Equity and Social Justice Increase Access and Comfort
Assess Travel Patterns and Collisions Involving People Experiencing Homelessness	Collaborate with the City's contracted outreach provider, Catholic Charities' Homeless Outreach Services Team (HOST), to understand the travel patterns of people experiencing homelessness to inform improvements. Additionally, the City should work to catalog people experiencing homelessness as part of the City's collision analysis.	Make Safety the Default Option Promote Equity and Social Justice Increase Access and Comfort

ENCOURAGEMENT

Encouragement programs and policies provide incentives and support to help people choose to walk, bike, or roll to their destination instead of driving. These programs and policies target "interested but concerned" people who would like to ride a bike but may not feel confident in their skills or in their interactions with people driving. **Table 3** summarizes the recommended policies and programs aimed at encouraging walking and biking.

A social ride put on by the Sonoma County Bicycle Coalition.

Table 3. Recommended Encouragement Programs and Policies

SUPPORT PROGRAM/FACILITY	DESCRIPTION	PLAN GOAL
Bicycle/Pedestrian-Friendly Designation	Continue to pursue bicycle-friendly and pedestrian-friendly designations from the League of American Bicyclists and Walk Friendly America, respectively. Santa Rosa currently has a silver designation in the Bicycle Friendly Communities program from the League of American Bicyclists.	Create a Sustainable City
Open Streets	Open Streets are temporary events that close a street or network or streets to cars to allow people to freely walk, bike, or roll. Start a regular Open Streets program to encourage walking, biking, and rolling and strengthen local bike culture.	Increase Access and Comfort Create a Sustainable City
Transportation Demand Management (TDM) Implementation Plan	Develop a Transportation Demand Management Implementation Plan or Report to increase support for commuters bicycling or walking to work.	Increase Access and Comfort Create a Sustainable City
Safe Routes to School	The City will continue to act as an engaged partner with the Sonoma County Safe Routes to School program in support of Safe Routes to School activities and programs at schools within the city. This includes participating in walk audits and the Safe Routes to School Task Force meetings.	Increase Access and Comfort Promote Equity and Social Justice
Trail Maintenance	Work to regularly maintain and address community safety concerns (including obstructions or barriers to using the facility) on shared-use paths.	Increase Access and Comfort Promote Equity and Social Justice
Social Walks/Rides	Continue to support local organizations that wish to host social rides or walks or that advocate on behalf of Vision Zero initiatives.	Increase Access and Comfort Create a Sustainable City
Waste Bin Placement	Provide clear instructions on the City website and in utility bills mailed to community members about properly placing waste bins. Where on-street parking exists, bins should be placed near the curb within the parking aisle. Community members should be instructed to place bins against the curb where no on-street parking exists to minimize intrusion into the bicycle lane.	Make Safety the Default Option Increase Access and Comfort
Bicycle Parking at Large Events	Revise Chapter 11-40 Section 040 of the Santa Rosa Municipal Code regarding event permits to include "Conditions for Issuance" to require events expected to draw more than 5,000 attendees to provide secure, attended bicycle parking for attendees at no charge.	Increase Access and Comfort Create a Sustainable City

EDUCATION

Education programs and policies help those interested in walking, biking, and rolling feel more comfortable, safe, and confident navigating streets and shared-use paths. **Table 4** outlines potential programs and program expansions that the City should consider.

A meeting held to debrief about the annual Week Without Driving Challenge.

Table 4. Recommended Education Programs and Policies

SUPPORT PROGRAM/FACILITY	DESCRIPTION	PLAN GOAL
Bicycle Safety Education for Adults	Continue supporting the Sonoma County Bicycle Coalition's Smart Cycling classes by advertising them and providing meeting space in Santa Rosa.	Create a Sustainable City Increase Access and Comfort Make Safety the Default Option
Mini-Main Street Education Events	Partner with Sonoma County Safe Routes to School program and the Parks Department, as needed, to install permanent traffic gardens at select schools or parks. Mini main streets and traffic gardens provide safe environments for children to practice roadway safety.	Create a Sustainable City Increase Access and Comfort Promote Equity and Social Justice
Walk and Bike Buses to School (SRTS)	Partner with Sonoma County Safe Routes to School program, as needed, to encourage and support efforts to organize walk and bike buses throughout the school year. Consider pursuing Caltrans and Sonoma County Active Transportation Authority funding for ongoing long-term programs throughout Santa Rosa.	Create a Sustainable City Increase Access and Comfort Make Safety the Default Option
Bike Repair Clinics	Offer bike repair clinics at big events and advertise repair and maintenance shops on the City website. Repair clinics could be conducted in partnership with Community Bikes Santa Rosa.	Increase Access and Comfort Promote Equity and Social Justice
Bike Repair Station	Install bike repair stations along trails that include bike maintenance tools, air pumps, and water fountains. The City can partner with Eagle Scouts, which already provides bike repair stations nearby.	Increase Access and Comfort Create a Sustainable City
Rider/Driver Education Program	Create a program that educates drivers on how to anticipate and respond to people biking and walking. These classes could be held with the Safe Routes to School Program to advertise bicycle-friendly training to high school students. The City should consider advertising the program with Bike to Everywhere Month in May.	Increase Access and Comfort Make Safety the Default Option
New Infrastructure Education Campaign	Implement an education campaign to increase awareness about using upgraded pedestrian and bicycle infrastructure, which may be new to the area and which community members may not be familiar with.	Increase Access and Comfort Make Safety the Default Option

EVALUATION

Evaluation programs are an important component of any engineering or programmatic investment. They help the City measure its success at meeting the goals of this Plan and identify adjustments that may be necessary. **Table 5** lists proposed programs and policies supporting evaluation efforts.

City crews install safety improvements along Steele Lane in Santa Rosa.

Table 5. Recommended Evaluation Programs and Policies

SUPPORT PROGRAM/ REPORT	DESCRIPTION	PLAN GOAL
Annual Bicycle and Pedestrian Collision Reports	Track progress of Vision Zero goals by conducting annual reviews of bicycle and pedestrian collisions to assess traffic safety issues and track progress toward a safer community for bicyclists and pedestrians.	Make Safety the Default Option Create a Sustainable City Increase Access and Comfort
Bicycle and Pedestrian Count Program	Continue to use SCTA counters available to the City to measure bikeway activity and analyze the impact of infrastructure improvements.	Increase Access and Comfort Create a Sustainable City
End-of-Year Workplan Reporting	As part of the end-of-year reporting to the Santa Rosa Bicycle and Pedestrian Advisory Board, catalog all finished projects from the previous fiscal year and calculate the miles of new and/or upgraded bicycle and pedestrian facilities installed.	Increase Access and Comfort Create a Sustainable City
Maintenance	The City will ensure sufficient funding in order to support bicycle and pedestrian maintenance activities, including restriping and street sweeping.	Increase Access and Comfort Make Safety the Default Option

05 Implementation and Funding

Project Prioritization

Prioritizing the implementation of the recommended improvements included in this Plan must consider what is realistic given historic and anticipated funding, while also providing Santa Rosa with flexibility to respond to changing conditions and opportunities that may arise. The prioritization of proposed projects helps formulate a strategic list to guide project implementation. Prioritization results are flexible concepts that serve as guidelines.

Over time as development occurs or changes to existing land uses and the city's transportation network take place, this framework can be used to re-evaluate remaining projects and continue pursuing implementation of the recommended improvements. For example, an opportunity-project may be completed ahead of a high-priority project due to immediate funding opportunities as part of a redevelopment or larger project. Similarly, a high-priority project may require additional study and funding, making it take longer to implement. The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Methodology

Focusing public investments into areas with the greatest needs helps to leverage the greatest public benefits from scarce public dollars for improving transportation access, connectivity, and project sustainability. *Active Santa Rosa* prioritizes improvements for people walking, biking, and rolling based on the following project goals: Safety, Equity and Social Justice, Access and Comfort, and Sustainability. We used a set of criteria to identify metrics that facilitated the ranking of each project (see **Table 6, Table 7,** and **Table 8**).

The overall prioritization reflects an order of which projects may provide the greatest community benefit by improving safety and connectivity. The projects were sorted into High-Priority Projects and Opportunity Projects. Ideally, the City would like to implement High-Priority Projects first. Opportunity Projects may be completed when funding and other opportunities like street repaving or private development projects occur. The rankings are not intended to reflect an order in which to complete projects but rather a guide for staff to select projects based on a variety of factors that present opportunities to move projects forward. **Figure 33-Figure 38** present the prioritized pedestrian projects. **Figure 39-Figure 44** present bicycle related prioritization rankings.

For a full list of all High-Priority and Opportunity Projects, see **Appendix F.**

Prioritization methodology explained

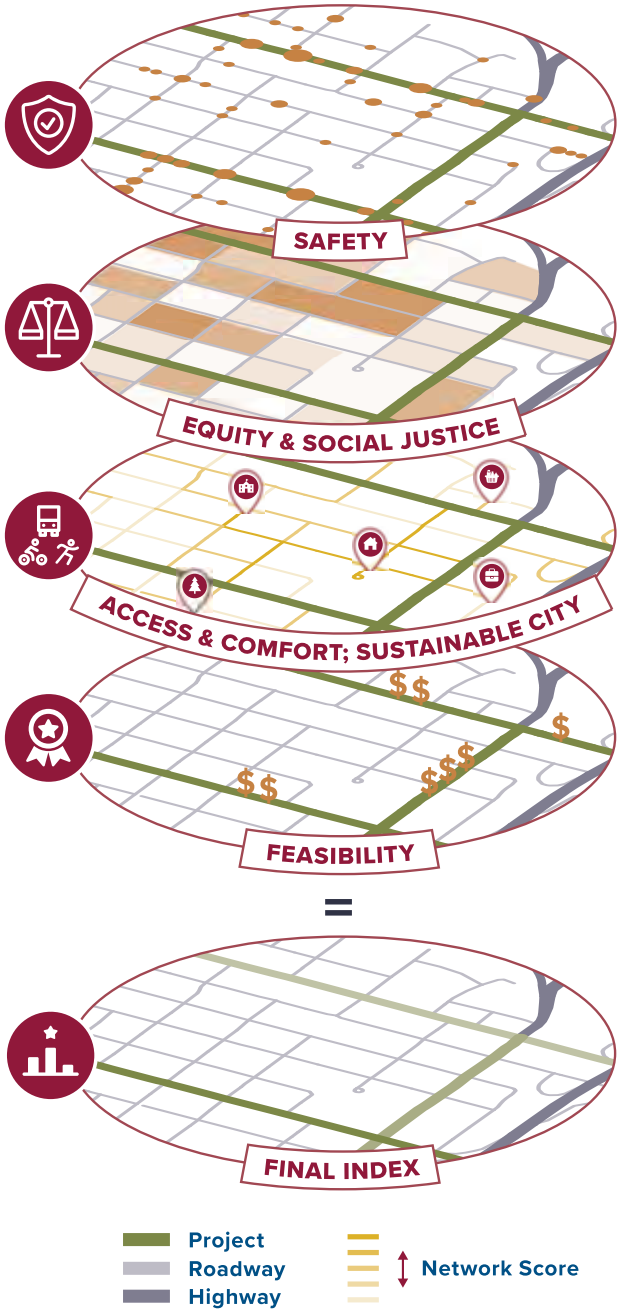


Table 6. Pedestrian Facility Improvements Prioritization Metrics

GOAL	CRITERIA	METRIC
Safety	Collision History	Roadway segment scores on the Pedestrian Crash Severity Index.
	Stress Level	Max score from pedestrian LTS analysis.
Equity and Social Justice	Health and Equity Analyses	Segment borders or travels within region with high socio-economic needs.
		Segment borders or travels within region with high Environmental and Health Burden.
Access and Comfort; Sustainable City	Transit	Presence of transit stops along the roadway.
	Park Access	Park located nearby.
	School Access	School located nearby.
	Existing City and Regional Networks	Fills facility gap within a segment.

Tour de Creek bridge

Table 7. Pedestrian Intersection Improvements Prioritization Metrics

GOAL	CRITERIA	METRIC
Safety	Collision History	Intersection improvement is located along a roadway segment that scores on the Pedestrian Crash Severity Index.
	Stress Level	Max score from pedestrian LTS analysis.
Equity and Social Justice	Health and Equity Analyses	Intersection improvement is located along a roadway segment that borders or travels within region with high socio-economic needs.
		Intersection improvement is located along a roadway segment that borders or travels within region with high Environmental and Health Burden.
Access and Comfort; Sustainable City	Transit	Presence of transit stops along the roadway.
	Park Access	Park located nearby.
	School Access	School located nearby.

Table 8. Bicycle Facility Improvements Prioritization Metrics

GOAL	CRITERIA	METRIC
Safety	Collision History	Roadway segment scores on the Bike Crash Severity Index.
	Stress Level	Recommended Bicycle Facility upgrade from existing conditions.
Equity and Social Justice	Health and Equity Analyses	Segment borders or travels within region with high socio-economic needs.
		Segment borders or travels within region with high Environmental and Health Burden.
Access and Comfort; Sustainable City	Transit	Presence of major transit stops along the roadway.
	Demand	Roadway has high active trip potential.
	School Access	School located nearby.
	Low-Stress Connectivity	Segment connects to an existing or already planned/approved low-stress bike facility (Class IV, Class I).
Feasibility	Parking Removal	Potential need for parking removal based upon aerial imagery. Parking removal is included because projects can often be implemented faster in cases where parking doesn't currently exist.

Figure 33. Pedestrian Infrastructure Improvements Prioritization (Citywide)

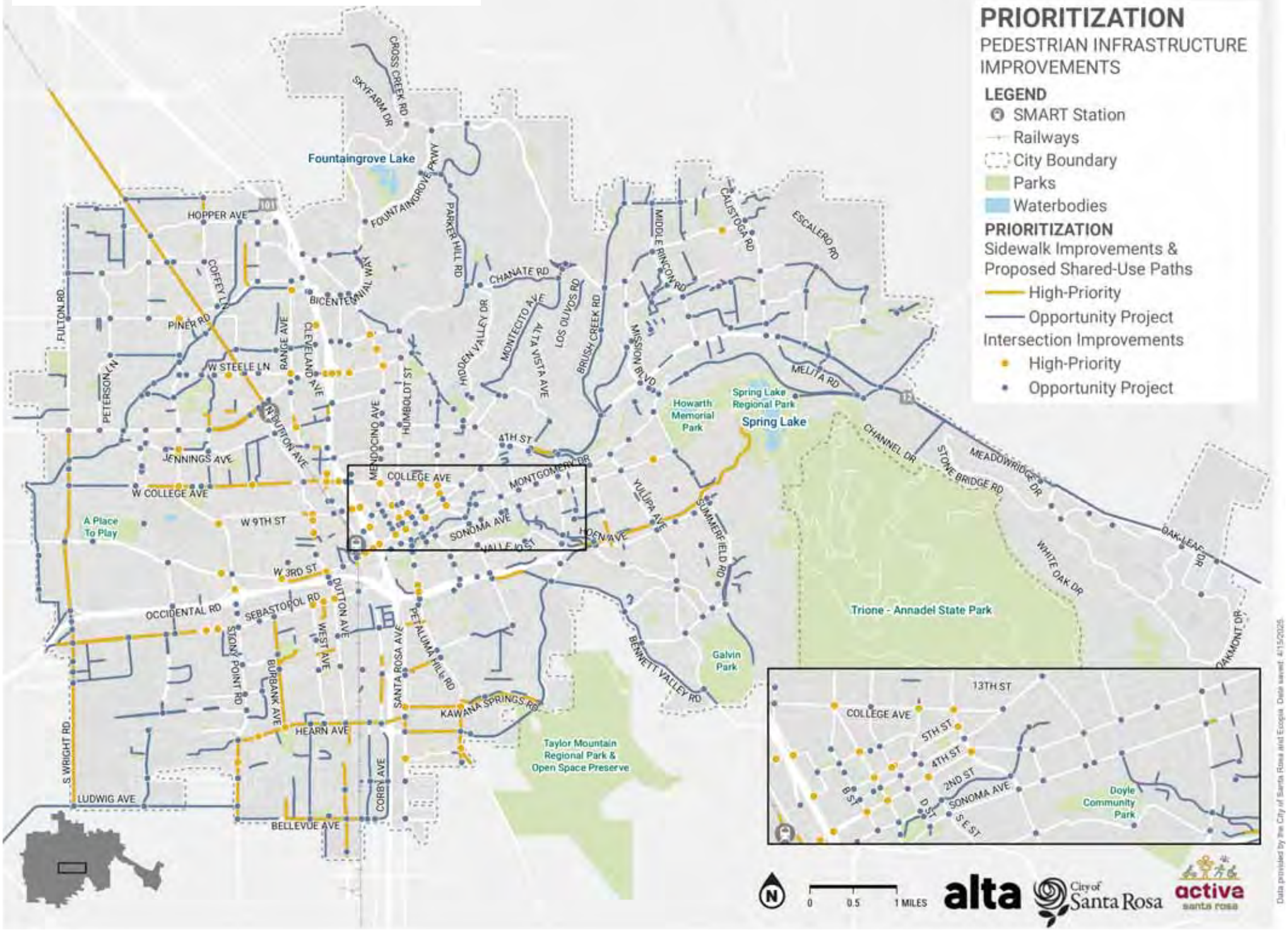


Figure 34. Pedestrian Infrastructure Improvements Prioritization (Downtown)

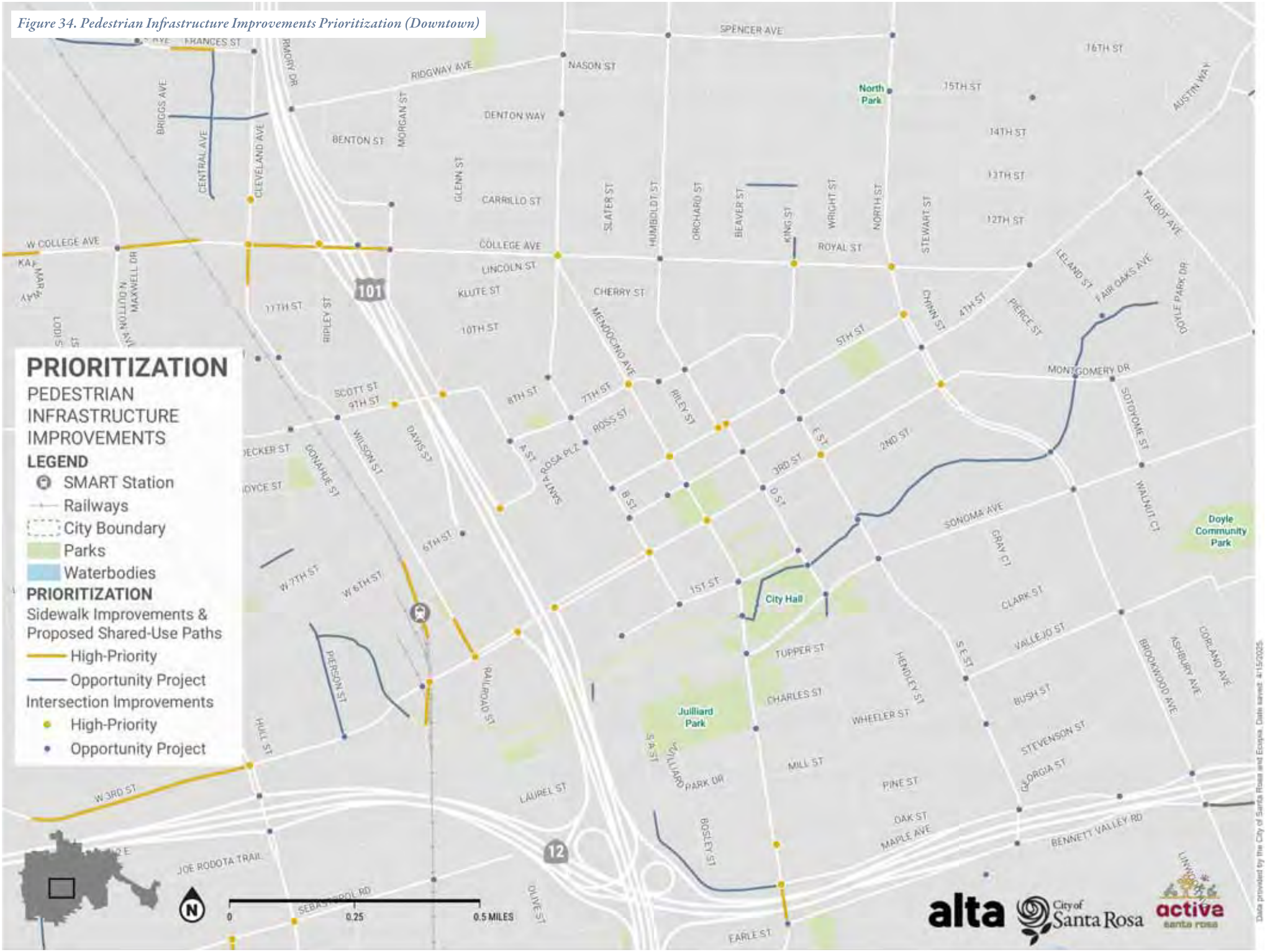


Figure 35. Pedestrian Infrastructure Improvements Prioritization (Northwest)

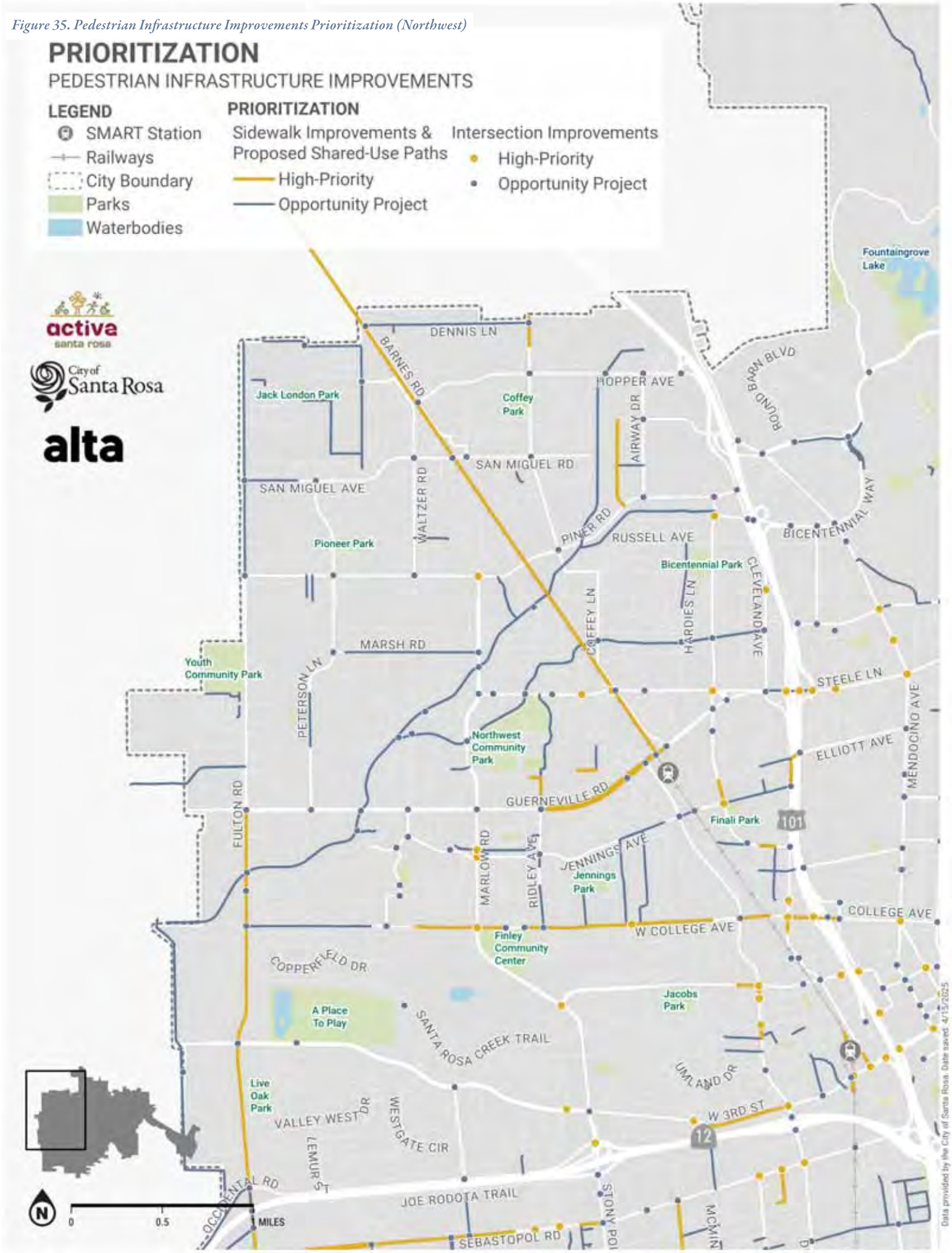


Figure 36. Pedestrian Infrastructure Improvements Prioritization (Northeast)

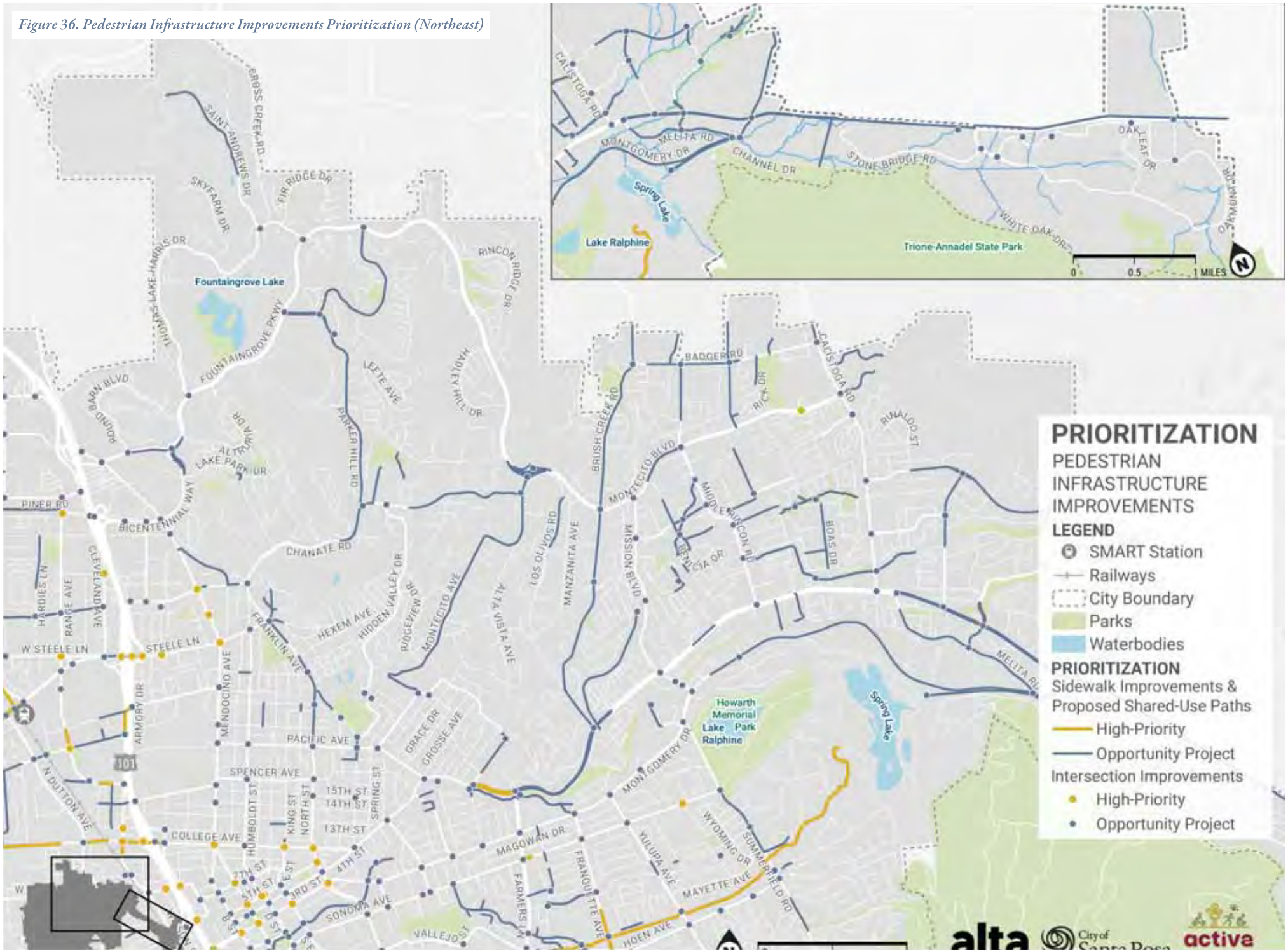


Figure 37. Pedestrian Infrastructure Improvements Prioritization (Southwest)

Figure 38. Pedestrian Infrastructure Improvements Prioritization (Southeast)

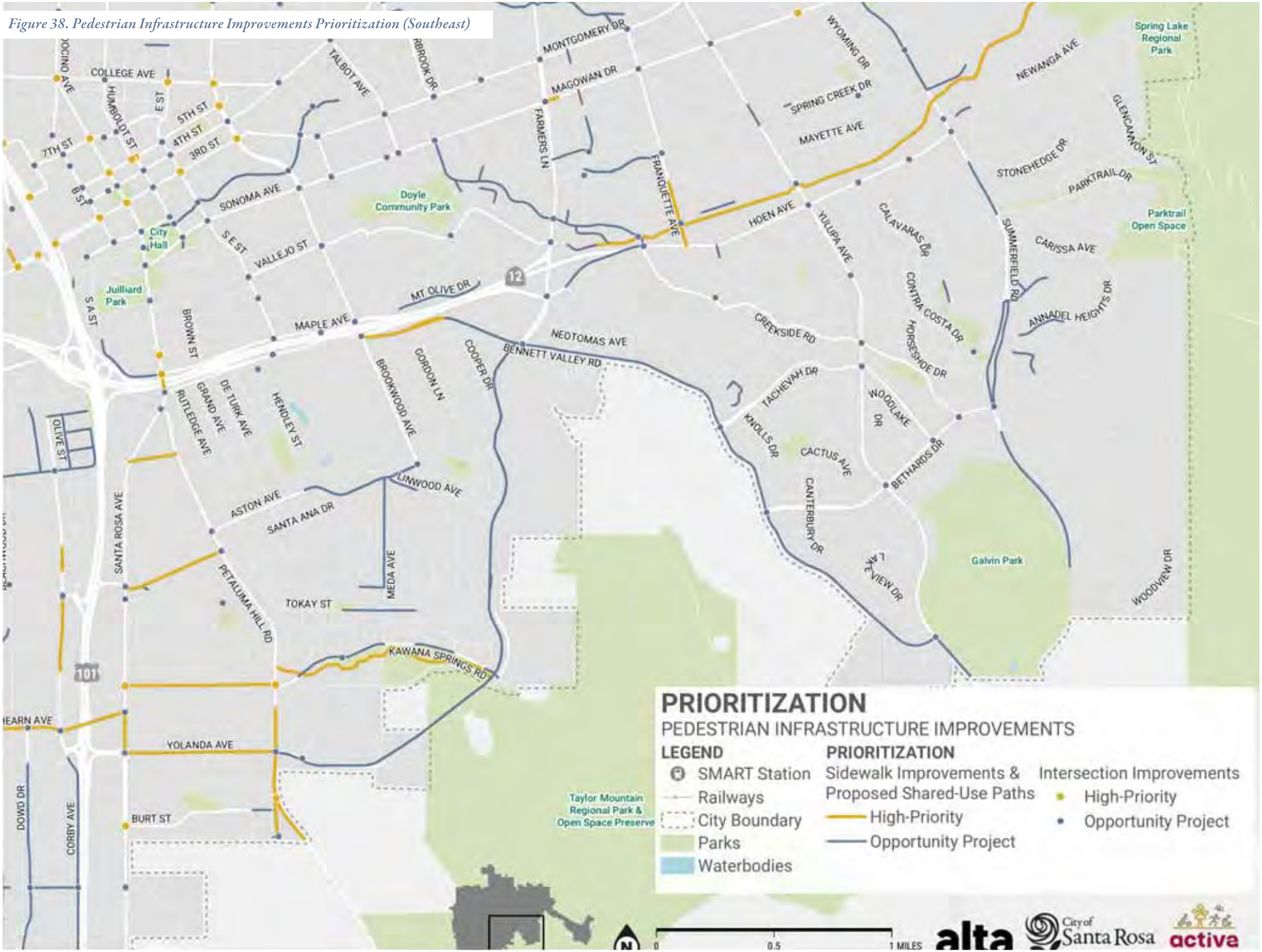


Figure 39. Bicycle Infrastructure Improvements Prioritization (Citywide)

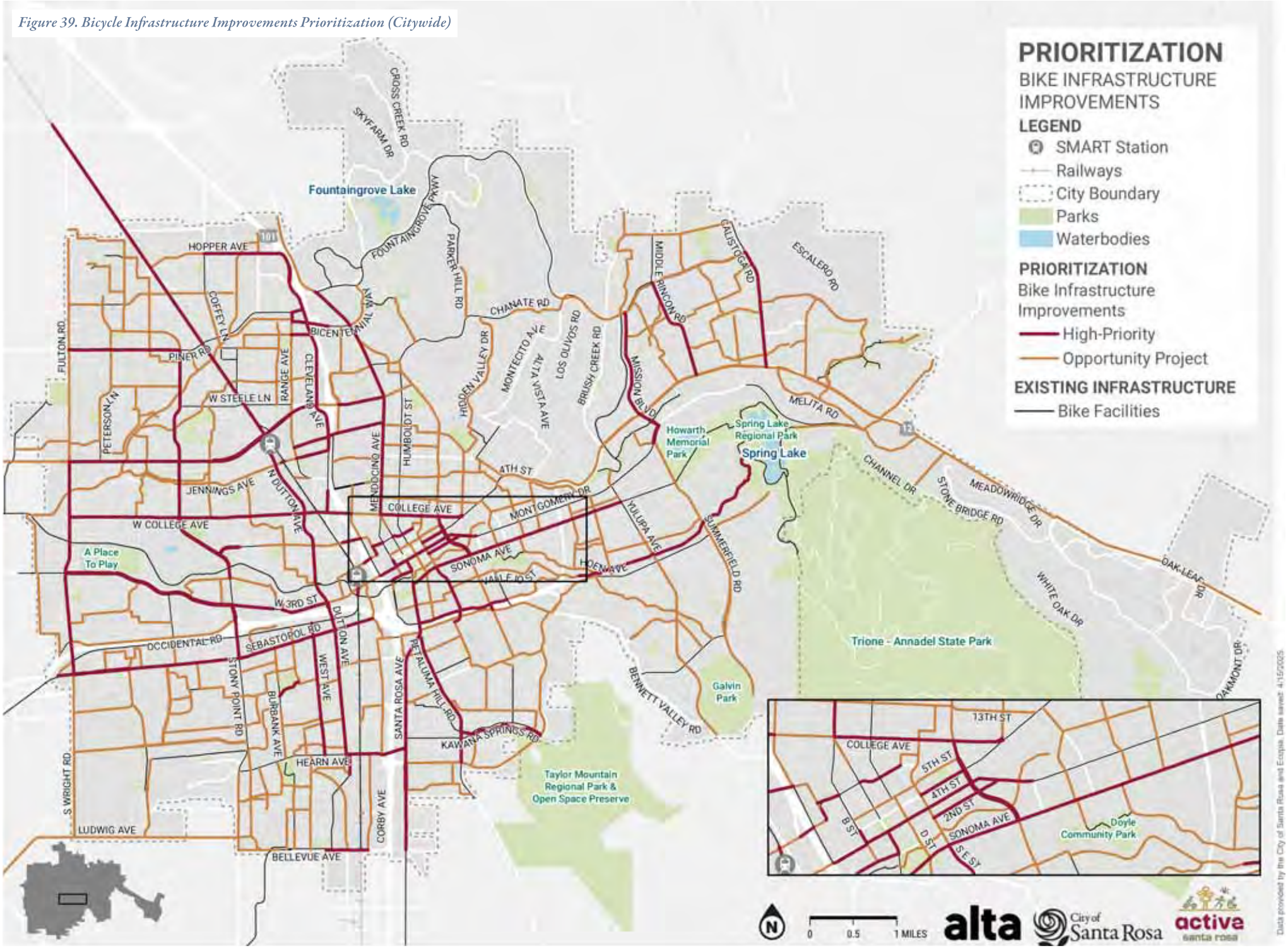


Figure 40. Bicycle Infrastructure Improvements Prioritization (Downtown)

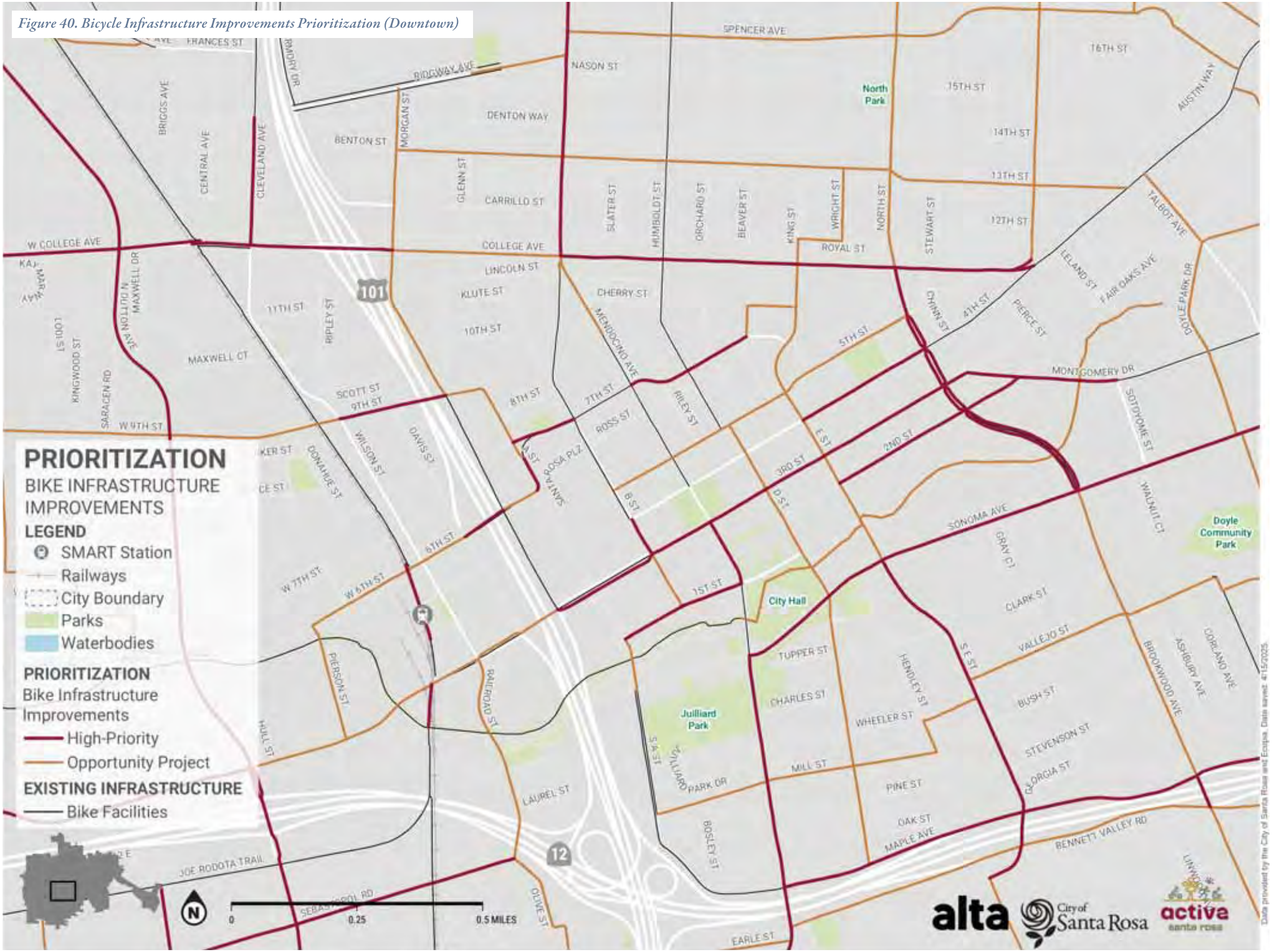


Figure 41. Bicycle Infrastructure Improvements Prioritization (Northwest)

Figure 42. Bicycle Infrastructure Improvements Prioritization (Northeast)

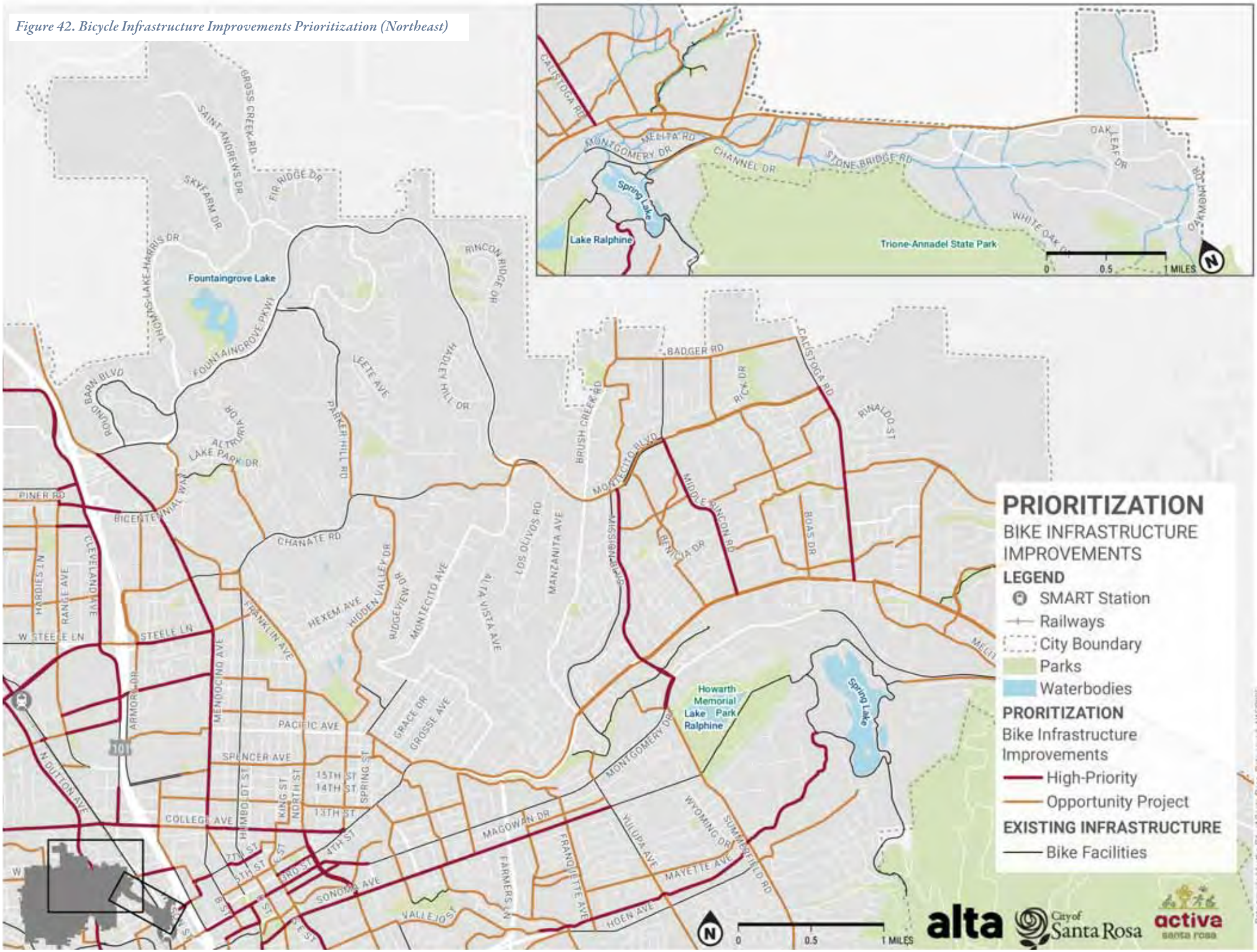


Figure 43. Bicycle Infrastructure Improvements Prioritization (Southwest)

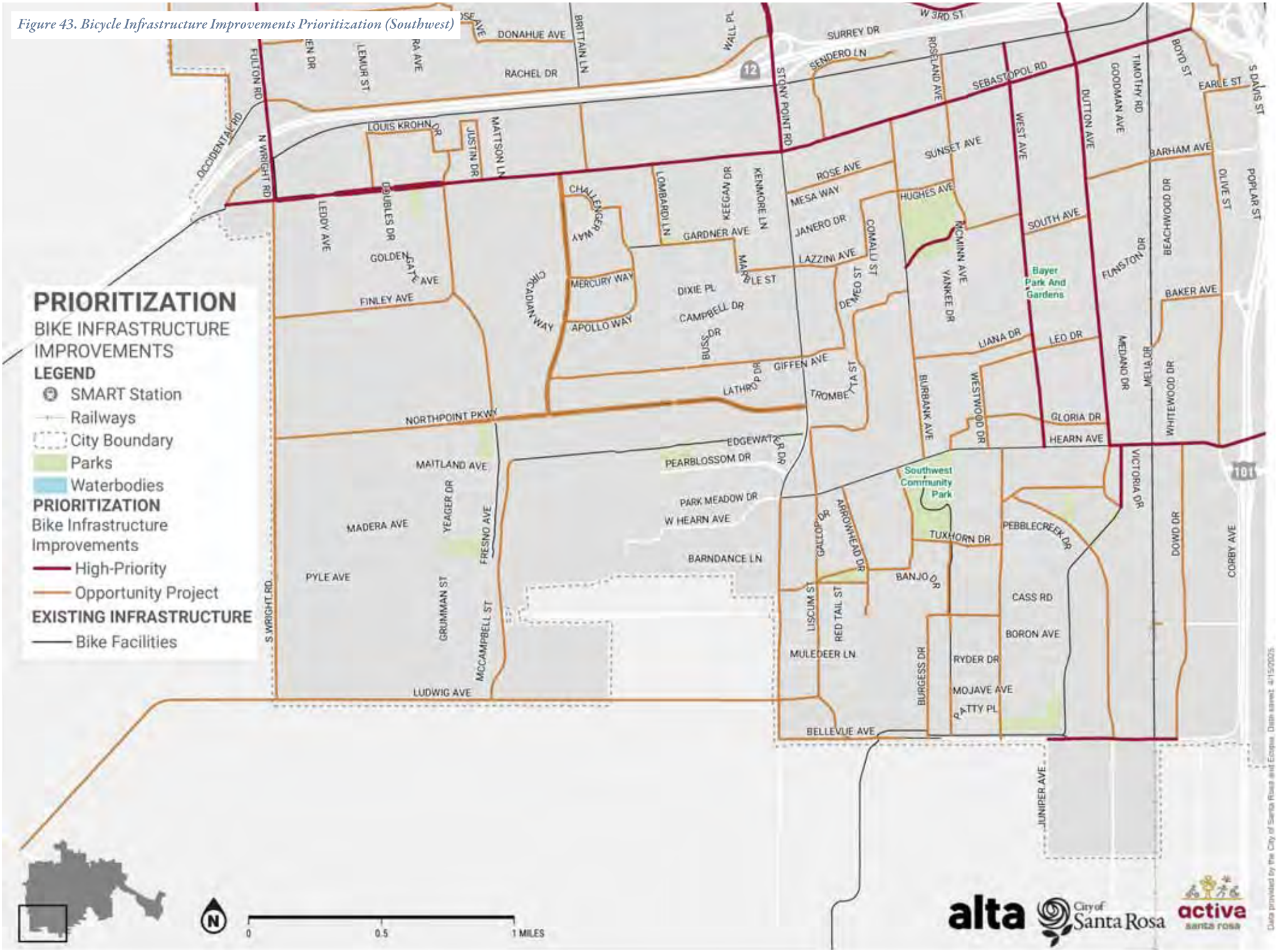
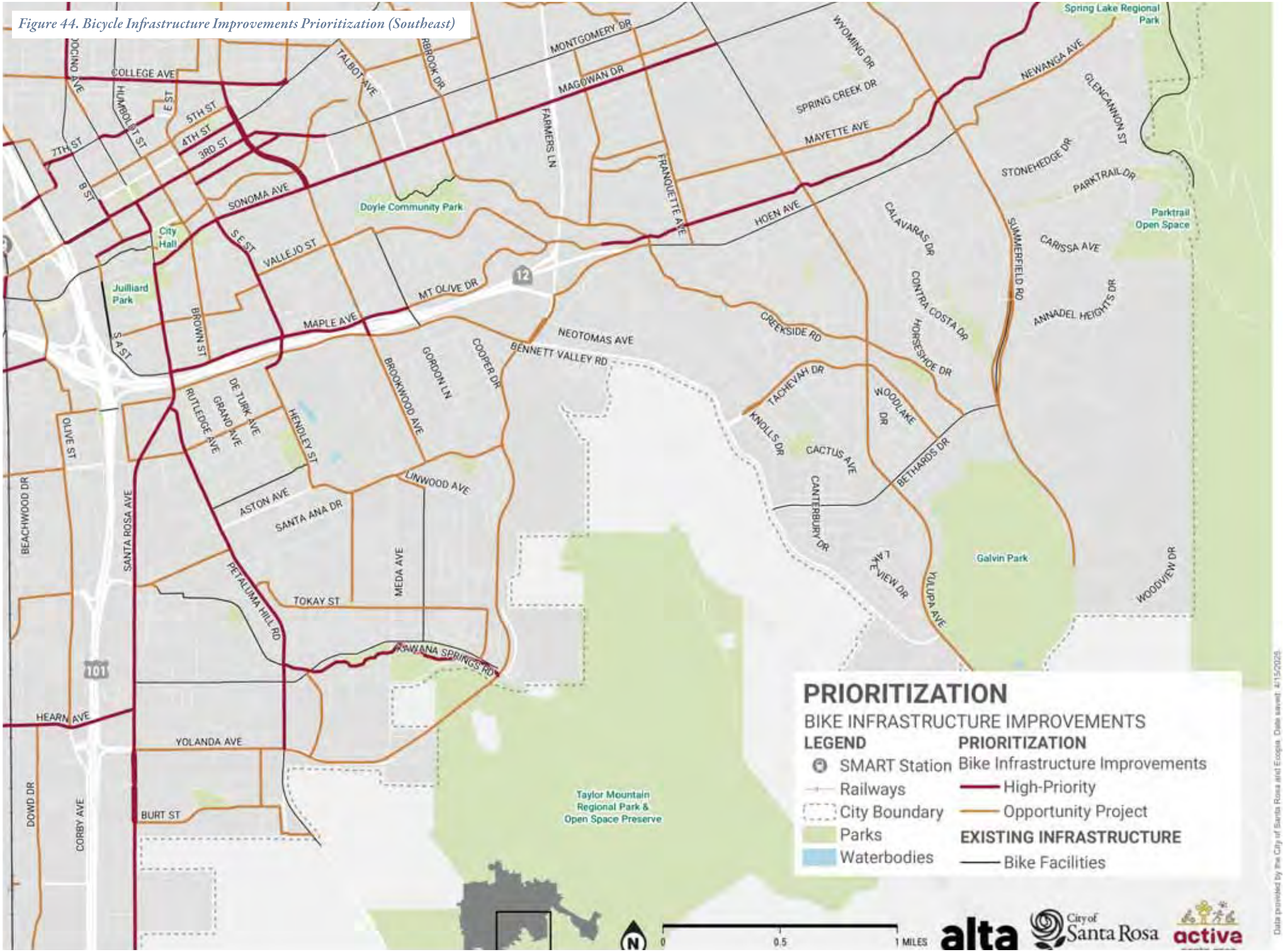


Figure 44. Bicycle Infrastructure Improvements Prioritization (Southeast)



Cost Estimates

Active Santa Rosa recommends $748,288,356 in linear projects ($221,213,780 for High-Priority Projects and $527,074,576 for Opportunity Projects) for people walking, biking, and rolling. This cost estimate does not include the intersection improvements included in the Plan. It does include construction of new and upgraded facilities.

To better identify potential intersection improvements, we have grouped them into three distinct typologies:

- **Typology A** - Crossing and Accessibility Improvements: These include improvements focused on crossing the street, including enhanced signing and striping.
- **Typology B** - Roadway Improvements: Modifications to a street's lane configuration or the length of the crossing. Project costs can be lower for some improvements, such as bike lane striping, when they are paired with pavement maintenance projects.
- **Typology C** - Traffic Control Improvements: Changes to traffic signal timing or installation of pedestrian beacons.

Each recommended intersection improvement was assigned a typology, or combination of typologies, resulting in a generalized cost for each location (**Table 9**). This table includes a list of the improvements included in each typology and the generalized costs related to said improvement. Similarly, **Table 10** includes generalized costs per mile of implementing the recommended bicycle facilities.

Finally, this section includes cost estimates for the High-Priority Projects (as a result of the prioritization process). These are listed in **Table 11, Table 12, Table 13,** and **Table 14**. The complete set of costs and prioritization can be found in **Appendix F**.

Construction of a new curb and ramp to support a new Rectangular Rapid Flashing Beacon in Santa Rosa, CA.

Cost estimates were calculated using 2024 dollars and are likely to rise over time. The City of Santa Rosa Transportation and Public Works Department has approximately $20 million in budget each year, which includes pavement maintenance and operational funds. The City will implement as many projects from this Plan as are possible each year given the budget.

Table 9. Generalized Costs for Pedestrian Improvements[1]

PROPOSED IMPROVEMENTS	GENERALIZED COSTS	ASSUMPTIONS
TYPOLOGY A - CROSSING AND ACCESSIBILITY IMPROVEMENTS		
Advanced Stop/Yield Bar	$	Cost includes striping and varies by street width and striping type. Cost does not include signage or striping removal.
High-Visibility Crosswalk	$	Cost includes striping and signage. Cost range depends on street width. Cost does not include striping removal.
In-Street Crossing Sign	$	Cost includes striping and signage. Cost depends on striping needs. Cost does not include striping removal or pavement resurfacing.
Raised Crosswalk/Speed Table	$$	Cost includes striping, asphalt, ramp removal, and sidewalk reconstruction. Cost range depends on street width and sidewalk reconstruction needs. Cost does not include striping removal.
Visibility Improvements	$-$$	Cost includes striping, signage, and the addition of street lights. Cost range depends on visibility needs, low cost represents daylighting only.
TYPOLOGY B - ROADWAY IMPROVEMENTS		
Curb Extensions	$$	Cost includes ramp modifications, striping, and concrete construction for one street corner or approach only. Range depends on number of ramps being replaced and dimensions of curb extension. Does not include the cost of potentially relocating a drainage inlet or striping removal.
Pedestrian Refuge Island	$$	Cost includes signing, striping, and concrete construction. Cost range depends on street width, refuge dimensions, and signage needs. Cost does not include striping removal.
Road Diet (per mile)	$$$-$$$$	High cost includes striping, ramp, concrete median construction, resurfacing, and traffic signal modification; low cost is restriping only. Cost estimate includes curb extensions, pedestrian refuge island, visibility improvements, and high-visibility crosswalks. Cost range depends on street width, traffic signal modification, and other traffic-calming measures.
TYPOLOGY C - TRAFFIC CONTROL IMPROVEMENTS		
High-intensity Activated Crosswalk beacon (HAWK)	$$$$	Cost includes curb ramps, signing and striping, and lighting. Does not include curb extensions, pedestrian refuge islands, signing or striping removal, or pavement resurfacing.
Rectangular Rapid-Flashing Beacon (RRFB)	$$-$$$	High cost includes curb ramps, signing and striping, and lighting. Does not include curb extensions, pedestrian refuge islands, signing or striping removal, or pavement resurfacing. Low cost is for RRFB and striping.
Signal Timing Changes (leading pedestrian interval (LPI), longer pedestrian crossing phases)	$	Cost includes a day of labor to adjust signal timing. No other costs are included.
TYPOLOGY D - LINEAR IMPROVEMENTS		
Sidewalks (per mile)	$$$	Cost includes concrete for sidewalk. No other costs included. Variation is based on sidewalk width. Cost does not include potential purchase of right-of-way from private property owners.

1 Costs are based on values obtained on bid documents and planning-level cost estimates from the Town of Windsor, bid documents from the City of Santa Rosa, and unit cost estimates from Alameda CTC. Values derived from bid documents and unit cost estimates were factored up to 2024 dollars using the Caltrans Construction Cost Index and then multiplied by a planning level contingency factor (25%), administration factor (15%), design factor (15%), and environmental clearance factor (5%) to account for additional project needs not explicitly stated in the descriptions. Costs include the cost of materials and labor and do not include public outreach efforts or inter-agency coordination.

Table 10. Generalized Costs for Bicycle Facilities[1]

FACILITY	GENERALIZED COSTS	ASSUMPTIONS
Shared-Use Path (Class I)	$$$$	Cost includes asphalt path, minor crossing improvements, and signal modification. Cost does not include right- of-way acquisition. Assumes 10' width and 4" asphalt section.
Bike Lane (Class II)	$$ - $$$$	Cost assumes signage and striping. Cost range depends on green conflict marking and traffic signal modification, including bike signal detection. Does not include pavement remediation or striping removal.
Buffered Bike Lane (Class IIB)	$$$	Cost assumes signage, striping, and a painted buffer. Cost range depends on green conflict marking, traffic signal modification (including bike signal detection), and wayfinding signage. Does not include pavement remediation or striping removal.
Bike Routes (Class III)	$	Cost includes signage and pavement markings. Does not include pavement remediation or striping removal.
Bicycle Boulevard (Class IIIB)	$$$	Cost assumes signage, striping, and minor traffic calming (such as speed humps and up to three other elements such as medians, diverters, or a raised crosswalk). Cost range depends on low-cost items plus traffic circles, curb extensions, traffic signal modification (including bike signal detection), and wayfinding signage.
Separated Bikeway (Class IV)	$$$$	Cost assumes signage, striping, and a painted buffer with flexible delineators. Cost range depends on green conflict marking, traffic signal modification (including bike signal detection), and a raised concrete buffer.

A Class IV Separated Bikeway along Steele Lane in Santa Rosa, CA.

1 Costs are based on values obtained on bid documents and planning-level cost estimates from the Town of Windsor, and bid documents from the City of Santa Rosa, and unit cost estimates from Alameda CTC. Values derived from bid documents and unit cost estimates were factored up to 2024 dollars using the Caltrans Construction Cost Index and then multiplied by a planning level contingency factor (25%), administration factor (15%), design factor (15%), and environmental clearance factor (5%) to account for additional project needs not explicitly stated in the descriptions. Costs include the cost of materials and labor and do not include public outreach efforts or inter-agency coordination.

High-Priority Projects and Cost Estimates

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 11. High-Priority Sidewalk Improvements and Generalized Costs - by street name

CORRIDOR	FROM	TO	RECOMMENDED IMPROVEMENT	LENGTH (MI.)	GENERALIZED COSTS (PER MI.)	PRIORITIZATION CATEGORY
4th St	Rogers Wy	Farmers Ln	Sidewalk on 1-side	0.46	$$$	High-Priority
Bellevue Ave	Burgess Dr	Wiljan Ct	Sidewalk on 1-side	0.74	$$$	High-Priority
Burbank Ave	Sebastopol Rd	Hearn Ave	Sidewalk on 1-side	1.00	$$$	High-Priority
Burgess Dr	Flapjack Wy	Bellevue Ave	Sidewalk on 1-side	0.17	$$$	High-Priority
Cleveland Ave	College Ave	Lincoln St	Sidewalk on 1-side	0.06	$$$	High-Priority
Colgan Ave	Santa Rosa Ave	La Esplanada Pl	Sidewalk on 1-side	0.19	$$$	High-Priority
Corby Ave	Cottonwood Dr	550 ft south of Baker Ave	Sidewalk on 1-side	0.15	$$$	High-Priority
Corby Ave	Myrtlewood Dr	Greenwood Dr	Sidewalk on 1-side	0.07	$$$	High-Priority
Dutton Ave	Bellevue Ave	City Limits	Sidewalk on 1-side	0.34	$$$	High-Priority
Dutton Ave	Ohair Ct	End of Street	Sidewalk on 1-side	0.37	$$$	High-Priority
Frances St	Briggs Ave	Central Ave	Sidewalk on 1-side	0.06	$$$	High-Priority
Franquette Ave	Mayette Ave	Hoen Ave	Sidewalk on 1-side	0.22	$$$	High-Priority
Guerneville Rd	Ridley Ave	Coffey Ln	Sidewalk on 1-side	0.63	$$$	High-Priority
Hearn Ave	Corby Ave	Santa Rosa Ave	Sidewalk on 1-side	0.22	$$$	High-Priority
Hearn Ave	Park Meadow Dr	Railroad	Sidewalk on 1-side	1.16	$$$	High-Priority
Industrial Dr	Industrial Dr	Piner Rd	Sidewalk on 1-side	0.38	$$$	High-Priority
Kawana Springs Rd	Santa Rosa Ave	Petaluma Hill Rd	Sidewalk on 1-side	0.50	$$$	High-Priority
N Dutton Ave	W 8th St	Trowbridge St	Sidewalk on 1-side	0.06	$$$	High-Priority
N Dutton Ave	W 9th St	Decker St	Sidewalk on 1-side	0.05	$$$	High-Priority
Range Ave	Edwards Ave	Jennings Ave	Sidewalk on 1-side	0.10	$$$	High-Priority
S Wright Rd	400 ft south of Sebastopol Rd	Lancaster Ave	Sidewalk on 1-side	0.18	$$$	High-Priority
S Wright Rd	Finley Ave	Ludwig Ave	Sidewalk on 1-side	1.12	$$$	High-Priority
Santa Rosa Ave	Hearn Ave	Yolanda Ave	Sidewalk on 1-side	0.14	$$$	High-Priority
Sebastopol Rd	Kenmore Ln	Stony Point Rd	Sidewalk on 1-side	0.10	$$$	High-Priority
Sebastopol Rd	Lombardi Ln	Joe Rodota Trail	Sidewalk on 1-side	1.72	$$$	High-Priority
Sonoma Ave	Farmers Ln	Village Ct	Sidewalk on 1-side	0.05	$$$	High-Priority

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 11. High-Priority Sidewalk Improvements and Generalized Costs - by street name (continued)

CORRIDOR	FROM	TO	RECOMMENDED IMPROVEMENT	LENGTH (MI.)	GENERALIZED COSTS (PER MI.)	PRIORITIZATION CATEGORY
South Ave	West Ave	Dutton Ave	Sidewalk on 2-sides	0.09	$$$	High-Priority
South Ave	West Ave	Dutton Ave	Sidewalk on 1-side	0.07	$$$	High-Priority
Stony Point Rd	Hearn Ave	Bellevue Ave	Sidewalk on 1-side	0.71	$$$	High-Priority
W 3rd St	Dutton Ave	500 ft east of Rusch Ct	Sidewalk on 1-side	0.35	$$$	High-Priority
W 9th St	Saracen Rd	N Dutton Ave	Sidewalk on 1-side	0.09	$$$	High-Priority
W College Ave	Casassa Wy	Sparrow Creek St	Sidewalk on 1-side	0.39	$$$	High-Priority
W College Ave	Tyara Wy	550 ft east of Link Ln	Sidewalk on 1-side	0.81	$$$	High-Priority
Wilson St	4th St	3rd St	Sidewalk on 1-side	0.07	$$$	High-Priority
Yolanda Ave	Santa Rosa Ave	1600 ft west of Petaluma Hill Rd	Sidewalk on 1-side	0.27	$$$	High-Priority
Avalon Ave	Sebastopol Rd	End of Street	Sidewalk on 2-sides	0.17	$$$	High-Priority
Barham Ave	Santa Rosa Ave	Petaluma Hill Rd	Sidewalk on 2-sides	0.16	$$$	High-Priority
Bennett Valley Rd	Brookwood Ave	Cork Tree Ln	Sidewalk on 2-sides	0.39	$$$	High-Priority
Coffey Ln	City Limits	650 ft south of Dennis Ln	Sidewalk on 2-sides	0.12	$$$	High-Priority
Colgan Ave	La Esplanada Pl	Petaluma Hill Rd	Sidewalk on 2-sides	0.16	$$$	High-Priority
Corby Ave	Baker Ave	550 ft south of Baker Ave	Sidewalk on 2-sides	0.10	$$$	High-Priority
Dutton Ave	Bellevue Ave	Ohair Ct	Sidewalk on 2-sides	0.14	$$$	High-Priority
Lance Dr	Iroquois St	End of Street	Sidewalk on 2-sides	0.08	$$$	High-Priority
Old Petaluma Hill Rd	Petaluma Hill Rd	Winterhaven Ave	Sidewalk on 2-sides	0.13	$$$	High-Priority
Petaluma Hill Rd	500 ft south of Kawana Springs Rd	Winterhaven Ave	Sidewalk on 2-sides	0.46	$$$	High-Priority
Ridley Ave	Ridley Ave	End of Street	Sidewalk on 2-sides	0.18	$$$	High-Priority
S Wright Rd	Lancaster Ave	Finley Ave	Sidewalk on 2-sides	0.09	$$$	High-Priority
S Wright Rd	Sebastopol Rd	400 ft south of Sebastopol Rd	Sidewalk on 2-sides	0.07	$$$	High-Priority
Yolanda Ave	Petaluma Hill Rd	1600 ft west of Petaluma Hill Rd	Sidewalk on 2-sides	0.23	$$$	High-Priority

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 12. High-Priority Proposed Shared-Use Paths

CORRIDOR	FROM	TO	RECOMMENDED IMPROVEMENT	LENGTH (MI.)	GENERALIZED COSTS (PER MI.)	PRIORITIZATION CATEGORY
Cleveland Ave	Jennings Ave	Edwards Ave	Shared Use Path (Class I)	0.12	$$$$	High-Priority
College Ave	Mendocino Ave	N Dutton Ave	Shared Use Path (Class I)	0.22	$$$$	High-Priority
Dutton Ave (Extension)	Dutton Meadow	North End of Dutton Ave	Shared Use Path (Class I)	0.37	$$$$	High-Priority
Fulton Rd	Guerneville Rd	Sebastopol Rd	Shared Use Path (Class I)	1.92	$$$$	High-Priority
Guerneville Rd	SMART Trail	Ridley Ave	Shared Use Path (Class I)	0.53	$$$$	High-Priority
Guerneville Rd	Coffey Ln	SMART Trail	Shared Use Path (Class I)	0.05	$$$$	High-Priority
Hearn Ave	Smart Path	Corby Ave	Shared Use Path (Class I)	0.20	$$$$	High-Priority
Hearn Hub Project	Colgan Creek Trail	Hearn Ave	Shared Use Path (Class I)	0.18	$$$$	High-Priority
Highway 101 Overcrossing	Elliott Ave	Edwards Ave	Shared Use Path (Class I)	0.05	$$$$	High-Priority
Kawana Springs Park	Farmers Ln	Meda Ave	Shared Use Path (Class I)	0.79	$$$$	High-Priority
Roseland Creek Trail	Burbank Ave	McMinn Ave	Shared Use Path (Class I)	0.23	$$$$	High-Priority
Santa Rosa Ave	Maple Ave	Bennett Valley Rd	Shared Use Path (Class I)	0.07	$$$$	High-Priority
SE Greenway Connector	Southeast Greenway	Spring Lake Path	Shared Use Path (Class I)	0.32	$$$$	High-Priority
SMART Trail	4th St	6th St	Shared Use Path (Class I)	0.12	$$$$	High-Priority
SMART Trail	3rd St	Santa Rosa Creek	Shared Use Path (Class I)	0.07	$$$$	High-Priority
SMART Trail (Extension)	Shiloh Rd	Guerneville Rd	Shared Use Path (Class I)	3.38	$$$$	High-Priority
SMART Trail At-Grade Crossing	Jennings Ave	Jennings Ave	Shared Use Path (Class I)	0.03	$$$$	High-Priority
Southeast Greenway	Spring Lake Park	Vallejo St	Shared Use Path (Class I)	1.82	$$$$	High-Priority
W College Ave	SMART Trail	Dutton Ave	Shared Use Path (Class I)	0.13	$$$$	High-Priority

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 13. High-Priority Intersection Improvements by Typology Group

CROSS STREET 1	CROSS STREET 2	TYPOLOGY GROUP*	PRIORITIZATION CATEGORY
9th St	Davis St	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Santa Rosa Ave	Oak St	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Old Petaluma Hill Rd	Petaluma Hill Rd	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Kawana Springs Rd	Santa Rosa Ave	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Hearn Ave	Burbank Ave	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	High-Priority
Sebastopol Rd	West Ave	Typology C - Traffic Control Improvements	High-Priority
Bicentennial Way	Range Ave	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Petaluma Hill Rd	Kawana Springs Rd	Typology C - Traffic Control Improvements	High-Priority
Dutton Ave	Sebastopol Rd	Typology C - Traffic Control Improvements	High-Priority
Burt St	Santa Rosa Ave	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Mendocino Ave	7th St	Typology C - Traffic Control Improvements	High-Priority
Mendocino Ave	College Ave	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Marlow Rd	Piner Rd	Typology C - Traffic Control Improvements	High-Priority
5th St	Mendocino Ave	Typology C - Traffic Control Improvements	High-Priority
Range Ave	W Steele Ln	Typology C - Traffic Control Improvements	High-Priority

*Refer to **Table 9** for more information about cost estimates for each group. Projects that do not have an assigned group require additional study and, therefore, do not fit within the groups.

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 13. High-Priority Intersection Improvements by Typology Group (continued)

CROSS STREET 1	CROSS STREET 2	TYPOLOGY GROUP*	PRIORITIZATION CATEGORY
Chanate Rd	Mendocino Ave	Typology C - Traffic Control Improvements	High-Priority
Jennings Ave	Range Ave	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	High-Priority
Mendocino Ave	Steele Ln	Typology C - Traffic Control Improvements	High-Priority
College Ave	Brookwood Ave	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Maple Ave	S A St	Typology C - Traffic Control Improvements	High-Priority
3rd St	E St	Typology C - Traffic Control Improvements	High-Priority
3rd St	Santa Rosa Ave	Typology C - Traffic Control Improvements	High-Priority
Marlow Rd	Jennings Ave	Typology C - Traffic Control Improvements	High-Priority
N Dutton Ave	9th St	Typology C - Traffic Control Improvements	High-Priority
Brookwood Ave	College Ave	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
College Ave	King St	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
9th St	Morgan St	Typology A - Crossing and Accessibility Improvements	High-Priority
W College Ave	Stony Point Rd	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
N Dutton Ave	3rd St	Typology C - Traffic Control Improvements	High-Priority
W 3rd St	Wilson St	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
B St	3rd St	Typology C - Traffic Control Improvements	High-Priority
County Center Dr	Steele Ln	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority

*Refer to **Table 9** for more information about cost estimates for each group. Projects that do not have an assigned group require additional study and, therefore, do not fit within the groups.

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 13. High-Priority Intersection Improvements by Typology Group (continued)

CROSS STREET 1	CROSS STREET 2	TYPOLOGY GROUP*	PRIORITIZATION CATEGORY
Occidental Rd	Stony Point Rd	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
3rd St	Brookwood Ave	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
W 9th St	Stony Cir	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Steele Ln	Us 101 Ramp	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Steele Ln	Us 101 Ramp	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
College Ave	Us 101 Ramp	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Morgan St	Us 101 Ramp	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
3rd St	Us 101 Ramp	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
3rd St	Us 101 Ramp	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
W College Ave	Clover Dr	Typology C - Traffic Control Improvements	High-Priority
N Dutton Ave	Decker St	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority

*Refer to **Table 9** for more information about cost estimates for each group. Projects that do not have an assigned group require additional study and, therefore, do not fit within the groups.

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 13. High-Priority Intersection Improvements by Typology Group (continued)

CROSS STREET 1	CROSS STREET 2	TYPOLOGY GROUP*	PRIORITIZATION CATEGORY
N Dutton Ave	W 8th St	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
W Steele Ln	Iroquois St	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
W 3rd St	Brockhurst Dr	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
D St	5th St	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	High-Priority
Humboldt St	5th St	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	High-Priority
Brookwood Ave	5th St	Typology A - Crossing and Accessibility Improvements	High-Priority
W Steele Ln	Coffey Ln	Typology A - Crossing and Accessibility Improvements	High-Priority
Marlow Rd	Midblock Crossing	Typology A - Crossing and Accessibility Improvements	High-Priority
W 3rd St	Midblock Crossing	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Arrowhead Dr	Hearn Ave	Typology A - Crossing and Accessibility Improvements	High-Priority
Barndance Ln	Stony Point Rd	Typology A - Crossing and Accessibility Improvements	High-Priority
Steele Ln	Meyers Dr	Typology C - Traffic Control Improvements	High-Priority
Cleveland Ave	State Farm Dr	Typology C - Traffic Control Improvements	High-Priority
Cleveland Ave	Carrillo St	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	High-Priority
Sebastopol Rd	Avalon Ave	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority

*Refer to **Table 9** for more information about cost estimates for each group. Projects that do not have an assigned group require additional study and, therefore, do not fit within the groups.

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 13. High-Priority Intersection Improvements by Typology Group (continued)

CROSS STREET 1	CROSS STREET 2	TYPOLOGY GROUP*	PRIORITIZATION CATEGORY
3rd St	Rusch Dr	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Sebastopol Rd	Laurel Grove Cir	Typology B - Roadway Improvements	High-Priority
Sebastopol Rd	Laurel Grove Cir	Typology B - Roadway Improvements	High-Priority
Sonoma Ave	Carley Rd	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Montecito Blvd	Maria Carrillo Hs	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
Mendocino Ave	Schurman Dr	Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority

Midblock Crossing Improvements along Santa Rosa Avenue in Santa Rosa, CA

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 14. High-Priority Bicycle Improvements and Costs by Alphabetical Order

CORRIDOR	FROM	TO	RECOMMENDED BICYCLE FACILITY	LENGTH (MI.)	GENERALIZED COSTS	PRIORITIZATION CATEGORY
1st St (South Side)	Midblock East	A St	Bike Route (Class III)	0.10	$	High-Priority
1st St (South Side)	D St	A St	Buffered Bike Lane (Class IIB)	0.10	$$$	High-Priority
2nd St	E St	Montgomery Dr	Study Corridor	0.33	Undetermined	High-Priority
2nd St & 3rd St Couplet	E St	Santa Rosa Creek	Study Corridor	0.49	Undetermined	High-Priority
3rd St	E St	Santa Rosa Ave	Buffered Bike Lane (Class IIB)	0.21	$$$	High-Priority
3rd St	Santa Rosa Ave	B St	Separated Bike Lane (Class IV)	0.10	$$$$	High-Priority
3rd St	B St	Morgan St	Separated Bike Lane (Class IV)	0.17	$$$$	High-Priority
4th St	Brookwood Ave	Hope St	Buffered Bike Lane (Class IIB)	0.06	$$$	High-Priority
4th St (South Side)	Hope St	E St	Buffered Bike Lane (Class IIB)	0.16	$$$	High-Priority
6th St	Davis St	Morgan St	Buffered Bike Lane (Class IIB)	0.07	$$$	High-Priority
7th St	Riley St	Beaver St	Bicycle Boulevard (Class IIIB)	0.15	$$$	High-Priority
7th St	B St	A St	Separated Bike Lane (Class IV)	0.10	$$$$	High-Priority
7th St	Mendocino Ave	Riley St	Separated Bike Lane (Class IV)	0.05	$$$$	High-Priority
9th St	Morgan St	Wilson St	Buffered Bike Lane (Class IIB)	0.17	$$$	High-Priority
A St	7th St	6th St	Separated Bike Lane (Class IV)	0.06	$$$$	High-Priority
B St	3rd St	4th St	Bike Lane (Class II)	0.06	$$ - $$$$	High-Priority
Bellevue Ave	Juniper Ave	Wiljan Ct	Separated Bike Lane (Class IV)	0.38	$$$$	High-Priority
Bicentennial Way	Range Ave	Kaiser	Separated Bike Lane (Class IV)	0.33	$$$$	High-Priority
Brookwood Ave	Maple Ave	Bennett Valley Rd	Separated Bike Lane (Class IV)	0.05	$$$$	High-Priority
Brookwood Ave	College Ave	Sonoma Ave	Separated Bike Lane (Class IV)	0.89	$$$$	High-Priority
Calistoga Rd	Montecito Blvd	Hwy 12	Separated Bike Lane (Class IV)	1.07	$$$$	High-Priority
Cleveland Ave	College Ave	Ridgeway Ave	Bike Lane (Class II)	0.20	$$ - $$$$	High-Priority
Cleveland Ave	Jennings Ave	Edwards Ave	Shared Use Path (Class I)	0.12	$$$$	High-Priority
Cleveland Ave	Edwards Ave	Hopper Ave	Separated Bike Lane (Class IV)	1.94	$$$$	High-Priority
College Ave	Morgan St	4th St	Bike Lane (Class II)	0.77	$$ - $$$$	High-Priority
College Ave	SMART Trail	Cleveland Ave	Bike Lane (Class II)	0.09	$$ - $$$$	High-Priority
College Ave	Mendocino Ave	N Dutton Ave	Shared Use Path (Class I)	0.22	$$$$	High-Priority

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 14. High-Priority Bicycle Improvements and Costs by Alphabetical Order (continued)

CORRIDOR	FROM	TO	RECOMMENDED BICYCLE FACILITY	LENGTH (MI.)	GENERALIZED COSTS	PRIORITIZATION CATEGORY
Dutton Ave	Sebastopol Rd	3rd St	Separated Bike Lane (Class IV)	0.31	$$$$	High-Priority
Dutton Ave	Hearn Ave	Sebastopol Rd	Study Corridor	1.13	Undetermined	High-Priority
Edwards Ave	Cleveland Ave	Range Ave	Study Corridor	0.33	Undetermined	High-Priority
Elliott Ave	Mendocino Ave	Armory Dr	Separated Bike Lane (Class IV)	0.47	$$$$	High-Priority
Fulton Rd	Guerneville Rd	Sebastopol Rd	Shared Use Path (Class I)	1.92	$$$$	High-Priority
Guerneville Rd	Cleveland Ave	Range Ave	Separated Bike Lane (Class IV)	0.24	$$$$	High-Priority
Guerneville Rd	Range Ave	Coffey Ln	Separated Bike Lane (Class IV)	0.51	$$$$	High-Priority
Guerneville Rd	N Dutton Ave	Ridley Ave	Separated Bike Lane (Class IV)	0.51	$$$$	High-Priority
Guerneville Rd	Marlow Rd	Fulton Rd	Separated Bike Lane (Class IV)	2.00	$$$$	High-Priority
Guerneville Rd	Ridley Ave	Fulton Rd	Separated Bike Lane (Class IV)	0.28	$$$$	High-Priority
Guerneville Rd	SMART Trail	Ridley Ave	Shared Use Path (Class I)	0.53	$$$$	High-Priority
Guerneville Rd	Coffey Ln	SMART Trail	Shared Use Path (Class I)	0.05	$$$$	High-Priority
Hearn Ave	Santa Rosa Ave	Corby Ave	Separated Bike Lane (Class IV)	0.22	$$$$	High-Priority
Hearn Ave	SMART Trail	West Ave	Separated Bike Lane (Class IV)	0.13	$$$$	High-Priority
Hearn Ave	Smart Path	Corby Ave	Shared Use Path (Class I)	0.20	$$$$	High-Priority
Hearn Hub Project	Colgan Creek Trail	Hearn Ave	Shared Use Path (Class I)	0.18	$$$$	High-Priority
Highway 101 Overcrossing	Elliott Ave	Edwards Ave	Shared Use Path (Class I)	0.05	$$$$	High-Priority
Hopper Ave	Cleveland Ave	Coffey Ln	Separated Bike Lane (Class IV)	0.64	$$$$	High-Priority
Jennings Ave	Cleveland	Range Ave	Study Corridor	0.30	Undetermined	High-Priority
Kawana Springs Park	Farmers Ln	Meda Ave	Shared Use Path (Class I)	0.79	$$$$	High-Priority
Maple Ave	Brigham Ave	Brookwood Ave	Buffered Bike Lane (Class IIB)	0.16	$$$	High-Priority
Maple Ave	E St	Brookwood Ave	Separated Bike Lane (Class IV)	0.28	$$$$	High-Priority
Maple Ave	Santa Rosa Ave	E St	Separated Bike Lane (Class IV)	0.39	$$$$	High-Priority
Marlow Rd	W College Ave	W Steele Ln	Buffered Bike Lane (Class IIB)	1.47	$$$	High-Priority
Marlow Rd	W Steele Ln	Piner Rd	Separated Bike Lane (Class IV)	0.82	$$$$	High-Priority
Mendocino Ave	College Ave	Fountaingrove Pkwy	Separated Bike Lane (Class IV)	2.21	$$$$	High-Priority

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 14. High-Priority Bicycle Improvements and Costs by Alphabetical Order (continued)

CORRIDOR	FROM	TO	RECOMMENDED BICYCLE FACILITY	LENGTH (MI.)	GENERALIZED COSTS	PRIORITIZATION CATEGORY
Middle Rincon Rd	Montecito Blvd	State Rte 12	Bike Lane (Class II)	0.96	$$ - $$$$	High-Priority
Mission Blvd	Sherbrook Dr	Montecito Blvd	Buffered Bike Lane (Class IIB)	0.62	$$$	High-Priority
Mission Blvd	Montgomery Dr	Sherbrook Dr	Separated Bike Lane (Class IV)	0.62	$$$$	High-Priority
Montgomery Dr	Shadow Ln	Mission Blvd	Bike Lane (Class II)	0.33	$$ - $$$$	High-Priority
N Dutton Ave	Hewett St	College Ave	Separated Bike Lane (Class IV)	0.60	$$$$	High-Priority
N Dutton Ave	Jennings Ave	College Ave	Separated Bike Lane (Class IV)	0.52	$$$$	High-Priority
N Dutton Ave	3rd St	Hewett St	Separated Bike Lane (Class IV)	0.26	$$$$	High-Priority
N Dutton Ave	Guerneville Rd	Jennings Ave	Separated Bike Lane (Class IV)	0.27	$$$$	High-Priority
Petaluma Hill Rd	Santa Rosa Ave	Yolanda Ave	Separated Bike Lane (Class IV)	1.24	$$$$	High-Priority
Piner Rd	Fulton Rd	Marlow Rd	Separated Bike Lane (Class IV)	1.01	$$$$	High-Priority
Piner Rd	Cleveland Ave	Range Ave	Separated Bike Lane (Class IV)	0.10	$$$$	High-Priority
Range Ave	Piner Rd	Bicentennial Way	Bike Lane (Class II)	0.08	$$ - $$$$	High-Priority
Roseland Creek Trail	Burbank Ave	McMinn Ave	Shared Use Path (Class I)	0.23	$$$$	High-Priority
Russell Ave	Cleveland Ave	Range Ave	Bike Lane (Class II)	0.18	$$ - $$$$	High-Priority
S E St	Sonoma Ave	Stevenson St	Bicycle Boulevard (Class IIIB)	0.39	$$$	High-Priority
S E St	Hendley St	Stevenson St	Separated Bike Lane (Class IV)	0.20	$$$$	High-Priority
Santa Rosa Ave	Bennett Valley Rd	Petaluma Hill rd	Bike Lane (Class II)	0.06	$$ - $$$$	High-Priority
Santa Rosa Ave	Maple St	Sonoma Ave	Buffered Bike Lane (Class IIB)	0.36	$$$	High-Priority
Santa Rosa Ave	1st St	3rd St	Separated Bike Lane (Class IV)	0.11	$$$$	High-Priority
Santa Rosa Ave	Petaluma Hill Rd	Hearn Ave	Separated Bike Lane (Class IV)	1.03	$$$$	High-Priority
Santa Rosa Ave	Yolanda Ave	Hearn Ave	Separated Bike Lane (Class IV)	0.14	$$$$	High-Priority
Santa Rosa Ave	Yolanda Ave	Southern City Limits	Separated Bike Lane (Class IV)	1.03	$$$$	High-Priority
Santa Rosa Ave	Maple Ave	Bennett Valley Rd	Shared Use Path (Class I)	0.07	$$$$	High-Priority
SE Greenway Connector	Southeast Greenway	Spring Lake Path	Shared Use Path (Class I)	0.32	$$$$	High-Priority
Sebastopol Ave	Olive St	SMART Trail	Separated Bike Lane (Class IV)	0.13	$$$$	High-Priority
Sebastopol Rd	Joe Rodota Trail	Lombardi Ln	Separated Bike Lane (Class IV)	1.73	$$$$	High-Priority
Sebastopol Rd	Lombardi Ln	Smart Path/Trl	Separated Bike Lane (Class IV)	1.52	$$$$	High-Priority

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 14. High-Priority Bicycle Improvements and Costs by Alphabetical Order (continued)

CORRIDOR	FROM	TO	RECOMMENDED BICYCLE FACILITY	LENGTH (MI.)	GENERALIZED COSTS	PRIORITIZATION CATEGORY
SMART Trail	4th St	6th St	Shared Use Path (Class I)	0.12	$$$$	High-Priority
SMART Trail	3rd St	Santa Rosa Creek	Shared Use Path (Class I)	0.07	$$$$	High-Priority
SMART Trail (Extension)	Shiloh Rd	Guerneville Rd	Shared Use Path (Class I)	3.38	$$$$	High-Priority
SMART Trail At-Grade Crossing	Jennings Ave	Jennings Ave	Shared Use Path (Class I)	0.03	$$$$	High-Priority
Sonoma Ave	Farmers Ln	Bobelaine Dr	Buffered Bike Lane (Class IIB)	0.33	$$$	High-Priority
Sonoma Ave	Santa Rosa Ave	E St	Buffered Bike Lane (Class IIB)	0.26	$$$	High-Priority
Sonoma Ave	Yulupa Ave	Hahman Dr	Buffered Bike Lane (Class IIB)	0.46	$$$	High-Priority
Sonoma Ave	Hahman Dr	Farmers Ln	Separated Bike Lane (Class IV)	0.12	$$$$	High-Priority
Sonoma Ave	Bobelaine Dr	E St	Buffered Bike Lane (Class IIB)	0.87	$$$	High-Priority
Southeast Greenway	Spring Lake Park	Vallejo St	Shared Use Path (Class I)	1.82	$$$$	High-Priority
Steele Ln	US 101	Mendocino Ave	Separated Bike Lane (Class IV)	0.41	$$$$	High-Priority
Stony Point Rd	W College Ave	Glenbrook Dr	Buffered Bike Lane (Class IIB)	1.45	$$$	High-Priority
Stony Point Rd	Sebastopol Rd	3rd St	Separated Bike Lane (Class IV)	0.63	$$$$	High-Priority
W 3rd St	N Dutton Ave	Rusch St	Buffered Bike Lane (Class IIB)	0.42	$$$	High-Priority
W 3rd St	Fulton Rd	Stony Point Rd	Separated Bike Lane (Class IV)	3.25	$$$$	High-Priority
W 3rd St	Surrey Dr	Stony Point Rd	Study Corridor	0.37	Undetermined	High-Priority
W 9th St	8th St	Stony Point Rd	Buffered Bike Lane (Class IIB)	0.42	$$$	High-Priority
W College Ave	Marlow Rd	Dutton Ave	Separated Bike Lane (Class IV)	1.13	$$$$	High-Priority
W College Ave	Stony Point Rd	Fulton Rd	Separated Bike Lane (Class IV)	0.99	$$$$	High-Priority
W College Ave	SMART Trail	Dutton Ave	Shared Use Path (Class I)	0.13	$$$$	High-Priority
West Ave	Hearn Ave	Sebastopol Ave	Study Corridor	1.10	Undetermined	High-Priority
West Ave (Extension)	Joe Rodota Trail	Sebastopol Rd	Bike Lane (Class II)	0.12	$$ - $$$$	High-Priority

Implementation Strategy

Project implementation requires a deliberate strategy and exploration of innovative approaches. With limited resources and high demand for improvements, the City should coordinate with relevant departments and partners to identify opportunities for project delivery. The strategies explored below are opportunities for the City to support the implementation of this Plan's programs, recommended project improvements, and goals and objectives over time.

Capital Projects

Include the projects of this Plan in the annual Capital Improvement Plan (CIP). Identify additional opportunities for coordination among projects in the CIP that both advance the Plan and the City's Public Works and Parks and Recreation Departments' CIP goals.

Identify Quick-build Projects

Quick-build refers to projects that are implemented using relatively low-cost materials compared to long-term capital projects. Quick-build projects are not only faster and less costly to implement, they also create an opportunity to pilot a project design or treatment for community feedback and observation. Quick-build projects can also more quickly respond to safety concerns, compared to long-term capital improvements. Where feasible, the City should identify specific network improvements or packaged improvements that can advance on an accelerated timeline through quick-build implementation.

Flexible Project Delivery

The City will need to work internally and across City departments to find flexibility within any existing processes and how projects are implemented. Remaining flexible will help reduce hurdles typically faced in project delivery and streamline decision-making. Recommended projects will require ongoing evaluation and pivoting within an annual work plan and project development.

As conditions change, the City should review projects periodically, considering new needs, the impact of implemented projects, and available funding. The City should evaluate this Plan's project list every five years and update as needed.

Cross-Department Opportunities

Interdepartmental City staff coordination is key to the success of the Plan project implementation. Aligning with existing or future projects across City departments will promote a shared understanding that Plan project delivery is a priority across the city. Aligning across City departments is also an opportunity to share the need for the proposed improvements and how all the city's networks interact.

Funding Strategy

It is crucial for the City to identify and secure funding for programs and infrastructure projects to advance the goals established in this Plan. A variety of sources exist to fund bicycle and pedestrian infrastructure programs, projects, and studies. These sources include local, regional, state, and federal funding opportunities.

Potential Funding Sources

While the City does not currently have a dedicated funding source for the implementation of all the activities recommended in *Active Santa Rosa*, there are a variety of funding sources available to support planning, design, and construction of all recommended projects. The following represents a list of potential funding sources available.

FEDERAL

- Active Transportation Infrastructure Investment Program (ATIIP)
- Better Utilizing Investments to Leverage Development (BUILD) Grants
- Carbon Reduction Program
- Enhanced Mobility of Seniors and Individuals with Disabilities
- Highway Safety Improvement Program (HSIP)
- Land and Water Conservation Fund Program
- National Endowment for the Arts – Grants for Art Projects
- Pilot Program for Transit-Oriented Development Planning
- Recreation Trails Program
- Surface Transportation Program
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Block Grants
- Thriving Communities Program (TCP)

STATE

- Active Transportation Program
- Affordable Housing and Sustainable Communities Program (AHSC)
- California Infrastructure and Economic Development Bank
- California Office of Traffic Safety
- California Transportation Commission Local Partnership Program (LPP)
- Caltrans Sustainable Transportation Planning Grants
- Clean Mobility Options
- State Highway Operation and Protection Program (SHOPP)
- State of California Infill Infrastructure Grant Program (IIG)
- State Transportation Improvement Program (STIP)
- Transformative Climate Communities (TCC)
- Transportation Development Act Funds (TDA)
- Urban Greening Grant Program

LOCAL

- Bicycle Facilities Grant Program
- Transportation Development Act Article 3
- Transportation Fund for Clean Air
- Measure M
- Mello-Roos Community Facilities District Act of 1982
- One Bay Area Grant
- Regional Measure 3
- Transit-Oriented Communities & Climate Program Implementation Grants

Appendices

- Appendix A - Plan Review
- Appendix B - Existing Conditions Memo
- Appendix C - Summaries of Public Engagement
- Appendix D - Development of Recommendations Memo
- Appendix E - Policy and Programs Memo
- Appendix F - Prioritization Methodology and List of Projects

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