



activa
santa rosa

**City of Santa Rosa
Active Transportation Plan**

**Appendix A:
Plan Review**



To: Torina Wilson, City of Santa Rosa

From: Barry Bergman, WTrans; Mauricio Hernandez, Alta Planning + Design

Date: February 11, 2025

Re: Santa Rosa Active Transportation Plan – Plan Review

Introduction

This memorandum summarizes local and regional plans, policies, and standards that impact active transportation in the City of Santa Rosa. These planning studies and reports were reviewed to gain a better understanding of existing conditions in Santa Rosa as they pertain to active transportation; how the City is moving forward in light of evolving policies at the federal, state, and regional levels; and the direction being taken by the City through its most recent initiatives. This document provides a foundation for the development of the City of Santa Rosa Active Transportation Plan (ATP). It is divided into three sections:

[Section 1 – Introduction](#): provides an overview of the memo and the information included.

[Section 2 – Key Takeaways](#): includes a high-level summary of common themes identified within the plans reviewed.

[Section 3 – Full Document Review](#): contains a complete summary of the 21 documents reviewed. Information is presented in individual tables for easy readability.

Key Takeaways

- The City is placing a growing emphasis on engagement of local stakeholders, with a focus on inclusion of disadvantaged communities.
- While safety has long been a priority for the City, the adoption of Vision Zero principles highlights a fundamental shift toward providing facilities that offer greater protection from vehicle traffic for pedestrians and bicyclists.
- Projects and programs are being designed to help achieve the City's goals of increasing the use of active transportation and transit and reducing vehicle miles traveled (VMT) at the scale of citywide and neighborhood plans as well as the project level.
- The development of enhanced active transportation infrastructure is closely linked to land use plans, especially densification in the downtown area, SMART station areas, and along major transit corridors.

Full Document Review

The following section includes a summary of the plans reviewed. Information for each plan is organized into individual tables for easy readability.

DRAFT General Plan 2050 (Santa Rosa Forward) (2023)

PLAN NAME		AGENCY	YEAR	COUNTY
DRAFT General Plan 2050 (Santa Rosa Forward)		City of Santa Rosa	2023	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
Developed as the update for Plan 2035, Santa Rosa Forward emphasizes a more efficient growth pattern designed to reduce vehicle miles traveled (VMT) with a multimodal transportation network to support the land use vision.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
To reduce VMT, Santa Rosa Forward promotes shifting short trips to non-vehicle transportation modes, including transit and active transportation. As a result, the Plan emphasizes the inclusion of facilities for these modes as part of incoming development projects, especially in high density areas where higher levels of usage would be anticipated. Use of these modes will also be incentivized through transportation demand management (TDM) programs.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	The bicycle and pedestrian recommendations are incorporated into the Circulation, Open Space, Conservation, and Greenhouse Gas Reduction Element as part of a system that de-emphasizes vehicle travel.			
Standards	N/A			
Policies	<p>The policies emphasize the establishment of an enhanced multimodal network that is supported by street design practices. Several policies are identified and supported by a set of actions.</p> <ul style="list-style-type: none">• Policy 3-1.2: Promote land use, transportation demand management (TDM), and street design practices that reduce VMT and dependence on single occupancy vehicle trips.• Policy 3-1.3: Improve infrastructure, sidewalk and bicycle linkages, and access to transit and active modes of transportation to better meet daily commuting needs and minimize VMT, especially in EPAs and Areas of Change.• Policy 3-1.4: Reduce traffic volumes and speeds in neighborhoods.• Policy 3-2.1: Plan, build, and maintain a safe, complete, continuous, convenient, and attractive pedestrian, bicycle, and multiuse trail network in Santa Rosa that is equitably accessible for all ages and abilities.			
Infrastructure	The recommendations from the 2018 Bicycle and Pedestrian Master Plan are identified.			
KEY TAKEAWAYS				
<ul style="list-style-type: none">• The bicycle and pedestrian policies have been more closely integrated into the overall future vision for Santa Rosa’s growth and development than in the previous General Plan. Santa Rosa Forward policies support a multimodal system through support for designated active transportation facilities, reduced vehicle speeds through residential areas, and viable non-vehicle transportation options.				

Local Road Safety Plan (2022)

PLAN NAME		AGENCY	YEAR	COUNTY
Local Road Safety Plan		City of Santa Rosa	2022	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
The LRSP presents recommendations to improve safety on the priority street segments as laid out in Santa Rosa’s Bike and Pedestrian Master Plan. The collision histories were analyzed, and safety concerns identified for each of the study segments. The LRSP includes recommendations to address the identified safety issues.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
With the exception of Cleveland Avenue and the Roseland Creek Trail, the study segments all include transit service.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	The LRSP focused on an analysis of key corridors identified in the <i>City of Santa Rosa Bicycle and Pedestrian Master Plan Update 2018</i> (BPMP). It describes the study segments and provides recommendations to improve safety along these segments as well as potential funding sources.			
Standards	The plan provides a list of the standards, guidelines, and designs considered to determine the best safety measures for each location.			
Policies	N/A			
Infrastructure	Priority street segments: <div><div>1. Fourth Street from E street to Farmers Lane</div><div>2. Montgomery Drive from Alderbrook Drive to Hahman Drive</div><div>3. West College Avenue from Kowell Lane to Morgan Street</div><div>4. College Avenue from Morgan Street to Fourth Street</div><div>5. Stony Point Road from Third Street to Sebastopol Road</div><div>6. Roseland Creek Trail from Stony Point Road to Burbank Avenue</div><div>7. Dutton Avenue from College Avenue to Third Street</div><div>8. Cleveland Avenue from Industrial Drive to Guerneville Road</div></div>			
KEY TAKEAWAYS				
<div><div></div><div>The LRSP is closely tied to the City’s BPMP, as its study locations were identified through the development of BPMP priorities.</div></div>				

Santa Rosa Avenue Corridor Improvements (2022)

PLAN NAME		AGENCY	YEAR	COUNTY
Santa Rosa Avenue Corridor Improvements		City of Santa Rosa	2022	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
The project includes multimodal transportation improvements to the segment of Santa Rosa Avenue between Sonoma Avenue and Maple Avenue.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
Santa Rosa Avenue is served by CityBus and Sonoma County Transit routes, so roadway designs must account for bus operations.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	Santa Rosa Avenue is planned to have several pedestrian and bicycle improvements added while maintaining vehicle operations along the corridor.			
Standards	N/A			
Policies	N/A			
Infrastructure	<p>The project includes the following improvements:</p> <ul style="list-style-type: none">• Add mid-block pedestrian refuge islands at some intersections to allow two-stage crossing.• Add bulb-outs at most painted or unpainted crosswalks.• Add more streetlights for pedestrians.• Add benches along sidewalks.• Provide bike racks for cyclists along Santa Rosa Avenue.• Provide buffered bike lanes.• Use high-visibility green paint on bike lanes at vehicle conflict points such as intersections and driveways.• Update sidewalks and ramps to conform to ADA standards.• Add bike boxes at some minor street approaches.			
KEY TAKEAWAYS				
<ul style="list-style-type: none">• Example of pedestrian and bicycle enhancements along a high-volume commercial corridor.				

Roseland Creek Community Plan (2021)

PLAN NAME		AGENCY	YEAR	COUNTY
Roseland Creek Community Plan		City of Santa Rosa	2021	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
A detailed one-page document illustrating the components of the Roseland Creek Park plan area, including trails and connections to paths and active transportation facilities adjacent to the park.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
N/A				
PLAN/ REPORT RECOMMENDATIONS				
Overall	One-page illustrated map			
Standards	N/A			
Policies	N/A			
Infrastructure	Multiuse trails proposed along the south creek bank with connections to the west to Burbank Avenue and to the east and northeast to McMinn Avenue that includes a new pedestrian bridge over the creek.			
KEY TAKEAWAYS				
<ul style="list-style-type: none">A multiuse trail is proposed along the south bank of the creek connecting to the west, east, and northeast. Refers to the Santa Rosa Citywide Creek Master Plan for more information regarding this park plan.				

Stony Point Road Corridor Study for Active Transportation Modes (2021)

PLAN NAME		AGENCY	YEAR	COUNTY
Stony Point Road Corridor Study for Active Transportation Modes		City of Santa Rosa	2021	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
The need for this corridor study was identified as a priority in the 2018 BPMP due to its inclusion in both the city's pedestrian and bicycle HINs. The study segment extends from West Third Street to Sebastopol Road, a length of just under one-half mile. Stony Point Road is an important route for accessing SR 12, several shopping centers, and the Roseland neighborhood. The street has four travel lanes and bike lanes, and the study area includes a crossing of the Joe Rodota Trail, a major regional multiuse path. The segment of Stony Point Road that crosses SR 12 is under Caltrans jurisdiction, and District 4 staff was consulted regarding the proposed design. An extensive community engagement effort was conducted, including two workshops and two surveys that generated nearly 600 responses.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
Proposed Class IV facilities would need to account for bus stop access along Stony Point Road.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	A primary goal of the project was to provide increased separation between bicyclists and vehicle traffic and reduce conflicts at intersections between turning vehicles and pedestrians and bicyclists. The report includes concept plans for the proposed bicycle and pedestrian infrastructure improvements.			
Standards	N/A			
Policies	N/A			
Infrastructure	<ul style="list-style-type: none">• Class IV facilities from West Third Street to Sebastopol Road.• Realign the intersection of Stony Point Road at SR 12 eastbound ramps to eliminate pork chop island and facilitate crossing for Joe Rodota Trail users.• Explore a potential multiuse path along the west side of Stony Point Road from the SR 12 eastbound ramps to Sebastopol Road.• Install raised crosswalks or Rectangular Rapid Flashing Beacons (RRFBs) at the entrance to the SR 12 West on-ramps.• Provide enhanced bike lane striping to establish a clear path of travel for bicyclists through intersections.			
KEY TAKEAWAYS				
<ul style="list-style-type: none">• The proposed infrastructure improvements would address pedestrian and bicyclist safety concerns along Stony Point Road, which was included in the high-injury network for bother user groups in the 2018 BPMP Update.• The recommended improvements would improve access to numerous commercial sites and schools as well as enhance safety along the regional Joe Rodota Trail.• Improvements would provide substantial benefits to residents of an Equity Priority Community.				

Downtown Station Area Specific Plan (2020)

PLAN NAME		AGENCY	YEAR	COUNTY
Downtown Station Area Specific Plan		City of Santa Rosa	2020	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
The Downtown Station Area Specific Plan (DSASP) covers approximately 720 acres surrounding the Downtown SMART Station. The plan area is bounded by College Avenue to the north, Brookwood Avenue to the east, Sebastopol Road and State Route (SR) 12 to the south, and Dutton Avenue and Imwalle Gardens to the west. Included in the Downtown Station Area are Courthouse Square, the city’s central business district and an important regional jobs center, Santa Rosa Plaza, Sonoma County’s largest retail shopping destination, as well as other established neighborhoods, including Railroad Square, Maxwell Court, the Santa Rosa Arts District (SOFA), and several residential neighborhoods. The area is designated as a PDA.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
Higher intensity development focused on the vicinity of SMART station, Transit Center, and corridors with bus headways of 15 minutes or less.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	The Santa Rosa DSASP builds on the 2018 BPMP Update and seeks to guide the intensification of an energetic commercial enterprise and innovative cultural center with a strong sense of place, enhanced connectivity, and increased residential and social options. The DSASP envisions a vibrant urban core centered around Courthouse Square and a network of pedestrian-friendly mixed-use village centers, each with its own character. To make this vision a reality, the DSASP offers strategies designed to remove barriers to development, meet the community’s housing and job needs, foster vibrant civic spaces, and enhance local quality of life.			
Standards	Design guidelines and standards are included in the plan document.			
Policies	Policies relevant to active transportation include: <ul style="list-style-type: none">• Provide a well-connected street grid that optimizes multimodal access, connectivity, and safety for all users.• Provide a comfortable, convenient bicycle and pedestrian network that is a viable, attractive alternative to the automobile.• Strengthen east-west connections and links between Old Courthouse Square and Railroad Square.			
Infrastructure	Map MOB-3 shows the existing and proposed bicycle and pedestrian network within the Specific Plan area and includes Classes I, II, III, and IV plus trail access points and trail bridges. Figure MOB-4 shows planned pedestrian improvements and connections.			
	Proposed bicycle facilities include the following: <ul style="list-style-type: none">• Class I: SMART trail gaps, Santa Rosa Creek.• Class II: College Avenue, Third Street, Cleveland Avenue, Railroad Street, Olive Street, Sebastopol Avenue, Sebastopol Road, Davis Street, B Street, First Street, Second Street, E Street, Brookwood Avenue, and a new street near the SMART station.• Class III: Seventh Street, Cherry Street, Sixth Street, Lincoln Street, Ripley Street, Morgan Street, Mendocino Avenue, D Street, Wilson Street.			
KEY TAKEAWAYS				
<ul style="list-style-type: none">• While the downtown area consists of a high-density, mixed-use land use pattern, connectivity and safety improvements are needed.• The successful implementation of the plan hinges on the coordination between the intensification of land uses and the development of infrastructure that supports the use of non-vehicle transportation modes.				

Community Empowerment Strategy (2020)

PLAN NAME		AGENCY	YEAR	COUNTY
Community Empowerment Strategy		City of Santa Rosa Police Department	2020	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
Part of an effort undertaken by the Santa Rosa Police Department in response to local protests and community dialogue following the murder of George Floyd in 2020, the strategy was developed as part of a <i>Community Empowerment Plan</i> . The strategy includes a vision, goals, and objectives intended to improve the relationship between the Police Department and local residents, especially Black, Latino, and indigenous communities.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
N/A				
PLAN/ REPORT RECOMMENDATIONS				
Overall	Vision: “There is a trusting, open relationship of respect between the Santa Rosa Police Department and the community, and space for ongoing, inclusive, constructive dialogue is available. The following three goals were established to achieve this vision: <div><div>1.</div><div>Increase constructive and inclusive dialogue between leaders from Black, indigenous, and Latino communities in Santa Rosa and Sonoma County.</div><div>2.</div><div>Provide the community with opportunities to review and provide input on the Santa Rosa Police Department’s use of force and community policing policies.</div><div>3.</div><div>Establish a feedback loop to gauge the effectiveness of efforts within and in the community and among City staff.</div></div>			
Standards	N/A			
Policies	N/A			
Infrastructure	N/A			
KEY TAKEAWAYS				
<div><div></div><div>The Strategy was intended as a long-term, ongoing effort to enhance the relationship between law enforcement and residents, with some specific actions identified to help achieve that long-term vision.</div></div>				

Santa Rosa Bicycle and Pedestrian Master Plan (2018)

PLAN NAME		AGENCY	YEAR	COUNTY
Santa Rosa Bicycle and Pedestrian Master Plan		City of Santa Rosa	2018	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
The BPMP provided a vision and specific steps to create safer and more comfortable conditions for people to walk and bike in Santa Rosa. The Plan was built on an assessment of existing conditions, included an extensive outreach component, and was designed to support the City's General Plan and other policies.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
Transit is discussed as closely linked to the use of active transportation, including first-mile/last mile improvements and the provision of transit stop amenities. To implement improvements, coordination is required between the City and transit service providers, including Santa Rosa CityBus, Sonoma County Transit, SMART, and Golden Gate Transit. The combined use of bikes and transit was also addressed, including racks on buses, bike storage on train cars, and bike parking at rail stations.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	Infrastructure project recommendations were provided for locations throughout the City and were prioritized based on numerous factors, including safety and equity. Noninfrastructure components were recommended to enhance safe bicycling and walking and encourage increased use of these modes.			
Standards	The BPMP included bicycle and pedestrian facility guidelines regarding the selection, appropriate application, and design of facilities.			
Policies	<ul style="list-style-type: none"> • Policy 1: Integrate bicycle and pedestrian network and facility needs into all city planning documents and capital improvement projects. • Policy 2: Coordinate with other agencies and stakeholders to incorporate Santa Rosa Bicycle and Pedestrian Plan Update 2018 elements. • Policy 3: Design a Low Stress Bikeway Network suitable for the "Interested but Concerned," to include people of all ages and ability levels riding bicycles. • Policy 4: Design a connected, convenient, and comfortable pedestrian network to serve people of all ages and abilities. • Policy 5: Design accessible, comfortable, and continuous off-street paths that contribute to the framework of Santa Rosa's active transportation network. • Policy 6: Develop an easy to read, unified, and comprehensive wayfinding system for bicyclists, pedestrians, and trail users. • Policy 7: Leverage existing funding to maximize project delivery. • Policy 8: Continue and enhance the City's annual commitment of local funds for bicycle and pedestrian project implementation. • Policy 9: Construct projects within the Plan Update 2018 utilizing all available internal and external resources. • Policy 10: Ensure that bicyclists and pedestrians have accommodation in work zones. • Policy 11: Maintain designated facilities to be comfortable and free of hazards to bicycling and walking. • Policy 12: Maintain bicycle parking. • Policy 13: Educate pedestrians, bicyclists, motorists, and the public about roadway safety and the benefits of bicycling and walking. • Policy 14: Encourage Santa Rosa Public Schools to participate in the Safe Routes to School program. 			

	<ul style="list-style-type: none"> • Policy 15: Support police enforcement activities targeted at both bicyclists and motorists that educate and reinforce proper and safe behaviors. • Policy 16: Increase bicycling and walking through targeted marketing and promotion. • Policy 17: Measure bicycling and walking activity through an annual count program. • Policy 18: Report annually on the implementation of this Plan Update 2018.
Infrastructure	<p>Bicycle projects:</p> <ul style="list-style-type: none"> • 39 miles Class I • 49 miles Class II • 2 miles buffered Class II • 35 miles Class III • 3 miles bicycle boulevards • 2 miles Class IV <p>Pedestrian projects</p> <ul style="list-style-type: none"> • 70 crossing projects • 21 miles of sidewalk • Study corridors • 11 priority corridors <p>Citywide projects</p> <ul style="list-style-type: none"> • Bicycle parking • Wayfinding • Pedestrian scale lighting • Street furniture
KEY TAKEAWAYS	
<ul style="list-style-type: none"> • The BPMP represents a comprehensive approach to addressing the needs of pedestrians and bicyclists, including infrastructure, policy changes, educational and promotional campaigns, enforcement efforts, and an evaluation component to track progress in achieving the City's goals. 	

Roseland Area/Sebastopol Road Specific Plan (2016)

PLAN NAME		AGENCY	YEAR	COUNTY
Roseland Area/Sebastopol Road Specific Plan		City of Santa Rosa	2016	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
This plan was developed to support the goals, policies, and priorities identified in Santa Rosa General Plan 2035. The plan area is located in southwest Santa Rosa and is generally bounded by SR 12 to the north, Bellevue Avenue to the south, Highway 101 to the east, and Stony Point Road to the west. It includes the Roseland PDA and part of the Sebastopol Road PDA.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
A focus of the plan is to provide improved pedestrian and bicycle access to various land uses as well as transit services. The plan area includes the Southside Bus Transfer Center. At the times the plan was developed, 15-minute service for CityBus routes was planned along Sebastopol Road.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	The purpose of this Specific Plan is to support a unified, vital, healthy, and livable Roseland community. The area’s designation as a Priority Development Area supports walkable, bikeable, and transit-rich neighborhoods by increasing the number and proximity of residents to amenities, schools, parks, and jobs. The plan aims to do this by improving connectivity, concentrating areas of activity, and enhancing the physical environment. The Specific Plan is intended to guide private development and public investment over the next 20 to 25 years.			
Standards	N/A			
Policies	<ul style="list-style-type: none">Engage plan area residents, property owners, and business owners to envision and plan for their community in the future through an innovative community engagement strategy.Establish a land use and policy framework to guide future development in the area toward transit-supportive land uses.Improve connections, particularly for walking, biking and rolling, to the Southside Bus Transfer Center, to the Santa Rosa Downtown Station, and to Sebastopol Road, the main commercial area within the plan area.			
Infrastructure	<ul style="list-style-type: none">Improvements to the pedestrian and bicycle network include continuous sidewalks, enhanced crossings at intersections, street lighting, and new pedestrian and bicycle routes. A key priority is to complete sidewalks in areas where gaps exist, where the City owns the right-of-way, and where completing the sidewalk will have the greatest benefit, such as near schools, parks, or services.			
	New bicycle facilities proposed. <ul style="list-style-type: none">Class 1: Colgan Creek, Bellevue Avenue, Roseland Creek, SMART trail, Dutton Avenue, Rain Dance Way.Class II: Stony Point Road, Burbank Avenue, West Avenue, Dutton Avenue, Dutton Meadow, Sebastopol Avenue, Barham Avenue, Hearn Avenue, Northpoint Parkway, Bellevue Avenue.Class III: Liscum Street, Old Stony Point Road, Lazzini Avenue, Comalli Street, Hughes Avenue, Roseland Avenue, McMinn Avenue, Delport Avenue, South Avenue, Earle Street, Leo Drive, Baker Avenue, Blacksmith Way, Tuxhorn Drive, Pebblecreek Drive, Burgess Drive, Olive Street, Corby Avenue, Dowd Drive.			
	The Hearn Avenue overcrossing across Highway 101 was identified as a priority.			
KEY TAKEAWAYS				
<ul style="list-style-type: none">The plan would guide land development and transportation investments to encourage use of non-vehicle transportation modes.Elimination of facility gaps and construction of active transportation linkages was identified as a priority.				

Jennings Avenue Pedestrian and Bicycle Rail Crossing Final EIR (2015)

PLAN NAME		AGENCY	YEAR	COUNTY
Jennings Avenue Pedestrian and Bicycle Rail Crossing Final EIR		City of Santa Rosa	2015	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
This document analyzes options for establishing a crossing for pedestrians and bicyclists along Jennings Avenue, across the SMART rail line. Without the implementation of the project, the nearest at-grade crossings would be at Guerneville Road to the north and College Avenue to the south, which could result in considerably longer trips for pedestrians and bicyclists traveling east-west through this area.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
The project would cross the SMART rail corridor.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	The project would include minor improvements to Jennings Avenue to facilitate pedestrian and bicyclist access for an at-grade crossing of the SMART rail tracks.			
Standards	N/A			
Policies	N/A			
Infrastructure	<div>The following improvements would be constructed:</div> <ul style="list-style-type: none">• Add ADA ramps, crossing arms, pedestrian gates, sidewalks, handrails, and fences.• If a new crossing is established at Jennings Avenue, one of the existing at-grade crossings at either Sixth Street, Seventh Street, or Eight Street would likely need to be eliminated to secure approval from the California Public Utilities Commission.			
KEY TAKEAWAYS				
<ul style="list-style-type: none">• The SMART line currently acts as a barrier to circulation at many locations. The project as proposed would enhance east-west connectivity for bicyclists across the SMART tracks along Jennings Avenue.				

Principles of Community Engagement (2014)

PLAN NAME		AGENCY	YEAR	COUNTY
Principles of Community Engagement		City of Santa Rosa	2014	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
These recommendations were developed by the Mayor’s Open Government Task Force. To accomplish the identified goals, recommendations included steps to develop a culture that values public engagement.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
N/A				
PLAN/ REPORT RECOMMENDATIONS				
Overall	Take the following steps to develop a culture that values public engagement: <ul style="list-style-type: none">• Genuinely engage and partner with neighborhoods, volunteers, businesses, institutions, and other organizations that support the community.• Establish Santa Rosa as a leader in civic engagement with the goal of increasing Openness, Transparency, and Accountability.• Close the communication loop - acknowledge the value of community input, wisdom, and participation.• Increase opportunities for diverse community engagement and effective participation.• Build a strong civic infrastructure to educate people about how best to engage.			
	Consider the adoption of the following principles for the engagement process, which were developed for the City of Alexandria, VA: <ul style="list-style-type: none">1. Respect2. Inclusiveness and Equity3. Early Involvement4. Easy Participation5. Meaningful Engagement6. Mutual Accountability7. Transparency8. Sustained Collaboration9. Evaluation			
Standards	N/A			
Policies	N/A			
Infrastructure	N/A			
KEY TAKEAWAYS				
<ul style="list-style-type: none">• Develop a culture of public engagement by considering the principles listed in this document.				

Santa Rosa Citywide Creek Master Plan (2013)

PLAN NAME		AGENCY	YEAR	COUNTY
Santa Rosa Citywide Creek Master Plan		City of Santa Rosa	2007, updated 2013	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
<p>The Citywide Creek Master Plan presents a set of policies and recommendations for habitat preservation, enhancement, restoration projects, and other site-specific improvements to the nearly one hundred miles of creeks that flow through Santa Rosa. The Creek Master Plan requires that development adjacent to waterways be consistent with the Creek Master Plan to the extent feasible, including by encouraging creek-compatible land uses and creek access throughout the system, integrating development project features with creek improvements, allowing for future creek improvements to be made, and requiring development plans to be consistent with guidelines for site planning, grading, and other policies.</p> <p>The Plan implements the General Plan and provides guidelines, policies, and criteria for the protection, care, management, restoration, and enhancement of waterways in Santa Rosa. The overall concept for a creek trail system is to create a continuous system of access along the creeks where feasible and provide connections from the creeks to major traffic generators and destinations for bicyclists and pedestrians.</p>				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
Coordinate with transit agencies and other entities as needed to link creek trails and facilitate network connections.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	Identifies and describes each creek and waterway within the City of Santa Rosa. Provides an existing conditions summary and narrative of recommendations, including for waterway and trail access as well as trail and access connections from adjacent transportation facilities (roadways, paths, trails).			
Standards	Provides detailed creek design guidelines in Appendix A broken out by urban, rural, and natural reaches of the city's creeks. Specific designs are identified for the following topics: site planning, grading, creek crossings, architecture, site furnishings, construction materials, pathways, logo and creek signage, trailheads and trailside parks, lighting, landscaping and plant materials, fencing, and irrigation.			
Policies	<ul style="list-style-type: none"> • Develop multiuse trails along creeks where feasible within the urban growth boundary, including connections to regional networks. • Provide public, neighborhood, and private access to creekside trails as appropriate. • Accommodate connections to regional trail systems that enhance or support the creek trail system network. • Use on-street connectors such as existing sidewalks and bike lanes to link together Creekside trail segments where Class I facilities are not feasible. • Vary facility design based on context; the use of pervious surfaces for new facilities in environmentally sensitive locations could be considered as long as facilities are ADA-compliant. • Enhance pedestrian activity and safety by designing streets, buildings, pathways, and trails to provide a visual connection with public spaces. • Provide a signage program that clearly identifies the path system. 			

Infrastructure	<ul style="list-style-type: none">• Appendix F includes a table of all potential projects identified in the Plan, 99 of which are for alternative modes.• Additional details provided for the approved design concept plan for the Pierson Reach of Santa Rosa Creek and bike pathway, the Roseland Creek Restoration Plan for a one-mile reach of Roseland Creek from McMinn Avenue to Stony Point Road, the Upper Colgan Creek Restoration Plan, and the Lower Colgan Creek Restoration Conceptual Plan.
KEY TAKEAWAYS	
<ul style="list-style-type: none">• The plan includes comprehensive creek design guidelines for pathways and trails and recommended active transportation enhancements.	

North Santa Rosa Station Area Specific Plan (2012)

PLAN NAME		AGENCY	YEAR	COUNTY
North Santa Rosa Station Area Specific Plan		City of Santa Rosa	2012	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
<p>This Specific Plan is designed to support rail transit by increasing the number of residents and employees within walking distance of the Santa Rosa North SMART station by improving pedestrian, bicycle, auto, and transit connections, increasing residential density, promoting economic development, and enhancing aesthetics and quality of life. The plan area includes Coddington Mall, a major shopping area and the location of one of the city's primary bus transfer facilities. The Specific Plan is intended to guide private development and public investment over the next 20 to 25 years.</p>				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
SMART, Coddington Transit Hub				
PLAN/ REPORT RECOMMENDATIONS				
Overall	<p>The plan provides a framework for land use intensification to support the SMART rail service (which was still in development at that time). This included the enhancement of multimodal transportation options and reduced vehicle miles traveled (VMT). The development of the plan included an extensive community engagement process.</p>			
Standards	Public Realm Design Standards and Guidelines are provided in Chapter 7			
Policies	<p>The plan includes the following goals:</p> <ul style="list-style-type: none"> • Provide multimodal access to the SMART station. • Provide parking appropriate to transit-oriented development. • Provide multimodal connections throughout the project area. Integrate the Coddington Mall property into the adjacent multimodal transportation network. • Complete specific roadway improvements in the project area to enhance safety and comfort for pedestrians and bicyclists. • Improve intersections to remove obstacles to multimodal traffic flow. • Establish a network of multiuse paths for pedestrians and bicyclists throughout the project area. • Expand transit use throughout the project area and provide a seamless connection to the SMART station. <p>To support these goals, the plan includes numerous policies, some of which set forth recommendations for specific streets.</p>			
Infrastructure	<p>Figure 2.5 shows the existing and proposed bicycle and pedestrian network within the Specific Plan area and includes Classes I, II, III, and a bicycle boulevard.</p> <p>Proposed bicycle facilities</p> <ul style="list-style-type: none"> • Class I: SMART path, Coffey Lane, Frances Street connection, Paulin Creek. • Class II: Cleveland Avenue, Range Avenue, Frances Street, Dutton Avenue, College Avenue, Guerneville Road, Edwards Avenue, Elliott Avenue, Coffey Lane, Ridgway Avenue. • Class III: Clover Drive, Armory Drive, Hardies Lane, Ridgway Avenue. Bicycle boulevard proposed along Jennings Avenue. <p>Sidewalk gaps to be addressed were identified along portions of Jennings Avenue, College Avenue, Edwards Avenue.</p>			

KEY TAKEAWAYS

- While less dense than downtown Santa Rosa, the North Santa Rosa station area includes a wide variety of land uses within walking, biking, or rolling distance, notably Coddington Mall, Santa Rosa Junior College, and Santa Rosa High School. Enhanced bicycle network connectivity, elimination of sidewalk gaps, and convenient linkages across Highway 101 are critical needs.

Streetlight Design Standards (2011)

PLAN NAME		AGENCY	YEAR	COUNTY
Streetlight Design Standards		City of Santa Rosa	2011	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
This document provides the definitions of various road types and determines the minimum standards for each type.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
N/A				
PLAN/ REPORT RECOMMENDATIONS				
Overall				
Standards	<ul style="list-style-type: none">• Every intersection is required to have at least one streetlight.• Defines minimum lighting requirements.• What type of poles should be installed by road type.• How to install streetlights.• Design standards for streetlights.			
Policies	N/A			
Infrastructure	N/A			
KEY TAKEAWAYS				
<ul style="list-style-type: none">• Streetlighting required at intersections where pedestrian/bicyclist crossings would be expected to occur.				

Santa Rosa General Plan 2035 (2009)

PLAN NAME		AGENCY	YEAR	COUNTY
Santa Rosa General Plan 2035		City of Santa Rosa	2009	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
General Plan 2035 provides a long-range vision for the City and serves as the guiding document for the City's future growth and development. The Transportation Element addresses the need for multimodal transportation facilities to serve the planned level and pattern of growth for the City.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
Increased densification of land uses is encouraged in the vicinity of rail stations, resulting in short trip distances that encourage bicycling and walking.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	The Transportation Element identifies the need for a multimodal system and references recommendations from the Bicycle and Pedestrian Master Plan to help achieve that vision.			
Standards	N/A			
Policies	<p>The following policies regarding bicyclists and pedestrians were included:</p> <ul style="list-style-type: none"> • T-J-1 Pursue implementation of walking and bicycling facilities as envisioned in the city's Bicycle and Pedestrian Master Plan. • T-J-2 Provide street lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or district, and that contributes to vehicular and pedestrian safety. • T-J-3 Strengthen and expand east-west linkages across the Highway 101 corridor. • T-J-4 Provide street trees to enhance the city's livability and to provide identity to neighborhoods and districts. • T-J-5 Support Safe Routes to School by pursuing available grants for this program and ensuring that approaches to schools are safe for cyclists and pedestrians by providing needed amenities such as sidewalks, crosswalks, bike lanes, and traffic calming on streets near schools. • T-K-1 Link the various citywide pedestrian paths, including street sidewalks, downtown walkways, pedestrian areas in shopping centers and work complexes, park pathways, and other creekside and open space pathways. • T-K-2 Allow the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely done, in order to maximize the use of public rights-of-way. • T-K-3 Orient building plans and pedestrian facilities to allow for easy pedestrian access from street sidewalks, transit stops, and other pedestrian facilities, in addition to access from parking lots. • T-K-4 Require construction of attractive pedestrian walkways and areas in new residential, commercial, office, and industrial developments. Provide landscaping or other appropriate buffers between sidewalks and heavily traveled vehicular traffic lanes, as well as through and to parking lots. Include pedestrian amenities to encourage and facilitate walking. • T-K-5 Ensure provision of safe pedestrian access for students of new and existing school sites throughout the city. • T-K-6 Integrate multi-use paths into all creek corridors, railroad rights-of-way, and park designs. 			

	<ul style="list-style-type: none"> • T-L-1 Provide bicycle lanes along all regional/arterial streets and high volume transitional/collector streets. • T-L-2 Provide bicycle lanes on major access routes to all schools and parks. • T-L-3 Improve bicycle networks by finishing incomplete or disconnected bicycle routes. • T-L-4 Maintain all roadways and bicycle-related facilities so they provide safe and comfortable conditions for bicyclists. • T-L-5 Consider bicycle operating characteristics and safety needs in the design for roadways, intersections, and traffic control systems. • T-L-6 Promote and facilitate the use of bicycles with other transportation modes. • T-L-7 As part of the city's Capital Improvement Program, or street and intersection projects constructed by private developers, install and construct bicycle facilities including: Class I paths, Class II lanes, Class III route signs; signal detectors; and/or other facilities. Implementation shall occur as opportunities arise throughout the entire bikeway network. • T-L-8 Require new development to dedicate land and/or construct/install bicycle facilities, and provide bicycle parking as specified in the Zoning Code, where a rough proportionality to demand from the project is established. Facilities such as showers and bicycle storage shall also be considered. • T-L-9 Maintain and update, as appropriate, the city's Bicycle and Pedestrian Master Plan. • T-G-7 Provide bikeways along scenic roads, where right-of-way exists or where its acquisition will not jeopardize roadway character.
Infrastructure	The project recommendations from the Bicycle and Pedestrian Master Plan were identified.
KEY TAKEAWAYS	
<ul style="list-style-type: none"> • The General Plan serves as the City's guiding policy document, including multimodal circulation as well as bicycle and pedestrian facilities and policies. As the vision for the City evolves with each future iteration of the General Plan, the policies pertaining to bicyclists and pedestrians will evolve to support it. 	

Traffic Standards (2008)

PLAN NAME		AGENCY	YEAR	COUNTY
Traffic Standards		City of Santa Rosa	2008	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
This document defines standards for roadway signage, markings, and equipment in addition to those set forth in the California MUTCD.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
N/A				
PLAN/ REPORT RECOMMENDATIONS				
Overall	N/A			
Standards	<ul style="list-style-type: none">• Defines sign shapes, colors, font, and format.• Determines when a median island sign is required.			
Policies	N/A			
Infrastructure	N/A			
KEY TAKEAWAYS				
<ul style="list-style-type: none">• Includes requirements for some signs, signals, and pull boxes in addition to those in the MUTCD.				

Public Storm Drain Standards (2005)

PLAN NAME		AGENCY	YEAR	COUNTY
Public Storm Drain Standards		City of Santa Rosa	2005	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
Defines minimum standards for drainage for projects in the public right-of-way and requirements of private property owners.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
N/A				
PLAN/ REPORT RECOMMENDATIONS				
Overall	N/A			
Standards	<ul style="list-style-type: none">• Minimum water depth.• Maximum gap indicated for drainage gates to prevent bicycle wheels from being caught.• Sidewalk drains must be maintained by the property owner.			
Policies	N/A			
Infrastructure	N/A			
KEY TAKEAWAYS				
<ul style="list-style-type: none">• Consider the Public Storm Drain Standards when developing and implementing bicycle and pedestrian infrastructure.				

Street Design and Construction Standards (2004)

PLAN NAME		AGENCY	YEAR	COUNTY
Street Design and Construction Standards		City of Santa Rosa	2004	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
This document provides the definitions of various road types and determines the minimum standards for road types.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
N/A				
PLAN/ REPORT RECOMMENDATIONS				
Overall				
Standards	Standards relevant to active transportation facilities: <ul style="list-style-type: none">A bike lane will be at minimum four feet wide from the edge of the gutter to the center of the bike lane stripe.Bike loop detection is required at intersections that have vehicle detection.Sidewalks are required along most roads, except for rural/hillside and interim roads.			
Policies	N/A			
Infrastructure	N/A			
KEY TAKEAWAYS				
<ul style="list-style-type: none">Sidewalks are required on most new roads.				

**3575 Mendocino Avenue Project Sustainable Communities Environmental Assessment (SCEA)
(2000)**

PLAN NAME		AGENCY	YEAR	COUNTY
3575 Mendocino Avenue Project Sustainable Communities Environmental Assessment (SCEA)		City of Santa Rosa	2000	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
<p>The SCEA was prepared to help streamline CEQA review for the project, which would result in the redevelopment of a 13.3-acre site that was severely damaged by the 2017 Tubbs Fire. The site would include up to 532 multi-family residential units, including 162 senior affordable units, serving an estimated population of up to 1,383 residents if fully built out and occupied. The project would be designed as a transit village, with access to bus service along Mendocino Avenue as well as Bicentennial Way, which meets the criteria for a high-quality transit corridor. The local Santa Rosa CityBus and Sonoma County Transit routes could be used to access the regional SMART rail system.</p> <p>Future project residents would have access to the city's existing bicycle facilities network, including bike lanes on Mendocino Avenue to connect to downtown Santa Rosa and continue north into Sonoma County along Old Redwood Highway. The project would include modifications of the Mendocino Avenue/Fountaingrove Parkway intersection and the project frontage along Mendocino Avenue to make it more pedestrian-oriented. The project site would include an interior pedestrian network of sidewalks and crosswalks, which would be integrated into the surrounding area. The project would include 160 secure indoor bicycle parking spaces with additional bicycle parking provided near the building entrances.</p> <p>The project is located within the Mendocino Avenue/Santa Rosa Avenue Corridor Priority Development Area and is located approximately 0.2 miles from the Bicentennial Way Transit Facility.</p>				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
Improvements along Mendocino Avenue would provide connectivity between the project and the Bicentennial Way Transit Facility.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	Up to 532 multi-family residences, including 162 senior affordable units			
	Transit-oriented design to encourage the use of non-vehicle transportation			
Standards	N/A			
Policies	N/A			
Infrastructure	Internal project pedestrian network			
	Pedestrian facilities along Mendocino Avenue			
	Secure bicycle parking for residents, additional bicycle parking for visitors			
KEY TAKEAWAYS				
<ul style="list-style-type: none">The project design would support active transportation and transit by tying into existing facilities and the larger network. It is noted that the proposed senior units have been completed and are currently occupied.				

Park and Landscape Construction Standards (1997)

PLAN NAME		AGENCY	YEAR	COUNTY
Park and Landscape Construction Standards		City of Santa Rosa	1997	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
The standards and requirements for landscaping on public property including parks, roadways, and parkways.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
N/A				
PLAN/ REPORT RECOMMENDATIONS				
Overall	N/A			
Standards	<ul style="list-style-type: none">• Defines where trees should be located, type of tree, size of the tree plot, and tree planting method.• Defines the required amount of water for trees.• Requires that only one species of tree, the theme tree, be planted along major and scenic roads.• Collector and local street trees may be impeded by utilities so smaller trees may be used.			
Policies	N/A			
Infrastructure	N/A			
KEY TAKEAWAYS				
<ul style="list-style-type: none">• Consider the Park and Landscape Construction Standards when developing and implementing bicycle and pedestrian infrastructure.				

Construction Specifications for Public Improvements (1979)

PLAN NAME		AGENCY	YEAR	COUNTY
Construction Specifications for Public Improvements		City of Santa Rosa	1979	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
This document provides direction regarding construction materials and procedures for facilities including streets, sidewalks, curbs, pedestrian ramps, and street trees.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
N/A				
PLAN/ REPORT RECOMMENDATIONS				
Overall	N/A			
Standards				
Policies	N/A			
Infrastructure	N/A			
KEY TAKEAWAYS				
<ul style="list-style-type: none">Consider the <i>Construction Specifications for Public Improvements</i> documents when developing and implementing bicycle and pedestrian infrastructure.				

Spectrum of Community Engagement

PLAN NAME	AGENCY	YEAR	COUNTY
Spectrum of Community Engagement	City of Santa Rosa		N/A
HIGH LEVEL INTRODUCTION/ SUMMARY			
The Spectrum of Community Engagement is a model that lays out the range of approaches for public engagement in the planning process. It includes examples of outreach strategies that are appropriate to achieve each type of engagement, ranging from providing local stakeholders with project information to placing the final decision-making authority in the hands of the public.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
N/A			
PLAN/ REPORT RECOMMENDATIONS			
Overall	No single strategy was recommended, to be determined on a case-by-case basis.		
Standards	N/A		
Policies	N/A		
Infrastructure	N/A		
KEY TAKEAWAYS			
<ul style="list-style-type: none">The Spectrum of Community Engagement should be referenced to inform the appropriate level of engagement.			

Sonoma County Vision Zero Action Plan (2022)

PLAN NAME	AGENCY	YEAR	COUNTY
Sonoma County Vision Zero Action Plan	Sonoma County Transportation Authority (SCTA) and Sonoma County Department of Health Services (DHS)	2022	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			
<p>The Vision Zero Action Plan was a countywide effort to commit to the elimination of traffic-related fatalities and severe injuries. While it addresses all modes of transportation, pedestrian, and bicycle safety was emphasized as data revealed that while eight percent of all trips in the county are made on foot or bicycle, these modes account for 19 percent of traffic deaths. Through this effort, a Vision Zero Data Dashboard was developed for ongoing tracking of injury collisions. The plan includes the following goals: 1) create safer speeds, 2) eliminate impaired driving, 3) create a culture of safety, 4) build and maintain safe streets for all, 5) make vehicles safer and reduce private vehicle use, 6) improve data for effective decision-making. A countywide high-injury network (HIN) was identified based on the collision history, though it was noted that the methodology was different from what was used to develop the City of Santa Rosa's HIN in its 2018 <i>Bicycle and Pedestrian Master Plan</i>. The VZAP also identified a set of High-Injury Intersections.</p> <p>Partnerships were emphasized in the development of the plan and its future implementation. The Vision Zero Advisory Committee leading this effort included participation from all 11 jurisdictions in the county, Caltrans, the California Highway Patrol, Sonoma County Regional Parks, Sonoma County Bicycle Coalition, and local health professionals. The plan was adopted by the Santa Rosa City Council in 2022.</p>			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
Partners should include Sonoma County Transit, Santa Rosa CityBus, Sonoma-Marin Area Rail Transit (SMART), Petaluma Transit, and Golden Gate Transit.			
PLAN/ REPORT RECOMMENDATIONS			

Overall	<p>1. Create Safer Speeds</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> Review speeds and posted limits on the HIN, set context appropriate speeds, and implement speed mitigation measures based on findings and legislative authority. <p><u>Supporting Action</u></p> <ul style="list-style-type: none"> Develop and adopt a process to reduce speed limits to 25 MPH or below on County and local roads where appropriate, such as areas around schools, parks, senior centers, and transit stations (AB 43). <p>2. Eliminate Impaired Driving</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> Continue and expand law enforcement engagement with businesses around Responsible Beverage Service. Encourage safe wine, beer, and cannabis tourism by promoting ride share services, designated driver services, and walking wine tours. <p><u>Supporting Action</u></p> <ul style="list-style-type: none"> Support diversion programs like the Driving Under the Influence Program and DUI Court that focus on education and treatment over punishment. Support community-based drug and alcohol problem assessment and treatment programs such as Turning Point. Expand and promote publicly subsidized transport services to include more night-time hours. <p>3. Create a Culture of Safety</p> <p><u>Action</u></p> <ul style="list-style-type: none"> Support Safe Routes to School program and school districts to promote safe, active transportation through education, school policies, and pick-up/ drop-off procedures. Work with media partners to more accurately report traffic crashes, to avoid victim-blaming, and to report crashes in the context of Vision Zero. Partner with youth organizations to create peer-to-peer anti-distraction messaging campaigns. <p><u>Supporting Actions</u></p> <ul style="list-style-type: none"> Develop comprehensive engagement strategies that prioritize Equity Priority Communities (EPCs), create personal connections to Vision Zero, and encourage drivers to safely share the road with other users. Promote educational campaigns for vehicle fleet operators focused on discouraging distracted driving and encouraging safely sharing the road with people walking, biking and rolling. Develop a network of "civic partners" who pledge to support Vision Zero through the dissemination of safety and educational information to their networks. <p>4. Build and Maintain Safe Streets for All</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> Implement low-cost quick-build projects to rapidly implement bicycle and pedestrian safety improvements along the HIN. Complete Local Road Safety Plans (LRSPs). Seek sustainable funding sources for projects designed to meet Vision Zero safety goals and prioritize projects in EPCs. Improve routine facility maintenance particularly along the HIN. Identify and implement road safety improvements through routine resurfacing processes. <p><u>Supporting Action.</u></p> <ul style="list-style-type: none"> Close gaps in bicycle and pedestrian networks and design facilities for all ages and all abilities
---------	--

	<p>5. Make Vehicles Safer and Reduce Private Vehicle Use</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> Promote land use, TDM, and street design policies that reduce VMT (vehicle miles traveled) and dependence on single-occupancy vehicle trips. Adopt guidelines for incorporating safety features in specifications for new fleet vehicle purchases and retrofit large fleet vehicles with side guards. <p><u>Supporting Action</u></p> <ul style="list-style-type: none"> Advocate for an automated mobility policy framework that advances Vision Zero safety goals. <p>6. Improve Data for Effective Decision-Making</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> Enhance training for law enforcement personnel responsible for crash reporting to address the unique attributes required to accurately report circumstances of crashes involving bicyclists, pedestrians, and other vulnerable road users. Use hospital trauma, health center, and Portrait of Sonoma County data to develop a more comprehensive understanding of crashes and contributing factors. <p><u>Supporting Actions</u></p> <ul style="list-style-type: none"> Use regional data sources such as the Metropolitan Transportation Commission's Regional HIN and Regional Safety Data System, and Caltrans District 4 location-based needs identified by their active transportation planning efforts to inform safety project development and funding decisions. Provide annual citation data for infractions that potentially lead to severe injuries and deaths, such as impaired driving, speeding, and failure to yield. Maintain and update the Sonoma County Vision Zero Data Dashboard for all crash and safety data on the Vision Zero website.
Standards	N/A
Policies	<p>The following core principles were identified:</p> <ul style="list-style-type: none"> Saving Lives: Human life and health should be the highest priority within all aspects of transportation systems. Prevention: Traffic deaths and severe injuries are preventable. Safe Streets: Human error is inevitable, and transportation systems should be designed to anticipate error, so the consequence is not severe injury or death. Equity: All people have the right to travel safely through our community and we must work to eliminate disparities in transportation safety based on income, race, ability, age, language spoken, and vehicle access.
Infrastructure	N/A
KEY TAKEAWAYS	
<ul style="list-style-type: none"> The Vision Zero approach marks a notable shift in how transportation safety should be addressed, focusing on the elimination of all traffic-related fatalities and severe injuries. Broad-based inclusive stakeholder engagement should be a part of Vision Zero implementation. Safety improvements should be prioritized along HIN (but different from City's HIN), including speed reduction measures. Enforcement efforts should address key priorities and include training for improved data reporting. Education campaigns should be developed for users of all transportation modes. The Vision Zero Data Dashboard and other data should be used as tools for agency staff and residents to track progress toward eliminating traffic fatalities and severe-injury collisions. 	

Highway 101 Overcrossing ISMND and Fact Sheet (2021)

PLAN NAME		AGENCY	YEAR	COUNTY
Highway 101 Overcrossing ISMND and fact sheet		Caltrans	2021	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
Analyzed options for a pedestrian/bicycle overcrossing of Highway 101 between College Avenue and Steele Lane. Both of these roadways are multilane arterials with interchanges, creating intimidating conditions for pedestrians and bicyclists. The project would create a more direct and comfortable route to several destinations expected to generate high demand for pedestrian and bicycle trips, including Santa Rose Junior College, Santa Rosa High School, Ridgway High School, Coddington Mall, and the North Santa Rosa SMART station. There would be substantial benefits to residents of disadvantaged communities, as 50 percent of the neighborhoods within a one-mile radius of the project are designated as Equity Priority Communities.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
SMART station access				
PLAN/ REPORT RECOMMENDATIONS				
Overall	Two “Build” Alternatives were analyzed. The alternative with the endpoints at Edwards Avenue and Elliott Avenue was selected as the preferred alternative.			
	The project is expected to reduce pedestrian-vehicle and bicycle-vehicle conflicts, as it would enable pedestrians and bicyclists to avoid the at-grade freeway ramp crossings at College Avenue and Steele Lane.			
	It was determined that the proposed project would not have a significant impact on the environment.			
Standards	N/A			
Policies	N/A			
Infrastructure	The preferred alternative is for a pedestrian/bicyclist bridge over Highway 101 connecting Edwards Avenue on the west side of Highway 101 and Elliott Avenue on the east side. The project would include an 8-foot-wide section for bicyclists and a 5-foot-wide section for pedestrians, potentially separated by a barrier.			
KEY TAKEAWAYS				
<ul style="list-style-type: none">The project would provide substantial safety benefits to users and create more direct access for pedestrians and bicyclists between transit stops, schools, shopping, and other destinations.				



activa

santa rosa

City of Santa Rosa

Active Transportation Plan

Appendix B: Existing Conditions Memo



To: Torina Wilson, Transportation Planner; City of Santa Rosa
From: Mauricio Hernández; Alta Planning + Design
CC: Charlie Simpson, Jesús Contreras; Alta Planning + Design
Date: April 17, 2024
Re: Santa Rosa Active Transportation Plan - Existing Conditions Memo (FINAL)

Table of Contents

Introduction	1
Project Background and Description	1
Memo Overview	1
Summary of Findings	3
Next Steps	4
Community Overview	5
Demographics	5
Land Use/Destinations	10
Commute Profile	12
Employment	13
Equity Profile	15
Equity Priority Communities	15
Environmental Health – CalEnviroScreen 4.0	17
Public Health – Healthy Places Index	22
Heat Vulnerability Analysis	27
Environmental and Public Health Index	27
Transportation Profile	1
Walking Facilities	31
Bicycle Facilities	45
Transit Network	55
Network Comfort	58
Bicycle Level of Traffic Stress	58
Pedestrian Level of Traffic Stress	67

Collision Analysis 74

 Collision Trends 74

 Collision Hot Spots 79

 Collisions Involving People Walking 82

 Collisions Involving People Biking 87

Active-Trip Potential..... 92

 Key Findings 92

Plan Review 98

 Key Findings 99

Appendices..... 100

 Appendix A: Plan Review..... 100

 Appendix B: Level of Traffic Stress Methodology 122

 Appendix C: Active-Trip Potential Methodology 136

 Appendix D: Collision Severity Index Methodology 141

Introduction

Project Background and Description

The Santa Rosa Active Transportation Plan is focused on improving the active transportation network in the City of Santa Rosa to ensure residents and visitors of all ages and abilities can move about the city with ease and comfort. Improvements to the active transportation network will focus on providing more comfortable and safe facilities for people walking, biking, and rolling (i.e., wheeled mobility devices used by people with disabilities, strollers, scooters, skateboards, and so on). This plan takes a multipronged approach to identify community infrastructure and programmatic and policy recommendations that can support the City's increased need for a more connected, comfortable, and safe active transportation network. A map of the project study area is included in **Figure 1**.¹

Memo Overview

This memo summarizes the existing conditions for people walking, biking, and rolling in Santa Rosa based on information derived from sources including past planning documents and geospatial data. This section provides an overview of the memo as well as general findings concerning active transportation in the city. These findings will be combined with outcomes from the public engagement process to develop community-driven and data-informed recommendations in the final Active Transportation Plan.

The memo is organized into the following sections:

- [Community Overview](#): Summary of demographic, income, and land use data
- [Equity Profile](#): Analysis of equity/environmental justice metrics (*CalEnviroScreen 4.0*, *Equity Priority Communities*) and health analysis metrics (*Healthy Places Index*, heat vulnerability)
- [Transportation Profile](#): Overview of existing pedestrian, bicycle, transit, and roadway networks
- [Network Comfort](#): Analysis of the potential stress experienced by people walking, biking, and rolling along city roadways
- [Collision Analysis](#): Overview of collision data, highlighting trends from the five most recent years of available collision data
- [Active Trip Potential](#): Analysis of locations where vehicle trips are short enough to convert to active trips
- [Plan Review](#): Summary of local and regional plans, policies, and standards that impact active transportation in the City of Santa Rosa

The memo also includes supplementary documents included in the appendices below:

- [Appendix A: Plan Review](#): Full summary details from the plans reviewed for this memo
- [Appendix B: Level of Traffic Stress Methodology](#): Full methodology for the Level of Traffic Stress analysis
- [Appendix C: Active Trip Potential Methodology](#): Full methodology for the Active-Trip Potential analysis
- [Appendix D: Collision Severity Index Methodology](#): Full methodology for the Collision Severity Index analysis

¹ The parks layer for all maps does not differentiate between ownership and maintenance. Parks are shown as reference only.



Figure 1. Project Study Area

Summary of Findings

Conditions for people walking, biking, and rolling vary significantly across the city based on equity, health, and transportation safety metrics. The greatest concentration of equity and health deficiencies, as detailed by the analyses completed, is located south of State Route 12 (SR 12) and west of Petaluma Hill Road, which primarily includes the Roseland neighborhood. Other areas that show equity and health deficiencies include central/western portions of the city along either side of Highway 101 and SR 12, including the areas near the Santa Rosa North Sonoma-Marin Area Rail Transit (SMART) station, north of Santa Rosa Junior College, and the South Park and West End neighborhoods. A range of environmental, health, and socioeconomic indicators show these portions of Santa Rosa to consistently rank as the highest need for mobility investments (see **Equity Profile**). These neighborhoods also have higher percentages of the Hispanic population and lower incomes compared to the rest of the city (see **Income** section and related figure). Additional details about environmental and health burdens across the city can be found in the **Equity Profile** section.

Santa Rosa is located at the junction between Highway 101 and SR 12 and along the SMART rail corridor. While these highways and rail corridor provide regional access for people driving and taking rail transit to the larger region, they act as barriers for people walking, biking, and rolling across the city. Arterials such as Fourth Street, Santa Rosa Avenue, and Sebastopol Road also serve as barriers for people walking, biking, and rolling as they often exhibit wide rights-of-way, high posted speed limits, long crossing distances, and disconnected bicycle and pedestrian facilities, which usually do not provide much separation between vehicles and people walking, biking, and rolling. Many of these arterials are considered high stress for people not traveling by vehicle given the roadway characteristics (see **Network Comfort** section for more information).

Overall, the bicycle network consists mainly of shared use paths and bicycle lanes. While the network covers many areas of the city, many facilities are disconnected, few opportunities exist for people biking to cross Highway 101 and SR 12, and the southeastern quadrant of the city has few facilities for traveling north across SR 12 into downtown. While the shared use path network is extensive and includes local and regional facilities such as the Prince Memorial Greenway, the Joe Rodota Trail, and the SMART pathway, the network is not fully connected, and on-road facilities leading to them are not connected. This makes it difficult for people to access various parts of the city and neighboring jurisdictions using these low-stress facilities.

The pedestrian network shows a well-connected and dense street grid in the city's downtown where most streets have complete sidewalks (i.e., on both sides). The streets surrounding the city's central core become more curvilinear and disconnected, and some streets have incomplete sidewalk networks (i.e., sidewalks on only one side or none). Marked crosswalks exist at almost half (48%) of intersections along major arterials and at about one quarter (24%) of intersections along local roadways. Similar to sidewalks, the marked crosswalks are more prevalent in the city's downtown and are more dispersed in the outer neighborhoods. Marked crosswalks along major arterials typically require the user to cross multiple lanes of traffic, and the distances between crosswalks become longer outside the grid-based downtown.

Using collision data from the Transportation Injury Mapping System (TIMS) for the years from 2017 through 2021, a few patterns emerged:^{2,3}

- People walking, biking, and rolling experience a higher rate of collisions resulting in serious injuries or fatalities than people driving.
- Roadways along commercial and mixed-use land use designations experienced higher rates of collisions compared to roadways located within other land uses categories.
- The highest number of bicyclist- and pedestrian-involved collisions resulting in a severe injury or fatality (KSI collisions) occurred along arterials, on road segments with speed limits of over 35 miles per hour (MPH), and where roadways intersect with Highway 101 and SR 12.

Next Steps

Findings from the analyses conducted as part of this memo will be used in conjunction with public feedback to inform the development of recommendations in further phases of the Active Transportation Plan.

² 2022 collision figures were not included as part of this analysis as they remained provisional at the time of the completion of this analysis.

³ The Alta team conducted QA/QC of the TIMS data as part of this project. Data points that were misplaced along Highway 101 were relocated to the correct location, which was listed in the collision details.

Community Overview

Santa Rosa is the fifth largest city in the Bay Area and the most populous city in Sonoma County with 177,181 people and covers an area of 41 square miles.⁴ The city sits on the territorial traditional land of the Pomo people.⁵ The city is located 55 miles north of San Francisco and approximately 20 miles east of the Pacific Ocean. Santa Rosa has a Mediterranean climate, with hot summers and mild winters. Summer temperatures can reach up to the high 90s, while winter lows drop into the mid-40s. These mostly moderate temperatures year-round provide comfortable environments for walking, biking, and rolling. Additionally, the surrounding area is home to over 100 wineries and vineyards, and various regional parks and recreational facilities. Santa Rosa is also home to the Santa Rosa Junior College, which serves Sonoma County and attracts young professional talent. The city has a diverse workforce with the largest private employment sectors being trade and transportation, professional and business services, leisure and hospitality, and manufacturing. The city also serves as a retail and commercial center for a five-county area that includes Sonoma County, portions of the Napa Valley, and surrounding agriculture and timber communities. As of 2022, the three largest employers in Santa Rosa are the County of Sonoma, Kaiser Permanente, and Santa Rosa Junior College.⁶

For planning purposes, the City officially recognizes four geographical quadrants—northwest, northeast, southwest, and southeast. The four quadrants primarily align with Highway 101, which runs north-south, and SR 12, which runs east-west through the city. Ridges and valleys characterize the eastern, southeastern, and northeastern edges of the city. The remainder of the city is relatively flat, specifically, the downtown and the area surrounding the Santa Rosa Junior College, which are also the city's more densely populated areas (i.e., around the core).

Demographics

Age and Sex

In 2022 the city had an estimated population of 177,181 people, almost evenly split with 51% women and 49% men.⁷ Santa Rosa (median age 40) has a slightly younger population than Sonoma County (median age 43) and a slightly older population than the state (median age 37).⁸ **Figure 2** through **Figure 4** provide a breakdown of the city, Sonoma County, and California populations by age and sex.

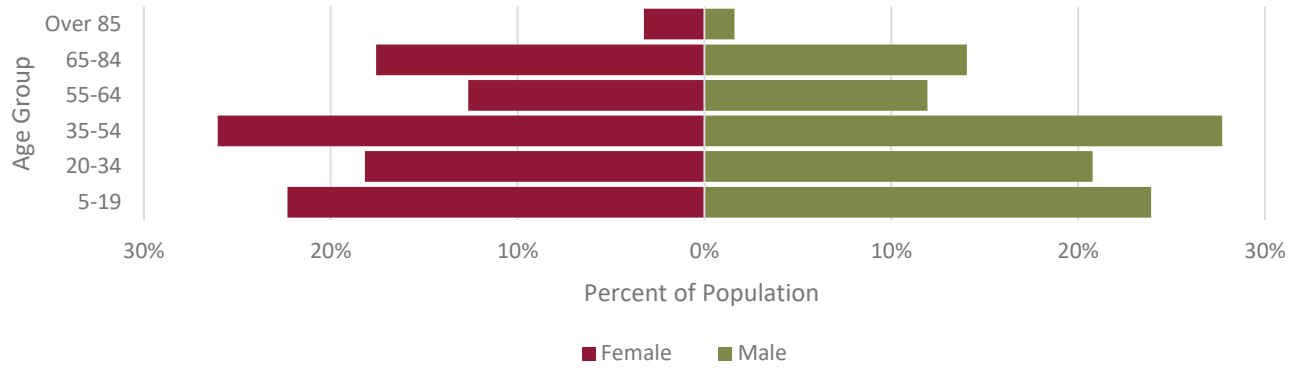
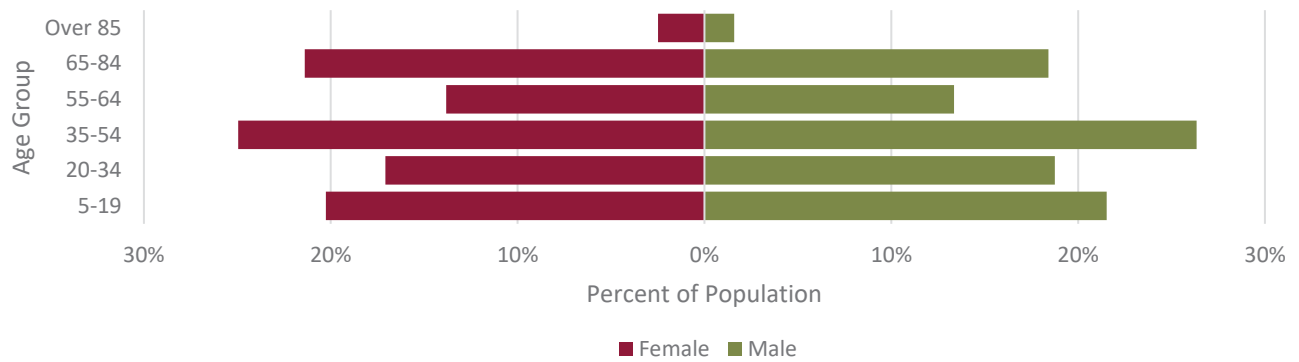
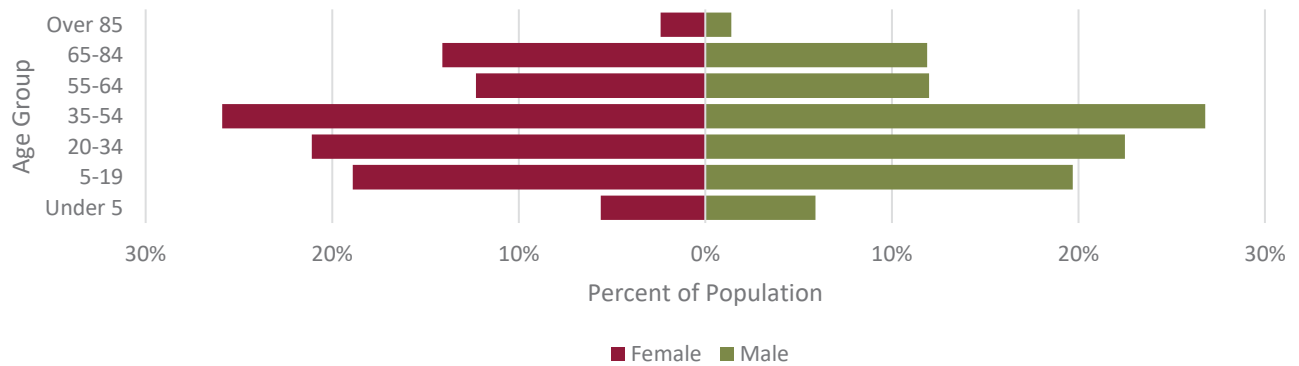
⁴ American Community Survey. 5-Year Estimate (2018–2022).

⁵ Santa Rosa Junior College, Native American Center: [LAND ACKNOWLEDGEMENT | NAC \(santarosa.edu\)](https://www.santarosa.edu/land-acknowledgement)

⁶ City of Santa Rosa, CA – Annual Comprehensive Financial Report Fiscal Year Ended June 30, 2022.

⁷ American Community Survey. 5-Year Estimate (2018–2022).

⁸ Ibid.

*Figure 2. Age and Sex – Santa Rosa**Figure 3. Age and Sex – Sonoma County**Figure 4. Age and Sex – California*

Race and Ethnicity

Approximately half of Santa Rosa residents self-identify as White (50.8%), and about one-third (34.3%) identify as Hispanic/Latino. These figures are similar to those from Sonoma County (58% and 29%, respectively), but contrast those from the state of California where only about one-third (35%) of people identify as White and 40% are of Hispanic background. **Figure 5** presents a racial profile of the city. **Table 1** compares the racial/ethnic breakdown of city residents to the county and state.

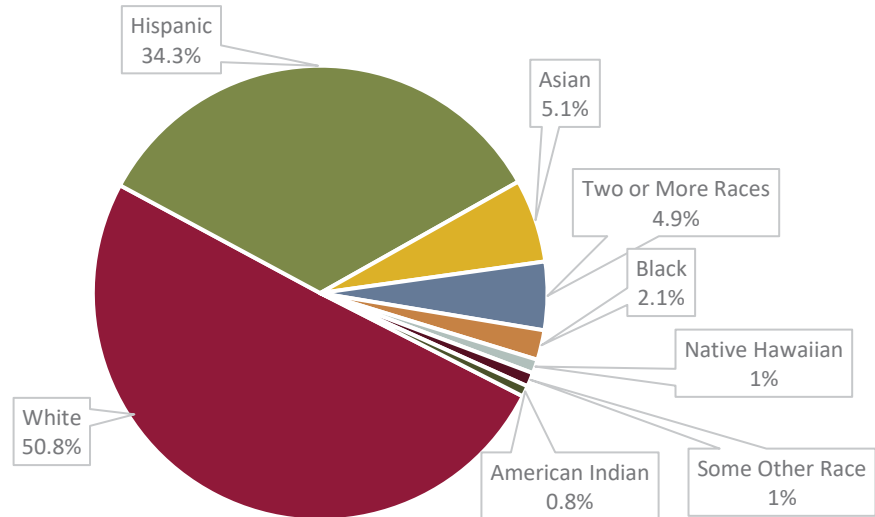


Figure 5. City of Santa Rosa Race/Ethnicity

Table 1. City of Santa Rosa, Sonoma County, and California Race/Ethnicity

Race/Ethnicity	Santa Rosa	Sonoma County	California
African American or Black	2.1%	1.5%	5.3%
American Indian	0.8%	0.6%	0.3%
Asian	5.1%	4.5%	14.9%
Hispanic	34.3%	28.9%	39.7%
Native Hawaiian	1.0%	0.3%	0.3%
Two or More Races	4.9%	5.0%	3.8%
Some Other Race	1.0%	0.6%	0.4%
White	50.8%	58.6%	35.2%

Source: American Community Survey, 5-year estimates (2018–2022)

Language

Similar to figures for race and ethnicity, a slightly greater share of Santa Rosa residents speak Spanish at home (25%) compared to Sonoma County (20%). However, the proportion of Santa Rosa residents who speak Spanish at home is smaller than the state (28%). **Figure 6** presents a breakdown of languages spoken at home in Santa Rosa. **Table 2** compares the language spoken at home by city residents to the county and state.

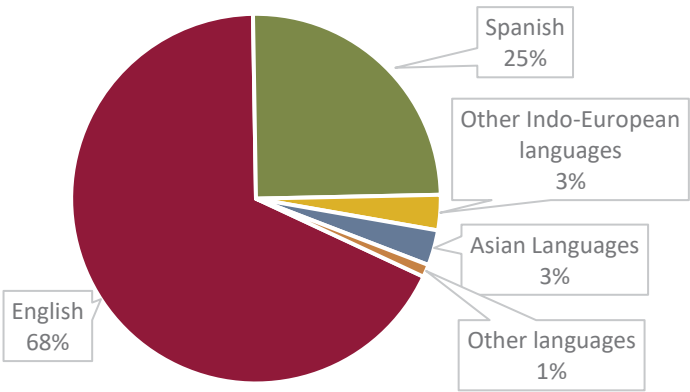


Figure 6. City of Santa Rosa Languages Spoken at Home

Table 2. City of Santa Rosa, Sonoma County, and California Languages Spoken at Home

Language Spoken at Home	Santa Rosa	Sonoma County	California
Asian Languages	3%	2%	10%
English	68%	74%	56%
Other Indo-European Languages	3%	3%	5%
Other Languages	1%	0.6%	1%
Spanish	25%	20%	28%

Income

The median household income (MHI) for city residents is approximately \$92,604, which is lower than the MHI for Sonoma County (\$99,266) and slightly higher than the MHI for California (\$91,905).⁹ Additionally, 10% of Santa Rosa residents live below the poverty line, compared to 8.9% of the county and 12.1% of the state.¹⁰ **Figure 7** shows the MHI across the city, broken down by census tract. Households making less than \$75,000 tend to be concentrated along Highway 101 and SR 12, including the downtown, West Junior College neighborhood, the Roseland neighborhood, the South Park neighborhood, and the area between the SMART station and Highway 101.

⁹ American Community Survey, 5-year estimates (2018–2022).
¹⁰ Ibid. Following the Office of Management and Budget’s Statistical Policy Directive 14, the Census Bureau measures poverty by using a set of money income thresholds that vary by family size and composition. If a family’s total income is less than the family’s threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation using the Consumer Price Index.

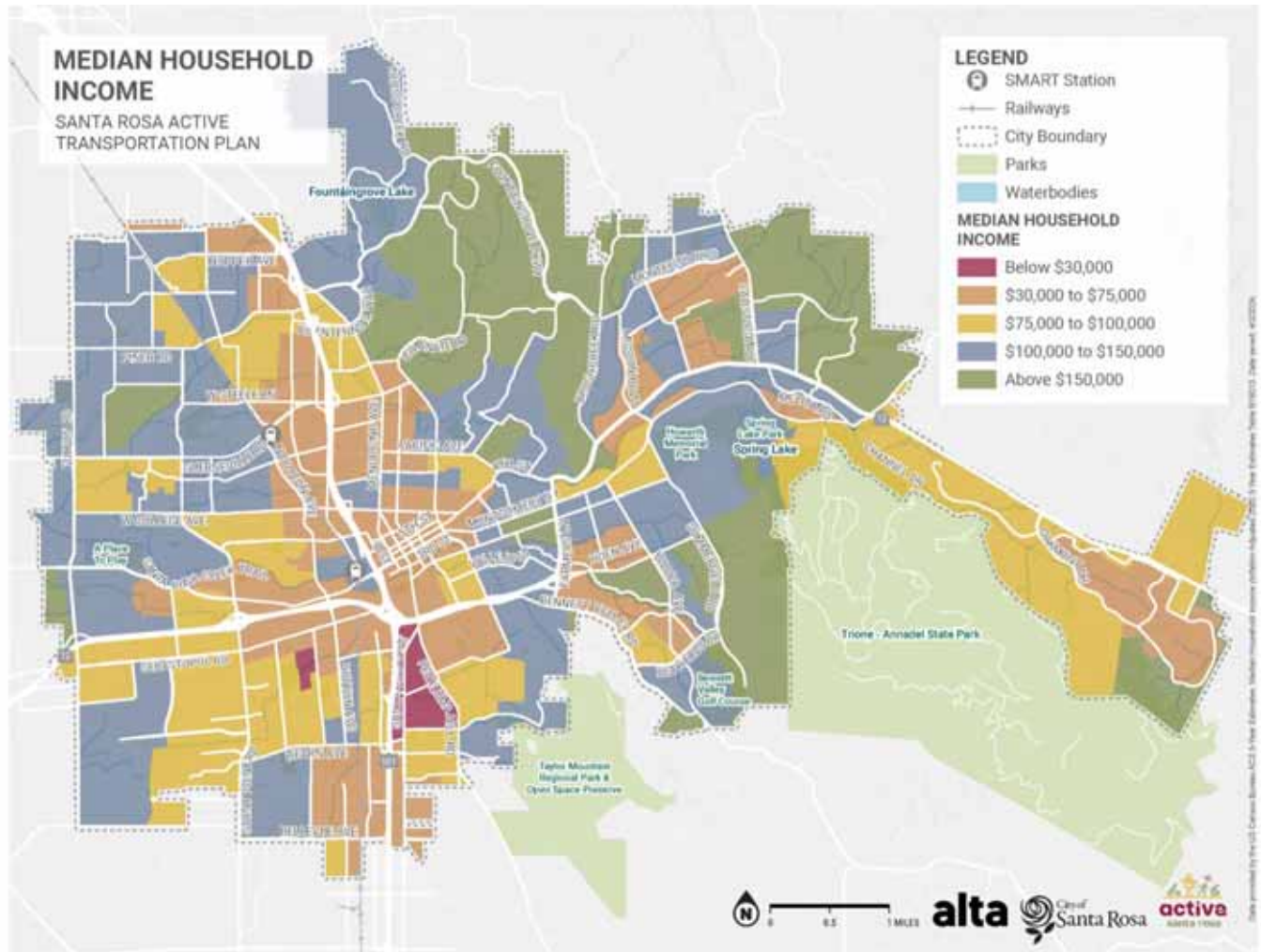


Figure 7. Median Household Income

The census tracts with the lowest MHI (shown on the map in red)—below \$30,000—include a small area in the Roseland neighborhood southwest of the Highway 101 and SR 12 interchange and the area immediately southeast of the Highway 101 and SR 12 interchange just west of the South Park neighborhood.

Land Use/Destinations

Planning for land uses and transportation together helps create safer, more walkable environments. Designating local land uses with mobility in mind can create more access to destinations and resources, as well as support the local economy. Diverse land uses with higher density encourage walking, biking, and rolling trips because destinations are closer together and easier to access. Conversely, segregated land uses that are low density and further apart tend to promote driving trips.

Santa Rosa features a range of land uses, though most areas are designated for low-density residential uses, as shown in **Figure 8** (beige color). Most of the planned development areas (dark blue) are also low-density residential. The areas surrounding Santa Rosa's SMART stations also have medium- and high-density commercial and residential mixed uses. Additionally, mixed-use commercial centers, office parks, public/institutional uses, and medium- to higher-density housing are located along many of the major roadways such as Highway 101, SR 12, College Avenue (just north of downtown), Mendocino Avenue (West Junior College neighborhood), and Sebastopol Road (Roseland neighborhood). The sites along the highways include several essential destinations such as Santa Rosa Junior College, Kaiser Permanente Santa Rosa Medical Center, and Coddington Shopping Center.

In addition to commercial and residential uses, Santa Rosa's open spaces are scattered across the residential neighborhoods and along local creeks. Industrial uses are also spread throughout the city with the highest concentration in the neighborhoods of Roseland and Piner-Olivet, and along the SMART rail corridor north of the station area. **Figure 8** on the next page provides a general summary of the existing land use throughout the city.

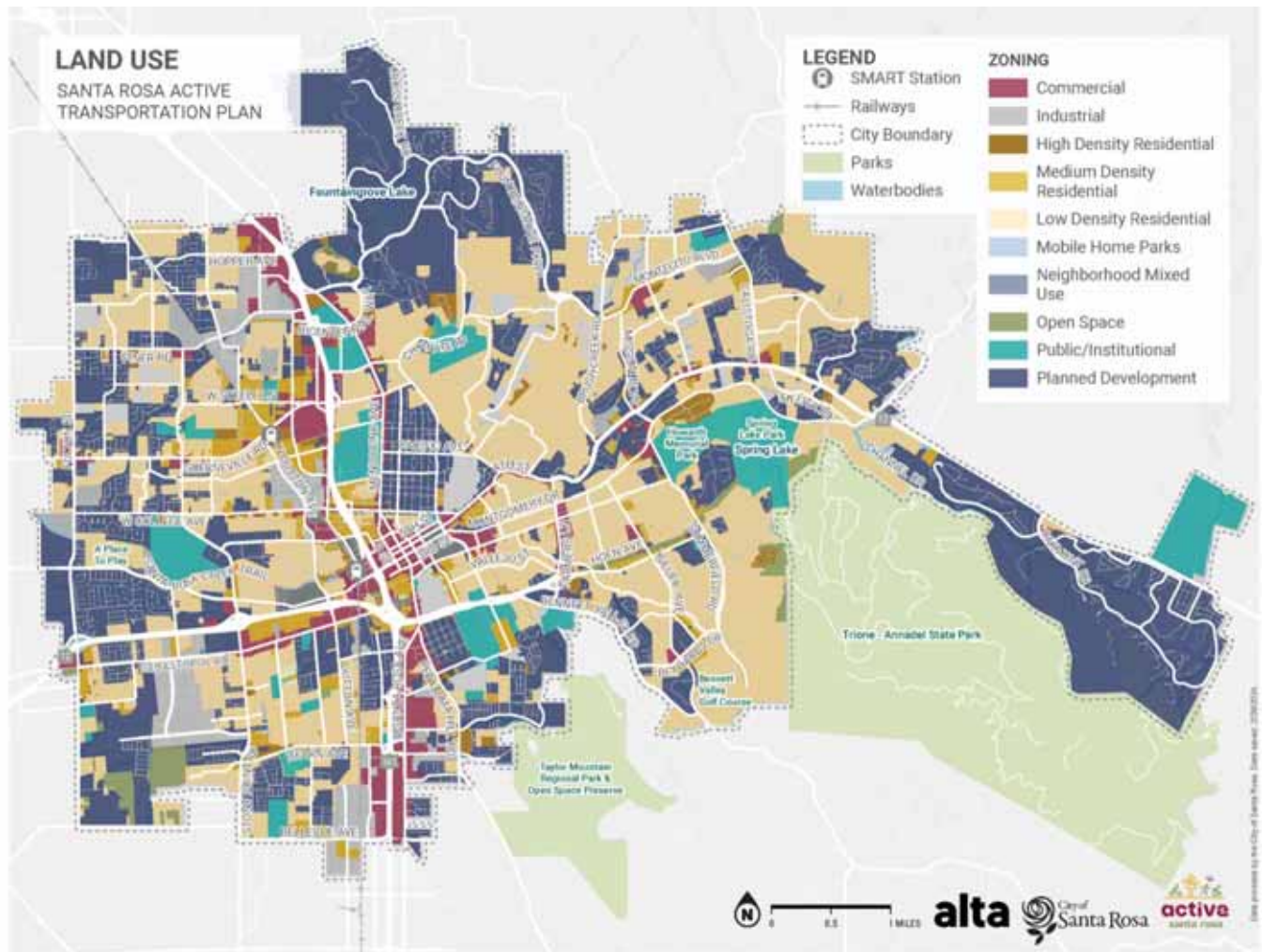


Figure 8. City of Santa Rosa Existing Land Use Map

Commute Profile

The 2022 National Household Travel Survey dataset was used to provide insight into personal and household travel behavior across the city.¹¹ The data spans from 2017 to 2022, which includes the 2020 pandemic and the major changes in travel patterns it created. It is important to note that these numbers capture a unique point in time and may not reflect the trends in travel patterns before the pandemic or those that may follow. This data focuses primarily on detailed commute data rather than recreational data; however, the data showed that approximately **4% of all trips** completed in Santa Rosa were completed through active transportation modes.

According to the National Household Travel Survey, 28% of transportation trips in Santa Rosa were commute-related trips in 2022.¹² Of these trips, 71.5% were completed driving alone, and 14.9% were via carpool.¹³ Across the city, transit use accounts for approximately 1.2% of all commute trips; however, non-White residents use public transit at a significantly higher rate than White residents. Overall, people walking (2.2%) and people biking (1.8%) account for around 4% of total commute trips. However, non-White residents walk and bike to work at higher rates than White residents in Santa Rosa. **Table 3** provides a complete breakdown of commute modes by race/ethnicity.

Table 3. City of Santa Rosa Commute to Work by Race/Ethnicity

Race	Drive Alone	Carpool	Transit	Walk	Bike/Taxi/Motorcycle ¹⁴	Work from Home
African American or Black	71.1%	3.0%	6.0%	0.3%	2.7%	17.0%
American Indian	76.1%	12.7%	0.0%	3.5%	1.4%	6.3%
Asian	79.0%	9.1%	1.4%	1.5%	2.6%	6.3%
Hispanic	68.5%	22.0%	0.9%	2.3%	1.9%	4.3%
Native Hawaiian	63.5%	27.4%	4.0%	0.0%	1.8%	3.3%
Two or More Races	75.1%	11.8%	0.4%	1.1%	4.0%	7.7%
Some Other Race	63.5%	28.9%	1.6%	3.1%	1.8%	1.1%
White	75.4%	4.1%	1.4%	2.2%	0.9%	16.0%
Total Average	71.5%	14.9%	1.9%	1.8%	2.1%	7.8%

¹¹ Federal Highway Administration. 2020. 2020 NextGen NHTS National Passenger OD Data, U.S. Department of Transportation, Washington, DC. Available online: <https://nhts.ornl.gov/od/>.

¹² National Household Travel Survey, 2022.

¹³ American Community Survey, 5-year estimates (2018–2022).

¹⁴ NOTE: The numbers presented in this table have been aggregated for bike, taxi, and motorcycle as the American Community Survey combines these commute-to-work categories when presented by race/ethnicity.

Employment

Santa Rosa has many employment opportunities, with two major employment hubs (depicted in red in **Figure 9**) centered in downtown and along Highway 101 north of downtown in the West Junior College neighborhood. The downtown area offers a dense mix of restaurants, shops, and services centered around the Old Courthouse Square and the Santa Rosa Plaza shopping mall. As noted in the latest data (2021) from the US Census Longitudinal Employer-Household Dynamics, there are 69,552 jobs in the City of Santa Rosa and 63% of residents are employed.¹⁵ Of all the people employed in the city, 37% (26,343) live in the city and 63% (43,209) commute into the city. Additionally, 48% (48,298) of employed residents commuted to a job outside the city.¹⁶ The city's largest employment sectors are healthcare and social assistance, accounting for 23% of all jobs, followed by retail trade, which accounts for 13% of all jobs. There are two primary locations for the healthcare and social assistance jobs; one is at Providence Hospital just east of downtown, and the other is Kaiser Permanente where Mendocino Avenue meets Highway 101. Overall, the concentration of retail and trade employment centers coincides with the healthcare and social assistance centers.

¹⁵ U.S. Census Bureau, Longitudinal Employer-household Dynamics. <https://lehd.ces.census.gov/>, 2021.

¹⁶ Ibid.

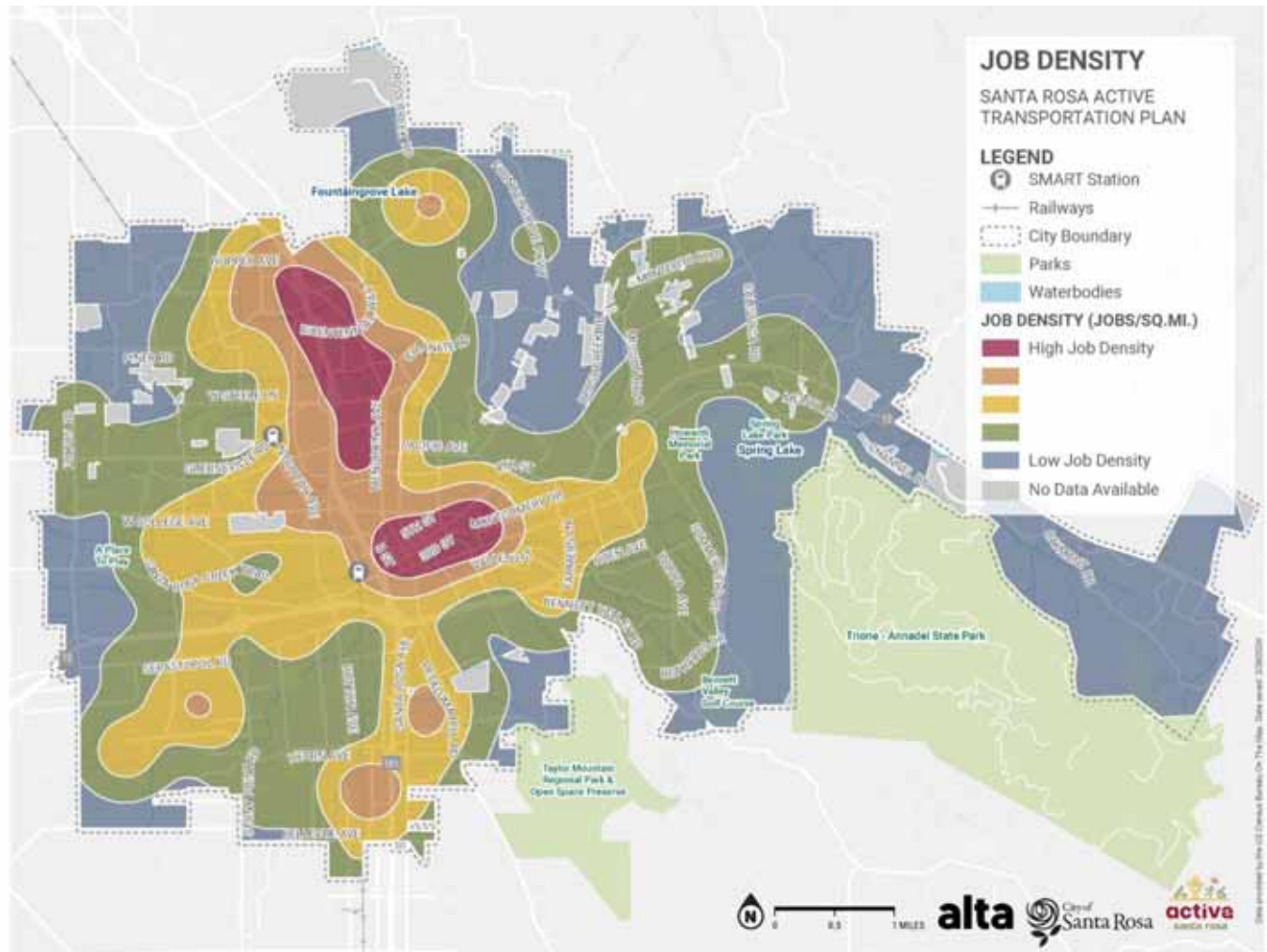


Figure 9. City of Santa Rosa Employment Hubs (All Jobs/Square Mile)

Equity Profile

This section identifies the areas and populations in the city that may benefit the most from improvements in the active transportation network due to disproportionate societal, environmental, health, and economic burdens. When distributed equitably, active transportation improvements can help address these burdens and begin to rectify decades of historical disinvestment. Improving infrastructure and access for people walking, biking, and rolling can help improve safety, connectivity, air quality, and public health for communities that often rely on active modes of transportation to get around.

Equity Priority Communities

The Metropolitan Transportation Commission (MTC) identified Equity Priority Communities (EPCs) as a strategy to make decisions on investments that meaningfully reverse the disparities in access to transportation, housing, and other community services.¹⁷ EPCs include census tracts that have significant concentrations of underserved populations, such as households with low incomes and people of color. **Table 4** shows the combination of factors and thresholds that were considered to help define these areas.

Table 4. Contributing Variables for the MTC EPC

Demographic Variables	Threshold (by concentration)
People of Color	70%
Low-Income	28%
Limited English Proficiency	12%
Seniors 75 Years and Over	8%
Zero-Vehicle Households	15%
Single Parent Families	18%
People with a Disability	12%
Rent Burdened Households	14%

Figure 10 shows Santa Rosa’s EPCs (depicted in yellow and orange), which are concentrated along Highway 101 and SR 12. However, the largest concentration of EPCs is located in the Roseland neighborhood in the Southwest quadrant of the city. **Figure 10** also shows the City of Santa Rosa’s designated Equity Priority Areas (EPAs) (the red dashed areas on the map) in relation to EPCs. While most of the City’s EPAs overlap with EPCs, EPAs show a smaller, more concentrated area separated by Highway 101 and includes the South Park neighborhood.

Santa Rosa Equity Priority Areas

The City of Santa Rosa further defined Equity Priority Areas (EPAs) as part of the General Plan Forward, an update of the 2035 General Plan. City staff and local advocates recognized that the data gathered and thresholds created for determining EPCs didn’t capture the entire picture and often left out many residents who should still receive priority treatment to undo past harms. To accomplish this work, the City used Census data based on income, race, age, disability, citizenship status, occupation, language, housing status, LGBTQ+, and legal status to further define areas within city limits where these populations were concentrated. These defined areas are identified as Equity Priority Areas (EPAs). It is important to note that the thresholds defined for EPAs were modified from those set by MTC to establish the EPCs. For instance, while the MTC Equity Priority Communities definition uses a threshold of 70% for people-of-color and a 28% threshold for low-income residents, the City’s EPAs use a threshold of 45.5% and 12.6%, respectively. Identification of the EPAs became the basis of goals, policies, and actions in the General Plan to address historically disenfranchised communities, ensuring that no Santa Rosa citizen is left behind.

¹⁷ MTC Equity Priority Communities are available online: [Equity Priority Communities | Metropolitan Transportation Commission \(ca.gov\)](#)

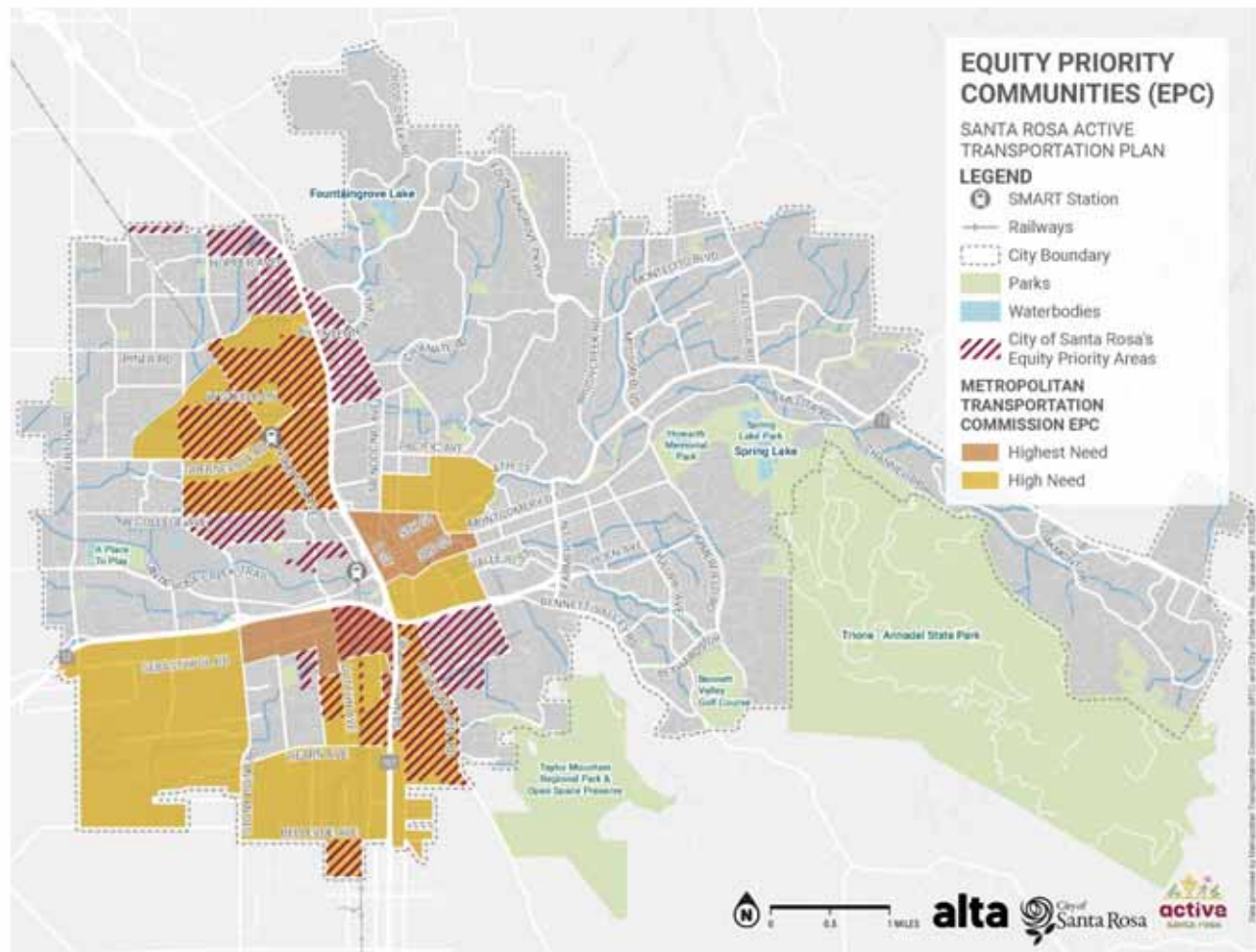


Figure 10. City of Santa Rosa Equity Priority Communities

Environmental Health – CalEnviroScreen 4.0

CalEnviroScreen 4.0 (CES)¹⁸ examines census tracts based on the combined indicators for 1) pollution burden (i.e., exposures and environmental effects) and 2) population characteristics (i.e., sensitive populations and socioeconomic factors). Pollution burden and population characteristics consist of 21 statewide environmental, health, and socioeconomic indicators ranging from low educational attainment to existing ozone levels (more information on each indicator is available from the [Office of Environmental Health Hazard Assessment](#)). The CES results show the communities most affected by and vulnerable to the effects of pollution. Census tracts that score in the top 25th percentile are considered the most disadvantaged statewide and have been targeted for greenhouse gas reduction funding through Senate Bill (SB) 535.¹⁹ The California Environmental Protection Agency designates these top-scoring census tracts as *disadvantaged communities* as defined by [SB 535](#).

Overall CES Score

According to the overall CES scores (**Figure 11**), census tracts located primarily in the Roseland neighborhood, south of SR 12 and west of Petaluma Hill Road, score in the top 60th percentile, indicating these areas are more burdened by and vulnerable to pollution compared to other areas of the city. The census tract immediately south and west of Highway 101 and SR 12 interchange in the Roseland neighborhood scores in the top 25th percentile and is designated as a *disadvantaged community*. **Figure 12** and **Figure 13** show the separate pollution burden and population characteristics scores, respectively.

Pollution Burden

Pollution Burden scores are derived from eight indicators of pollution exposure and five indicators of environmental effects (adverse environmental conditions caused by pollutants). The indicators of pollution exposure include:

- Ozone concentrations in air
- PM 2.5 concentrations in air
- Diesel particulate matter emissions
- Drinking water contaminants
- Children’s lead risk from housing
- Use of certain high-hazard, high-volatility pesticides
- Toxic releases from facilities
- Traffic Impacts

The indicators of environmental effects include:

- Location of Toxic cleanup sites
- Groundwater threats from leaking underground storage sites and cleanups
- Hazardous waste facilities and generators
- Impaired water bodies
- Solid waste sites and facilities

Additional Information about these indicators can be found under the California Office of Environmental Health Hazard Assessment [Indicators Overview](#) page.

¹⁸ CalEnviroScreen 4.0 available online: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

¹⁹ Senate Bill 535 establishes minimum funding requirements and definitions for disadvantaged communities.

As shown in **Figure 12**, the census tract with the highest pollution burden (78%) is located southeast of the Highway 101 and SR 12 interchange west of Petaluma Hill Road. This census tract was also one of the highest scoring for the CES overall. Other areas of the city with relatively high pollution burden (over 50th percentile) are located in the Roseland neighborhood and east of Highway 101 near Santa Rosa Junior College. The proximity to Highway 101 and SR 12 likely explains *CalEnviroScreen's* finding that traffic and diesel particulate matter are the highest pollutants in these locations.

Population Characteristics (Pollution Vulnerability)

CalEnviroScreen 4.0 also uses a combined index for summarizing population characteristics that result in increased vulnerability to pollution.²⁰ These population characteristics include the following indicators:

- High incidence of asthma
- High incidence of cardiovascular disease
- Low birth weight of infants
- Low educational attainment
- Housing burden²¹
- Linguistic isolation²²
- Poverty²³
- High unemployment rates

Similar to the CES overall score (**Figure 11**) and the pollution burden scores (**Figure 12**), the areas along Highway 101 and SR 12 (west of Farmers Lane) had relatively high (above 50%) scores for population characteristics that resulted in increased vulnerability to pollution (**Figure 13**). The census tract experiencing the highest pollution vulnerability (87%) is located southeast of the Highway 101 and SR 12 interchange west of Petaluma Hill Road. This census tract was also one of the highest scoring for the CES overall and pollution burden scores. The other highest scoring census tracts (most vulnerable to pollution) are also located in the Roseland neighborhood and just north of the Santa Rosa North SMART station.

²⁰ CalEnviroScreen 4.0 available online: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

²¹ Based on data from Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy. This indicator identifies the percentage of households in a census tract that are both low income (making less than 80% of their county's median family income) and severely burdened by housing costs (paying greater than 50% of their income for housing costs).

²² Based on data from the American Community Survey. Identifies percentage of limited English-speaking households, which are households where no one over age 14 speaks English well.

²³ Based on data from the American Community Survey. Identifies the percentage of the population with incomes less than two times the federal poverty level.

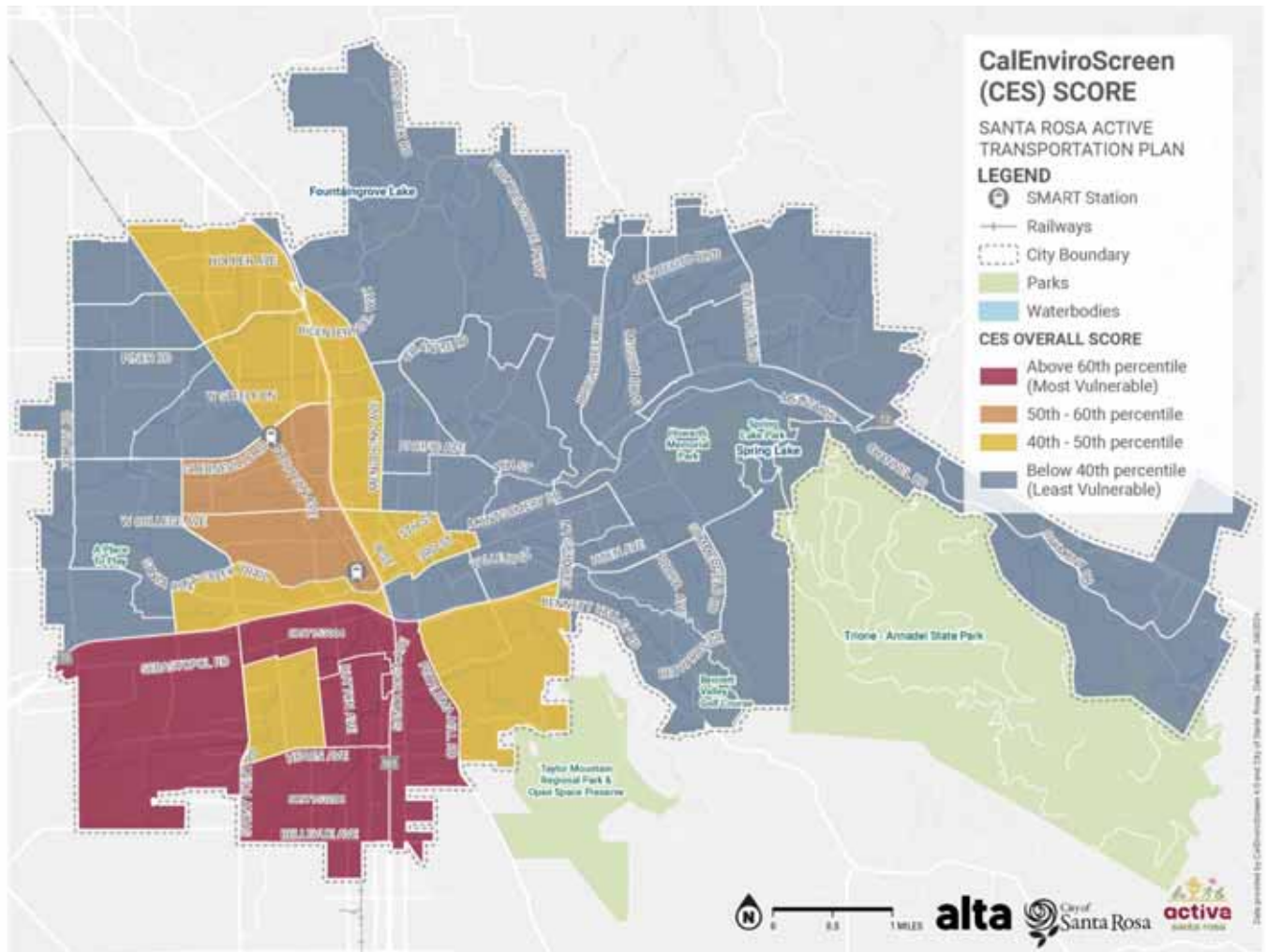


Figure 11. CalEnviroScreen 4.0 – Overall Score

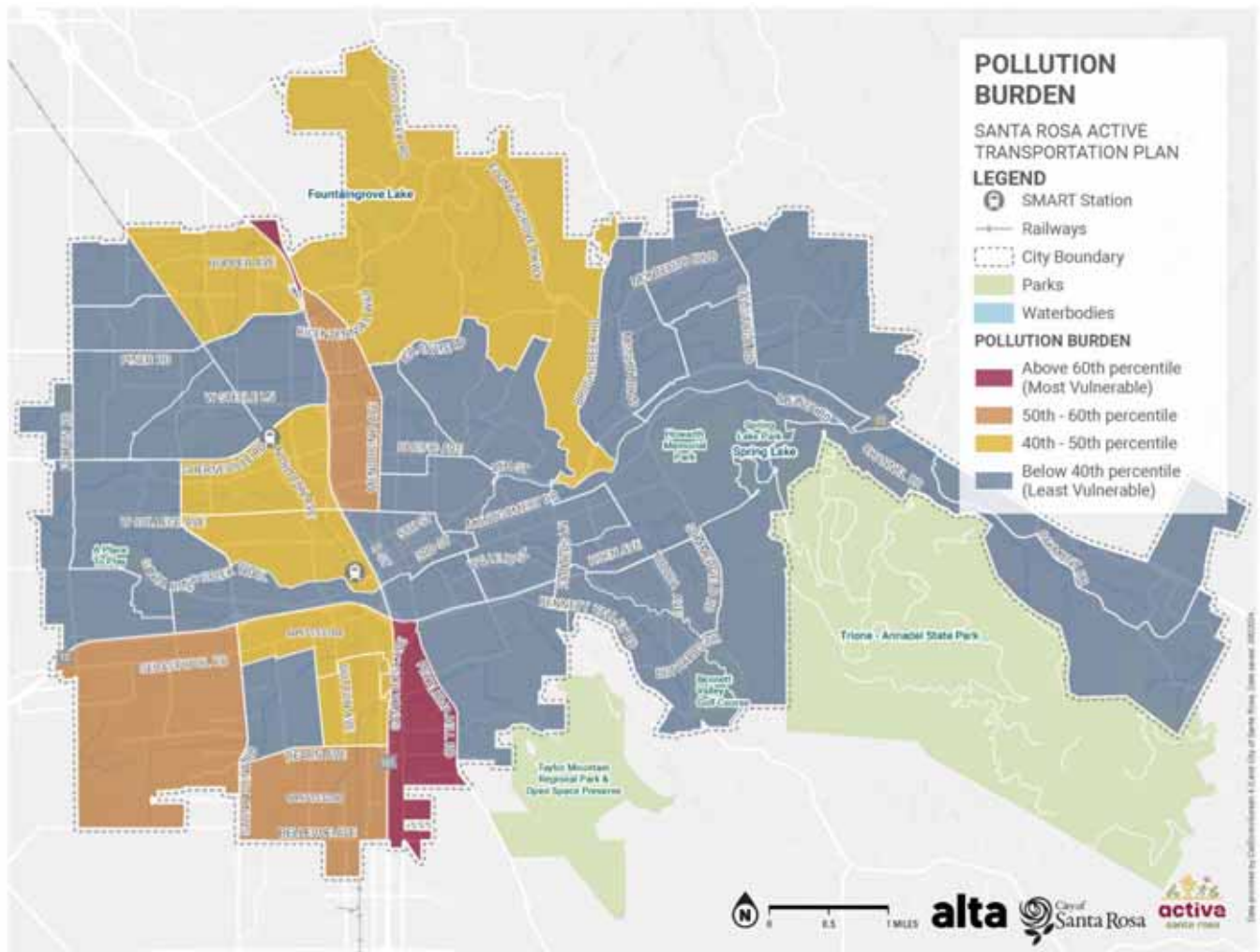


Figure 12. CalEnviroScreen 4.0 – Pollution Burden

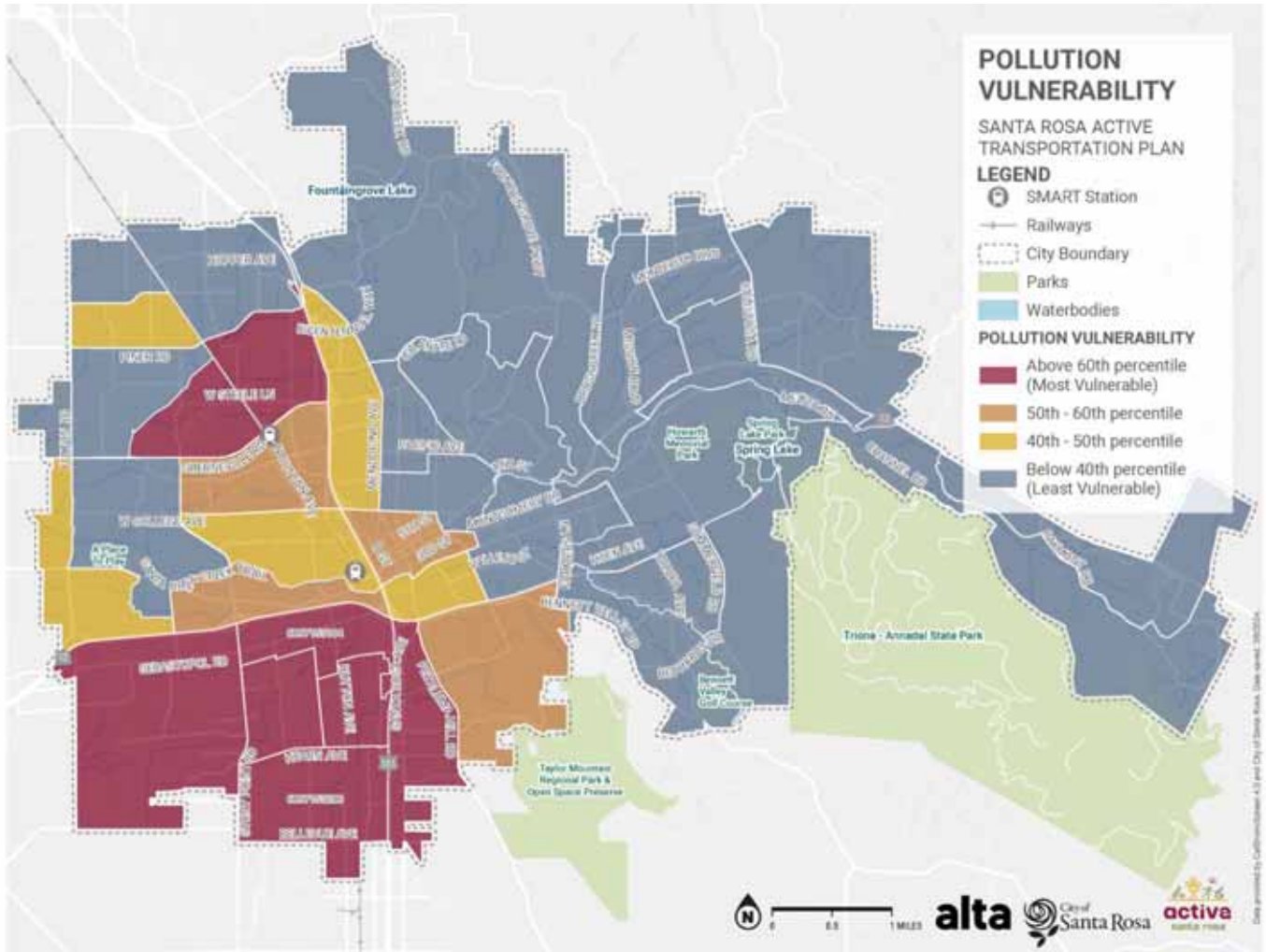


Figure 13. CalEnviroScreen 4.0 – Pollution Vulnerability Based on Population Characteristics

Public Health – Healthy Places Index

The Healthy Places Index (HPI), developed by the [Public Health Alliance of Southern California](https://www.healthyplacesindex.org/), provides valuable insights into specific public policy and health considerations. The overall index is a composite of 25 individual metrics, which cover economics, education, social, transportation, healthcare access, neighborhood composition, housing, and environmental factors.²⁴ Census tracts that score in the bottom 25th percentile are typically considered the unhealthiest at the statewide level.

Overall HPI Score

Overall HPI scores for the city are shown in **Figure 14**. Lower HPI scores (depicted by red on the map) signify higher levels of health vulnerability. Two significant metrics related to public health and transportation include *park access* (**Figure 15**) and *retail density* (**Figure 16**). Parks are important community assets and provide outdoor open space and places for recreation and exercise. Retail density is measured by the number of retail, entertainment, and education jobs per acre. Access to jobs, schools, and shops can improve residents' health and quality of life by lowering household costs, encouraging active modes of travel, and supporting community connections. These metrics are explained in greater detail in the following sections.

The most health-vulnerable tracts, or those that score within the bottom 25th percentile of HPI overall, are located south of SR 12 (Roseland and South Park neighborhoods) and west of Highway 101, north of Guerneville Road. According to the HPI, these census tracts experience worse health conditions, more limited transportation options, and greater housing burdens than 75% of all census tracts in California. Additionally, there are many areas in the northeastern part of the city in the hillside neighborhoods that also score in the bottom 25th percentile of HPI overall. However, areas in the northeastern quadrant of the city, such as near Howarth Park and Fountaingrove Lake, score lower on the *CalEnviroScreen 4.0* analyses, indicating they are less burdened/vulnerable to pollution compared to other parts of the city.

Park Access

Parks are distributed throughout the city including small City-owned neighborhood parks and larger community parks, regional parks, a state park, and open space areas owned by various agencies. The *Healthy Places Index* defines park access as the percentage of the population living within ½ mile of a park, beach, or open space that is larger than 1 acre.²⁵ **Figure 15** displays access to parks for Santa Rosa residents.²⁶ The areas with relatively limited park access (below the 30th percentile) are south of SR 12 (Roseland and South Park neighborhoods), west of Highway 101 (north of Guerneville Road), and in the hillside residential areas located in the northeastern quadrant of the city. It is important to note that, while the northeastern areas of the city have limited access to parks, they do not have the same socioeconomic burdens that other areas of the city with limited park access experience.

²⁴ Healthy Places Index 3.0, Public Health Alliance of Southern California. <https://www.healthyplacesindex.org/>

²⁵ Ibid.

²⁶ Healthy Places Index 3.0, Public Health Alliance of Southern California. <https://www.healthyplacesindex.org/>

Retail Density

The *Healthy Places Index* defines retail density as the number of retail, entertainment, and education jobs per acre.²⁷ As noted in **Figure 16**, retail density (areas in grey) is concentrated in the central core of the city along Highway 101. The area extending from the Memorial Hospital Neighborhood to the Lincoln Manor Association and the North Junior College Neighborhood Association have the highest retail density according to the HPI data. Conversely, areas with less retail density tend to be primarily residential and/or contain a narrow set of jobs and services. The retail density map shows similar results to the employment hubs identified in **Figure 9**; however, the retail density results specifically show areas with a diverse range of jobs and services that might be useful for residents to meet their daily needs. For example, the area of the Roseland neighborhood south of Sebastopol Road and west of Stony Point Road has a relatively high job density (**Figure 9**), but scores as the least accessible (below 20%) in terms of retail density (**Figure 16**). These results are likely caused by the low concentration of retail and social services even as the area is home to job centers such as Kaiser Pharmacy Mercury Way Medical Office Building and the Robert L. Stevens School.

²⁷ Healthy Places Index 3.0, Public Health Alliance of Southern California. <https://www.healthyplacesindex.org/>

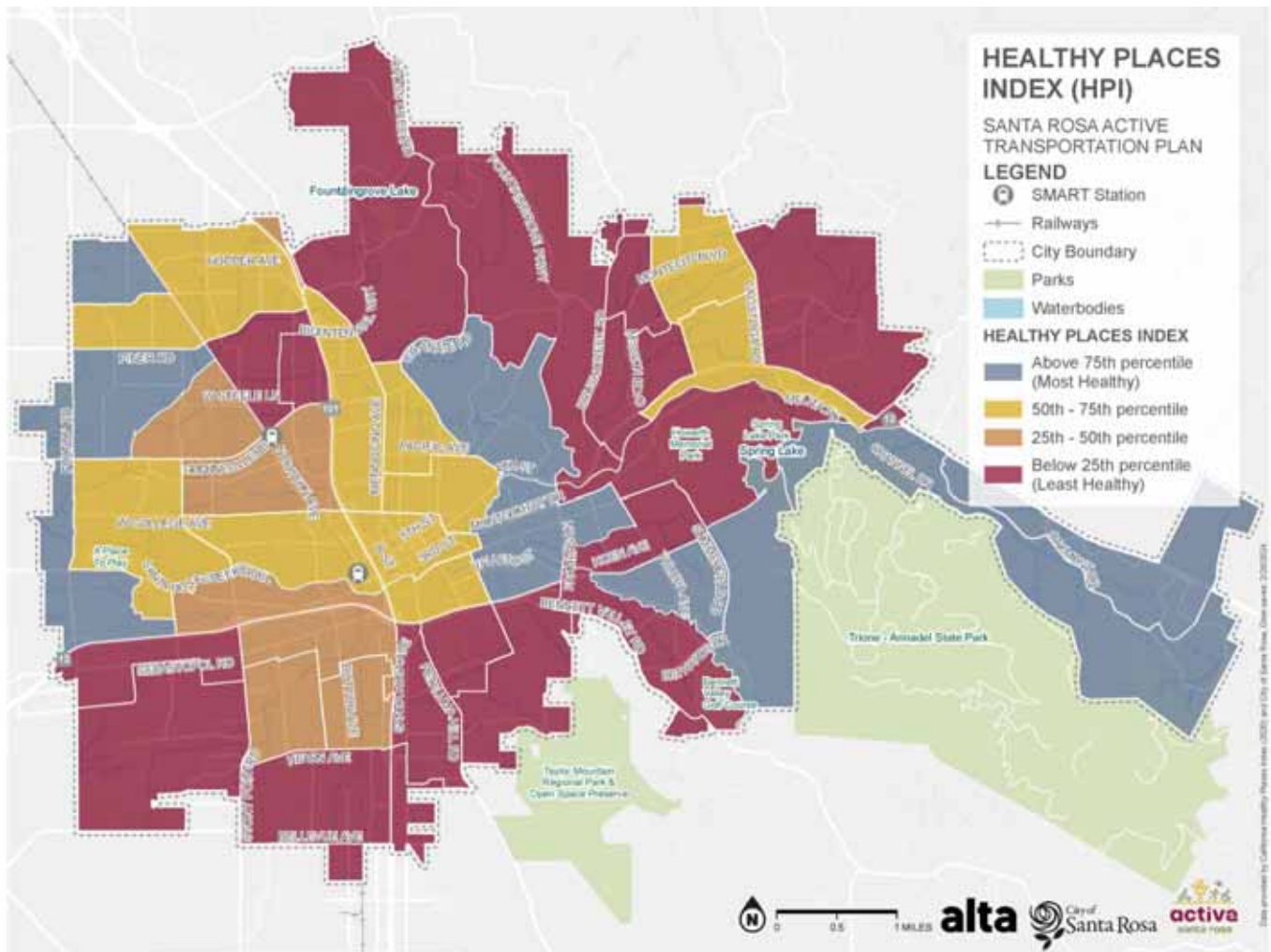


Figure 14. Healthy Places Index – Overall Score

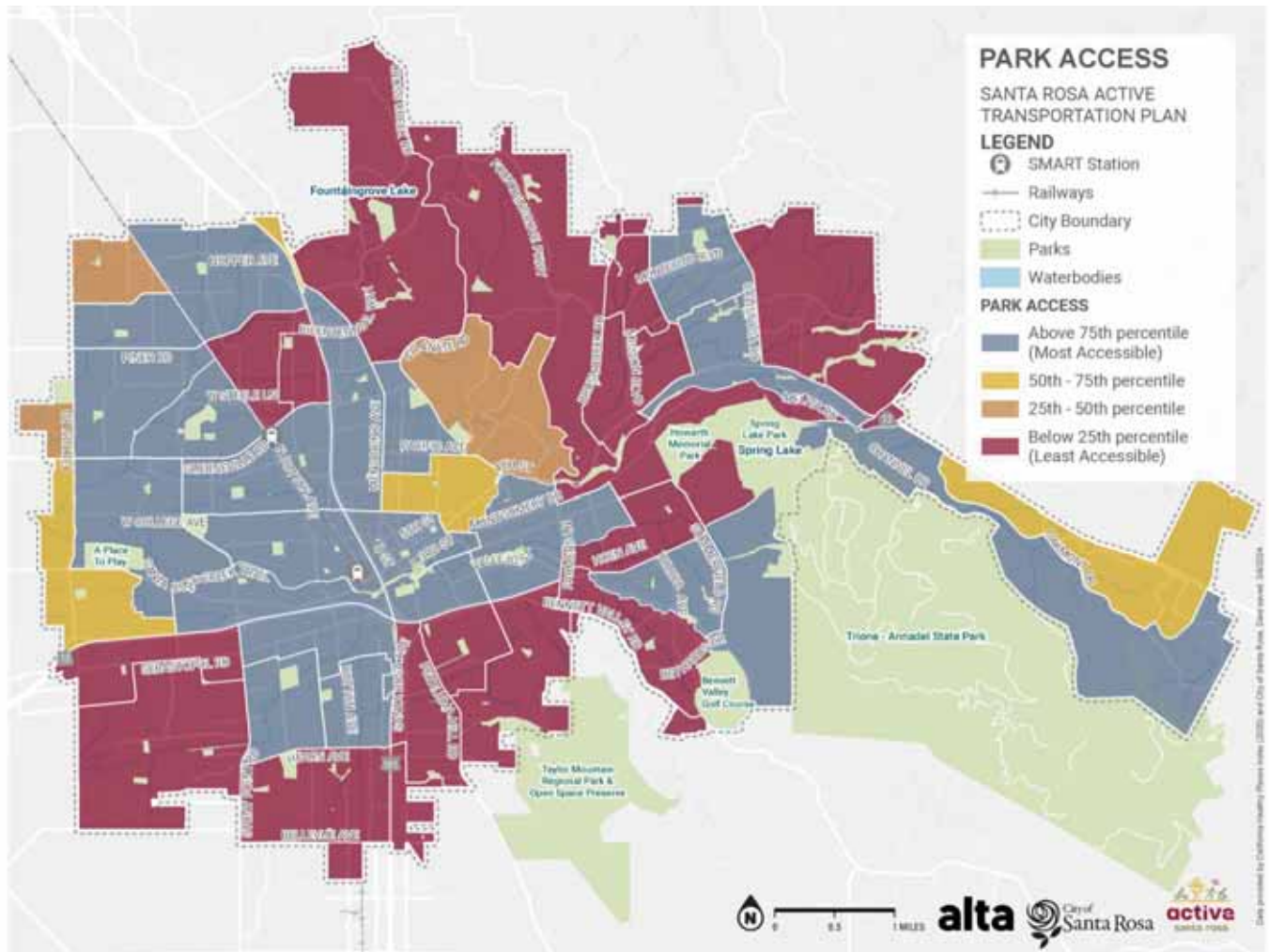


Figure 15. Healthy Places Index – Park Access

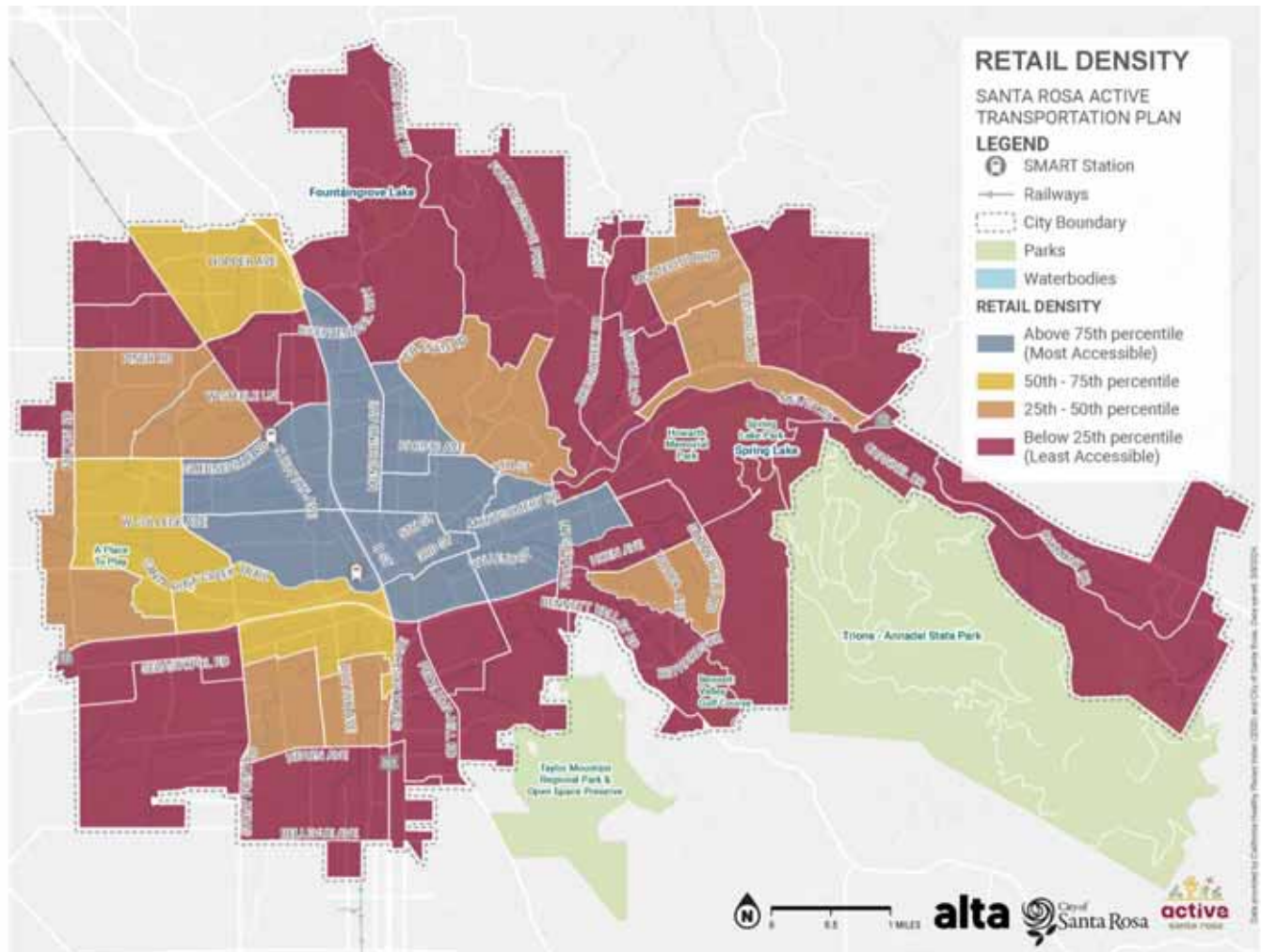


Figure 16. Healthy Places Index – Retail Density

Heat Vulnerability Analysis

Heat Health Action Index

The [Heat Health Action Index](#) is composed of several variables that represent heat vulnerability, a metric that indicates the relative effects of social vulnerability factors (e.g., race, education, age, income, and transportation), health factors (e.g., physical disability, asthma, and heart health), and environmental factors (e.g., land development, ozone, particulate matter, tree canopy, and urban heat islands) to gauge how vulnerable communities may be to relative changes in temperature and increases in the number of heat events. People with limited vehicle access who must walk, bike, or take transit tend to be more vulnerable to high temperatures; therefore, the availability or lack of shade can be a major factor in opting to walk, bike, or access transit.

The Heat Health Action Index is based on a score of 0 to 100, with lower scores indicating less heat vulnerability. The average summer temperature in California is projected to increase by 4 to 5 degrees Fahrenheit by the year 2100.²⁸ As the average temperature increases, the frequency and severity of extreme heat events—periods of relatively hotter and more humid conditions that impact the social, health, and environmental factors listed in the preceding paragraph—will also increase in frequency and severity. **Figure 17** shows the Heat Health Action Index for Santa Rosa. Areas with higher heat vulnerability (depicted by red on the map) include:

- Neighborhoods immediately west of Highway 101 between Hearn Avenue and Piner Road.
- The downtown area east of Highway 101 between College Avenue and Sonoma Avenue.
- Northern portions of the Roseland Neighborhood.

Environmental and Public Health Index

As shown in the previous sections (*CalEnviroScreen* and HPI), environmental and public health burdens can diminish the conditions that promote active transportation. Environmental burdens may impact safety on roadways while public health burdens may reduce access to active transportation. For example, residents living near a freeway and with limited access to open space may take fewer active trips due to unsafe conditions and a lack of destinations. Therefore, bridging residents to local destinations with adequate active transportation facilities can help reduce environmental and public health burdens.

Figure 18 includes a bivariate analysis illustrating the relationship between the level of environmental burdens and the level of public health burdens in the same location. Areas of the city showcased in the darkest red indicate higher environmental burdens and public health burdens. Areas with a lighter red indicate a higher environmental burden and areas with a darker blue color indicate a higher public health burden. The areas of the city along either side of Highway 101 and in the Roseland neighborhood west of Stony Point Road experience high environmental burdens and medium public health burdens (depicted by a lighter red color on the map). The area around Coffey Park, north of Piner Road and west of Highway 101, experiences both a high environmental and public health burden. The areas on the eastern side of the city along SR 12 experience a high public health burden but have a low environmental burden.

²⁸ California's Fourth Climate Change Assessment - Summary Report (2018).

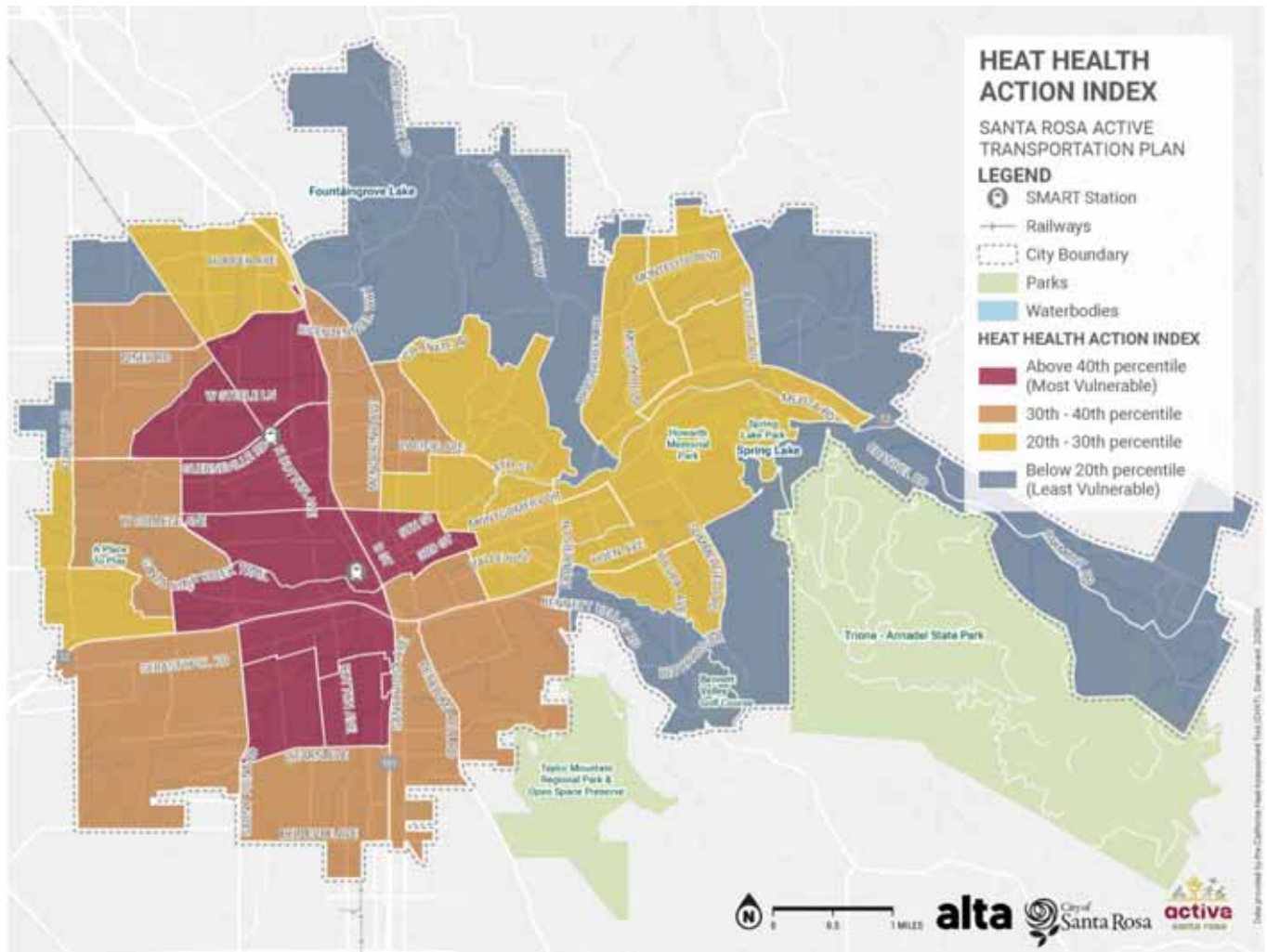


Figure 17. Heat Health Action Index

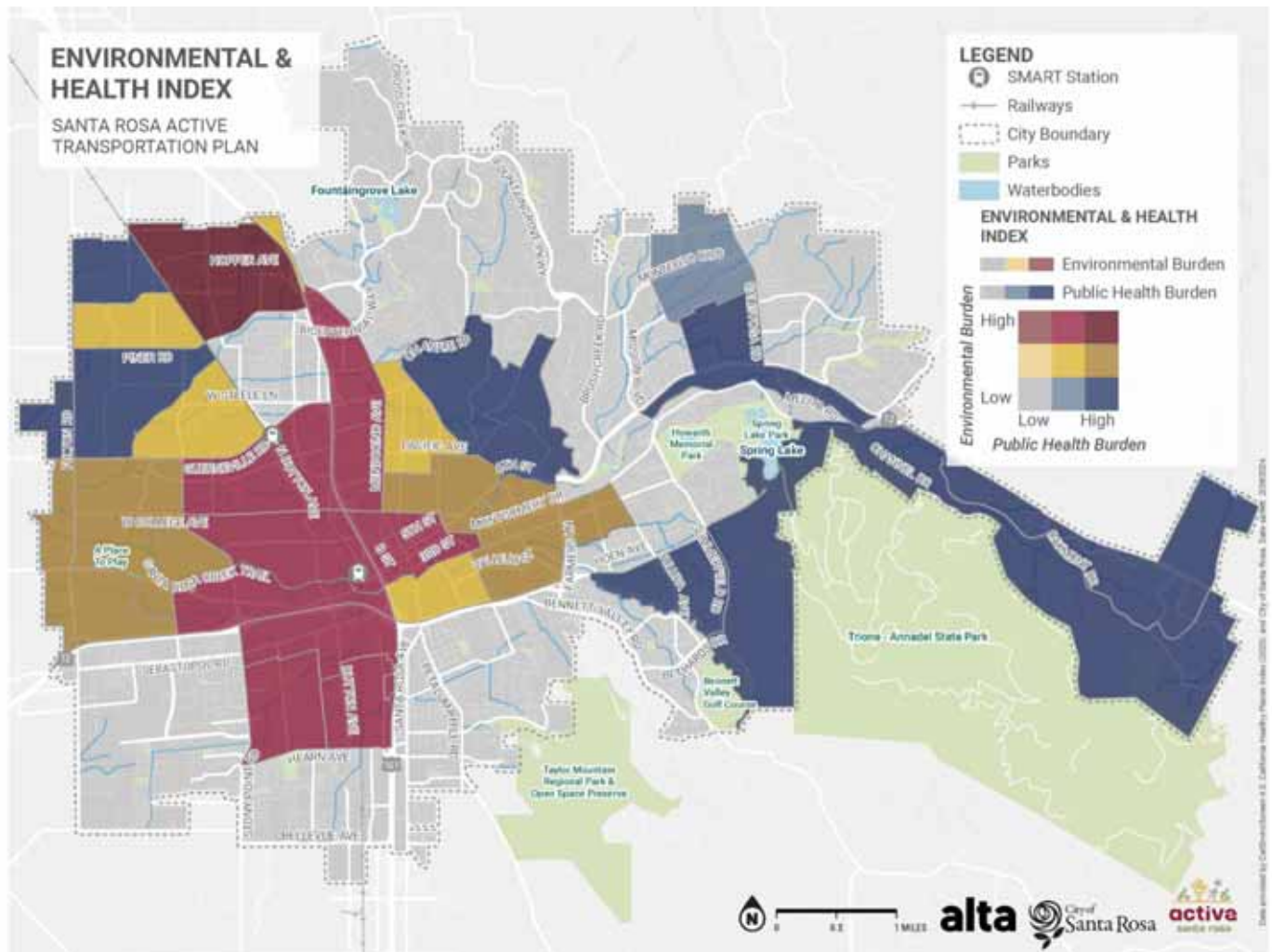


Figure 18. Environmental and Health Index

Transportation Profile

Located in the northern Bay Area, Santa Rosa is a major employment hub in Sonoma County. The city is set at the junction between Highway 101 and SR 12, just northwest of the City of Sonoma (**Figure 19**). Although Highway 101 provides direct access for residents into San Francisco, it also bisects the city creating accessibility barriers between the eastern and western portions of the city. Similarly, SR 12 provides connections between the Sonoma County coastal communities and Napa County but splits the city creating access barriers between the northern and southern parts of the city. The SMART railroad tracks which run north-south, also serve as barriers for people walking, biking, and rolling from eastern to western parts of the city.

Figure 19 shows the major streets and highways that form the street network in the city. The city's arterials have a wide range of street characteristics, from two-lane roadways to wide multilane roadways, however, they often carry higher motor vehicle volumes and speeds compared to local roadways.

Santa Rosa also benefits from various local and regional shared use paths, such as the Prince Memorial Greenway, the Joe Rodota Trail, and the SMART pathway. The Santa Rosa Creek Trail runs from downtown Santa Rosa west to Fulton Road, where it continues west into unincorporated Sonoma County. The Joe Rodota Trail connects downtown Santa Rosa west to the neighboring City of Sebastopol. The SMART pathway includes 28 miles of constructed shared use path, with plans to complete a shared use path along the entire SMART trail corridor. Within the City of Santa Rosa, the SMART pathway runs from Bellevue Avenue in the southern part of the city to Guerneville Road at the Santa Rosa North SMART station. Although extensive, some of these shared use paths are interrupted by large roads creating gaps in the network. Examples include along Joe Rodota Trail at Dutton Avenue and Stony Point Road and along SMART trail at Sebastopol Avenue. Furthermore, while there is a concentration of shared use paths on the western sides of the city, eastern parts of the city do not include extensive separated facilities for people walking, biking, and rolling.

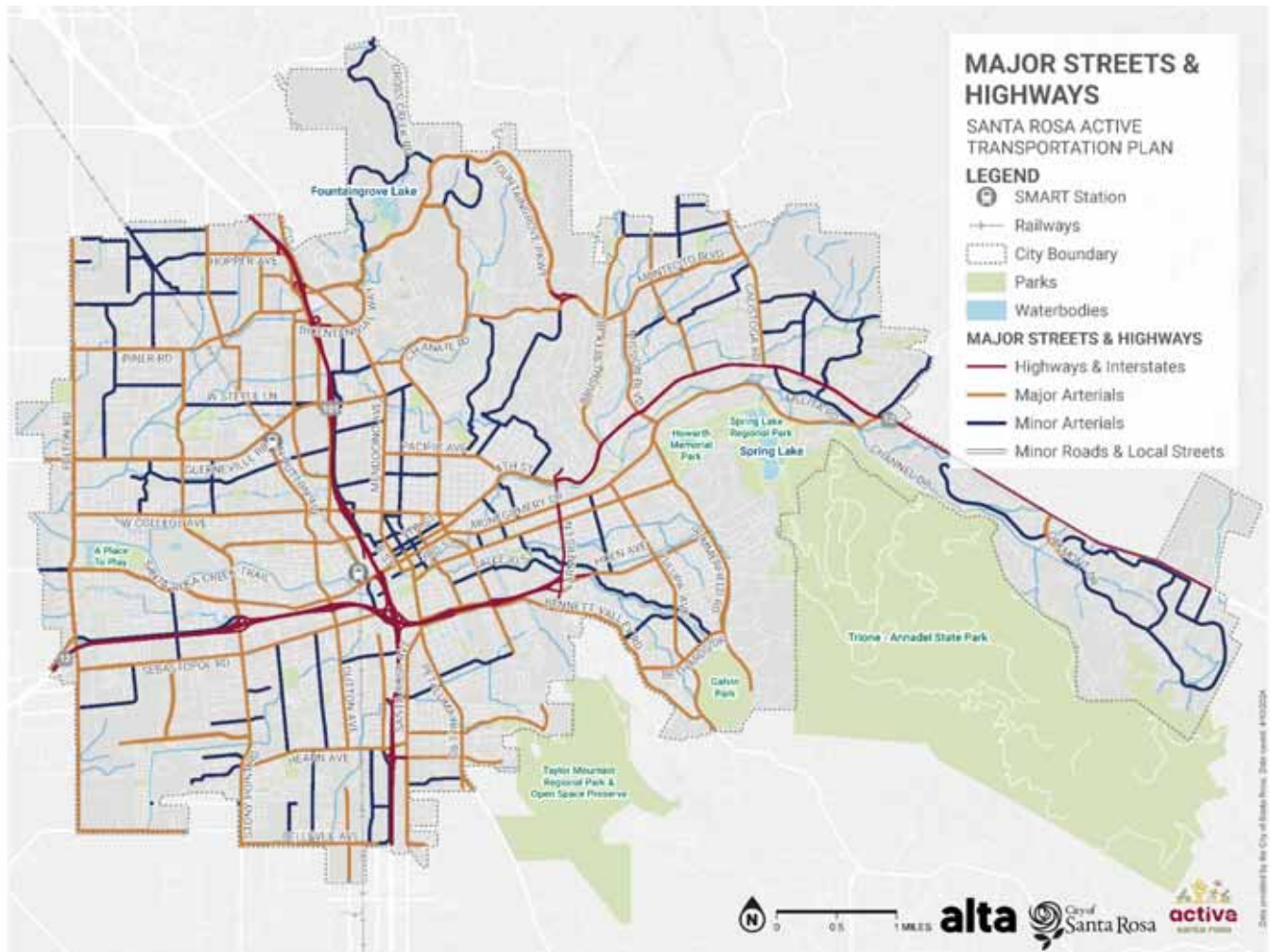


Figure 19. Map of Existing Streets and Highway Network

Walking Facilities

Sidewalks/Shared Use Paths

Santa Rosa has over 360 miles of completed sidewalks (see **Table 5**) and 32 miles of existing shared use paths, creating many opportunities for people walking to make trips on foot. However, there are over 200 miles of roadways with incomplete walking networks, where sidewalks are largely absent from one or both sides of the street. **Figure 20** through **Figure 25** show the city's existing pedestrian network that includes sidewalks and shared use paths. The pedestrian network shows a well-connected and dense street grid in the city's downtown where most streets have complete sidewalks (both sides). The dense street grid extends to the Santa Rosa Junior College but is cut off on the west by the highways and the city's eastern hillside. Streets surrounding the central core of the city become more curvilinear and disconnected and typically have missing or incomplete sidewalks. The Roseland neighborhood, southwest of SR 12, tends to be more industrial with larger blocks, with some incomplete sidewalks.



Sidewalks along 4th Street in Downtown Santa Rosa.



SMART path (shared use path) in Santa Rosa.

Table 5. Existing Pedestrian Network ²⁹

Facility	Miles*
Class I Shared use Paths	72
Existing	32
Proposed	40
Sidewalks	563
Incomplete (both sides)	98
Incomplete (one side)	104
Complete (both sides)	361
Total	635

*Excludes freeways and on/off-ramps

²⁹ These figures do not account for existing facilities along private roadways.

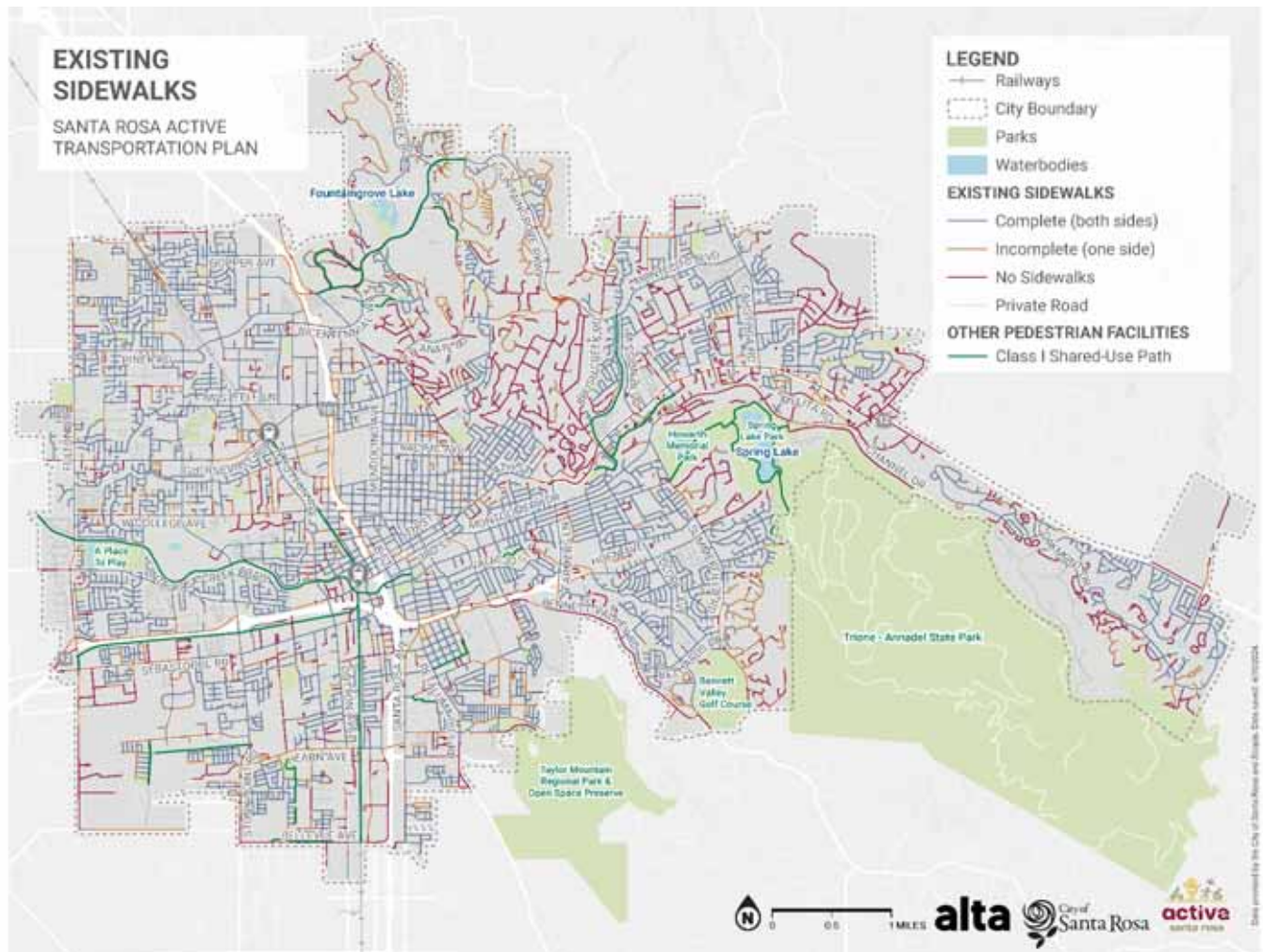


Figure 20. Existing Pedestrian Network (citywide)

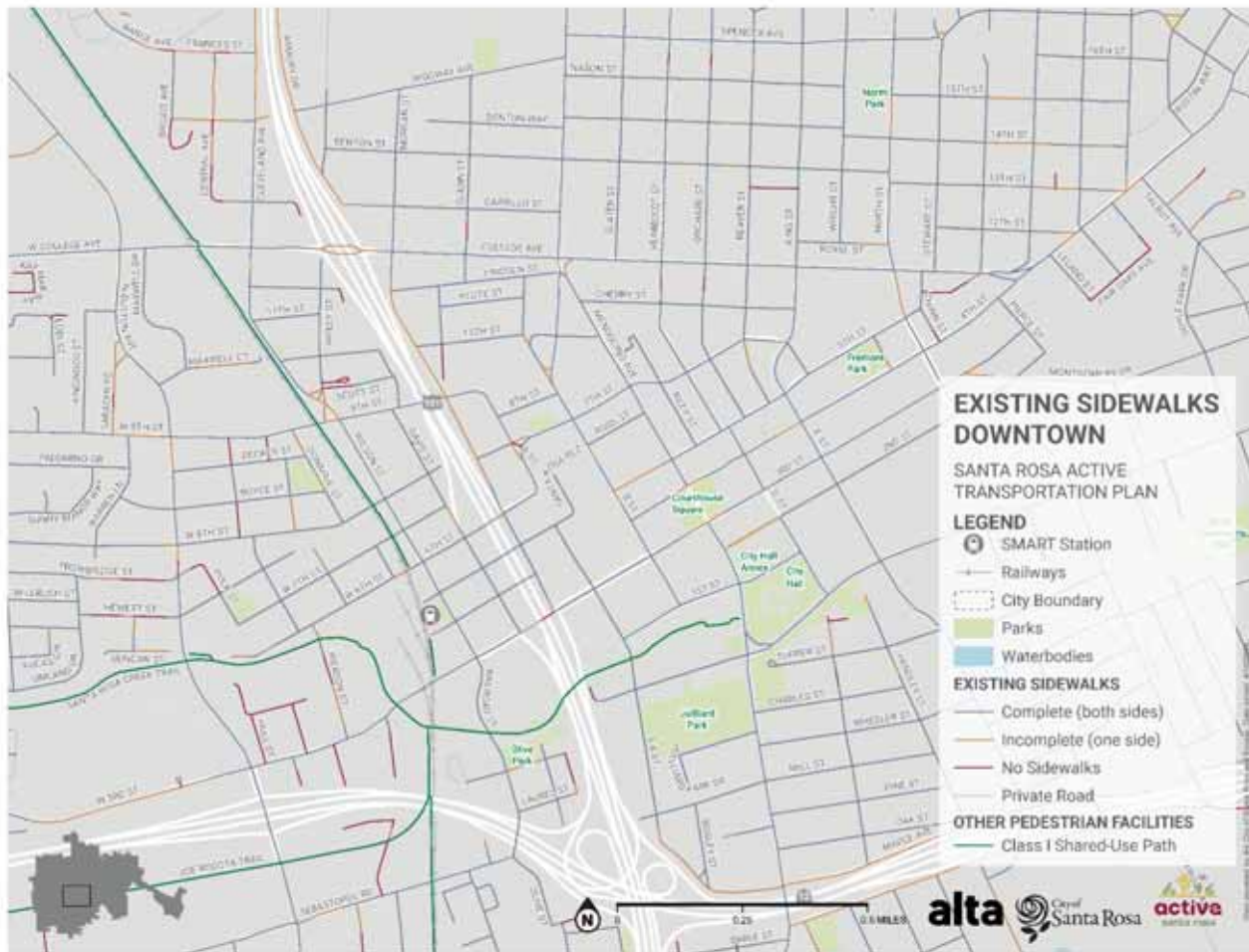


Figure 21. Existing Pedestrian Network Downtown

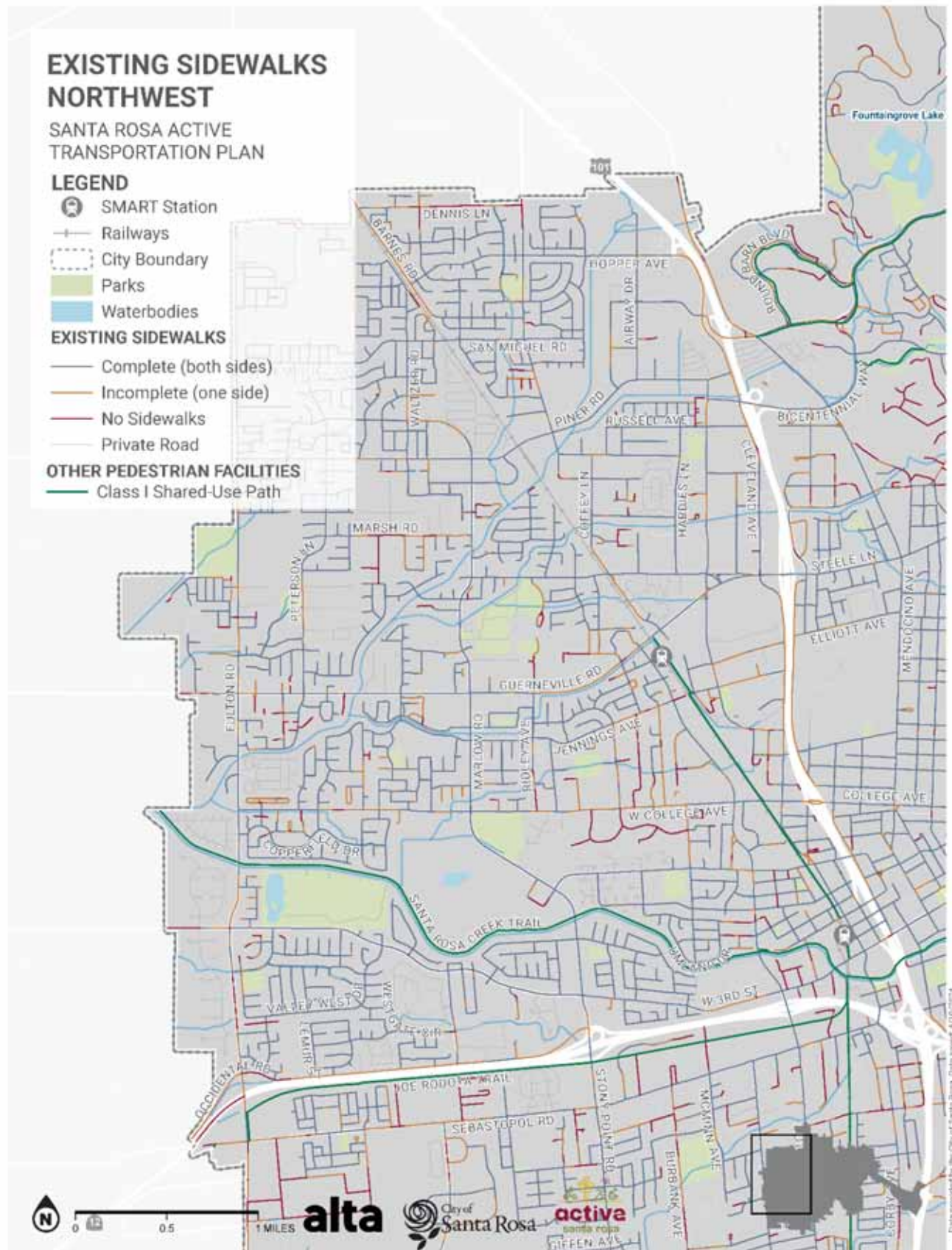


Figure 22. Existing Pedestrian Network (Northwest)



Santa Rosa Active Transportation Plan | 35

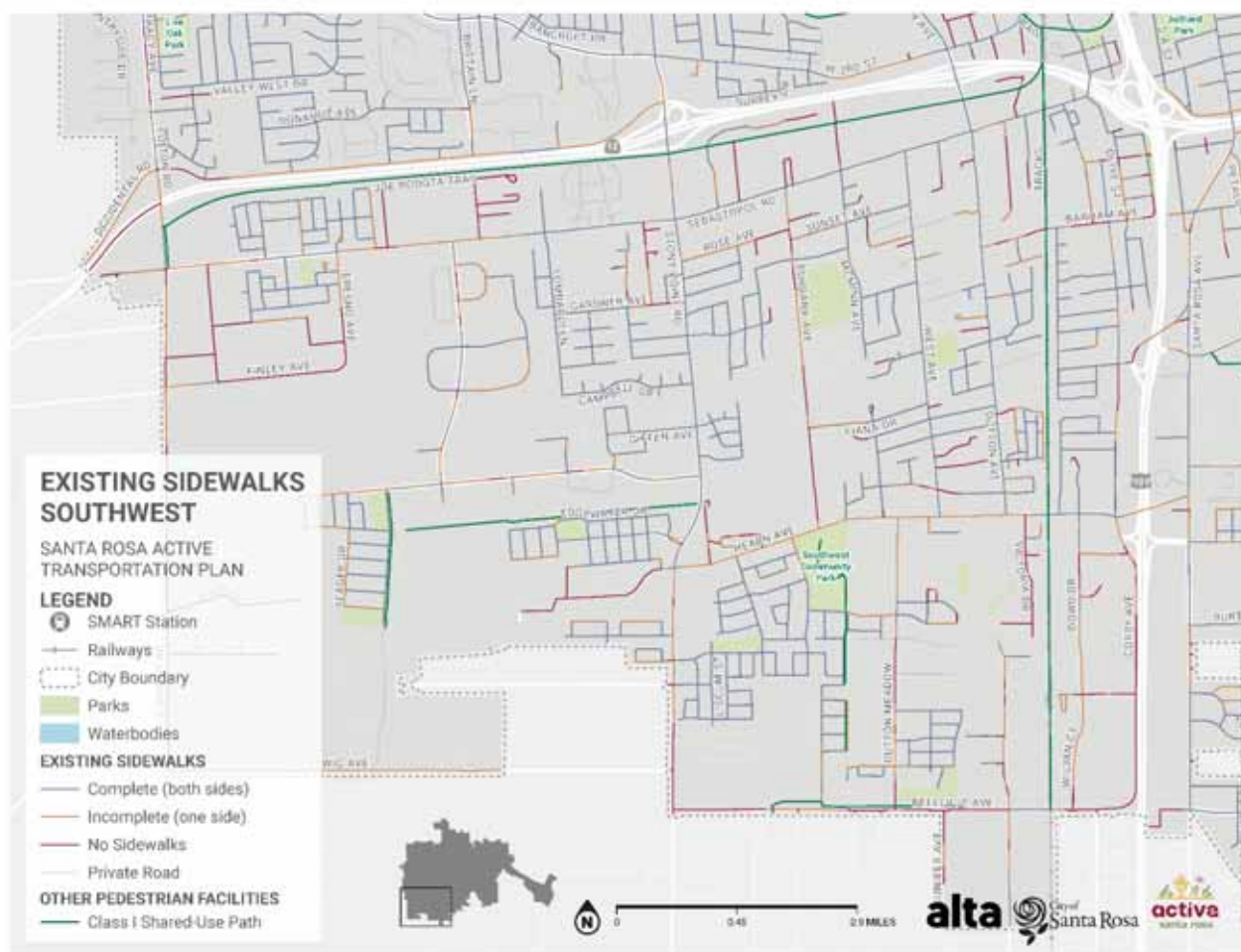


Figure 24. Existing Pedestrian Network (Southwest)



Figure 25. Existing Pedestrian Network (Southeast)

Intersections/Crosswalks

Alta obtained data on crosswalk presence as well as sidewalk presence and width from a third-party vendor that uses aerial imagery to derive existing facilities data.³⁰ Generally, Alta found that the presence of crosswalks and sidewalks was highly accurate. Alta spot-checked the data by using the Measure function in ArcGIS Pro against aerial imagery. The data showed that curb ramps are present throughout the city both at minor and major intersections. Crosswalk markings (**Table 6**) exist at approximately 48% of intersections along 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. **Figure 26** through **Figure 31** identify the locations that feature marked crosswalks.



High-visibility crosswalk with curb ramps in Downtown Santa Rosa.

Table 6. Existing Crosswalks

Intersections	Percentage with One or More Marked Crosswalks
All Intersections (3,846 total intersections)	24%
Intersection with Collector/Arterial (1,533 total intersections)	48%

³⁰ <https://www.ecopiatech.com/>

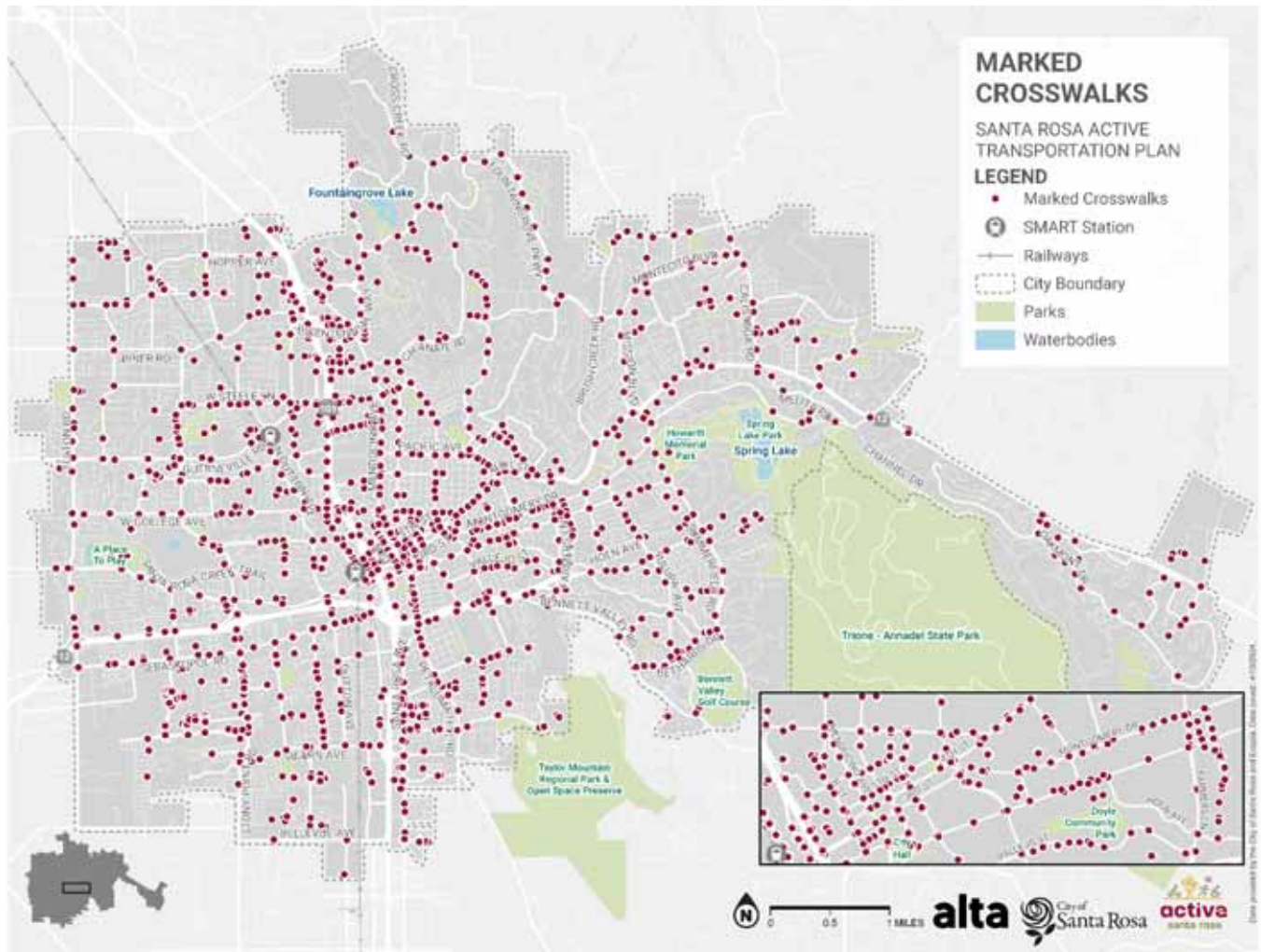


Figure 26. Marked Crosswalks (citywide)



Figure 27. Marked Crosswalks (Downtown)

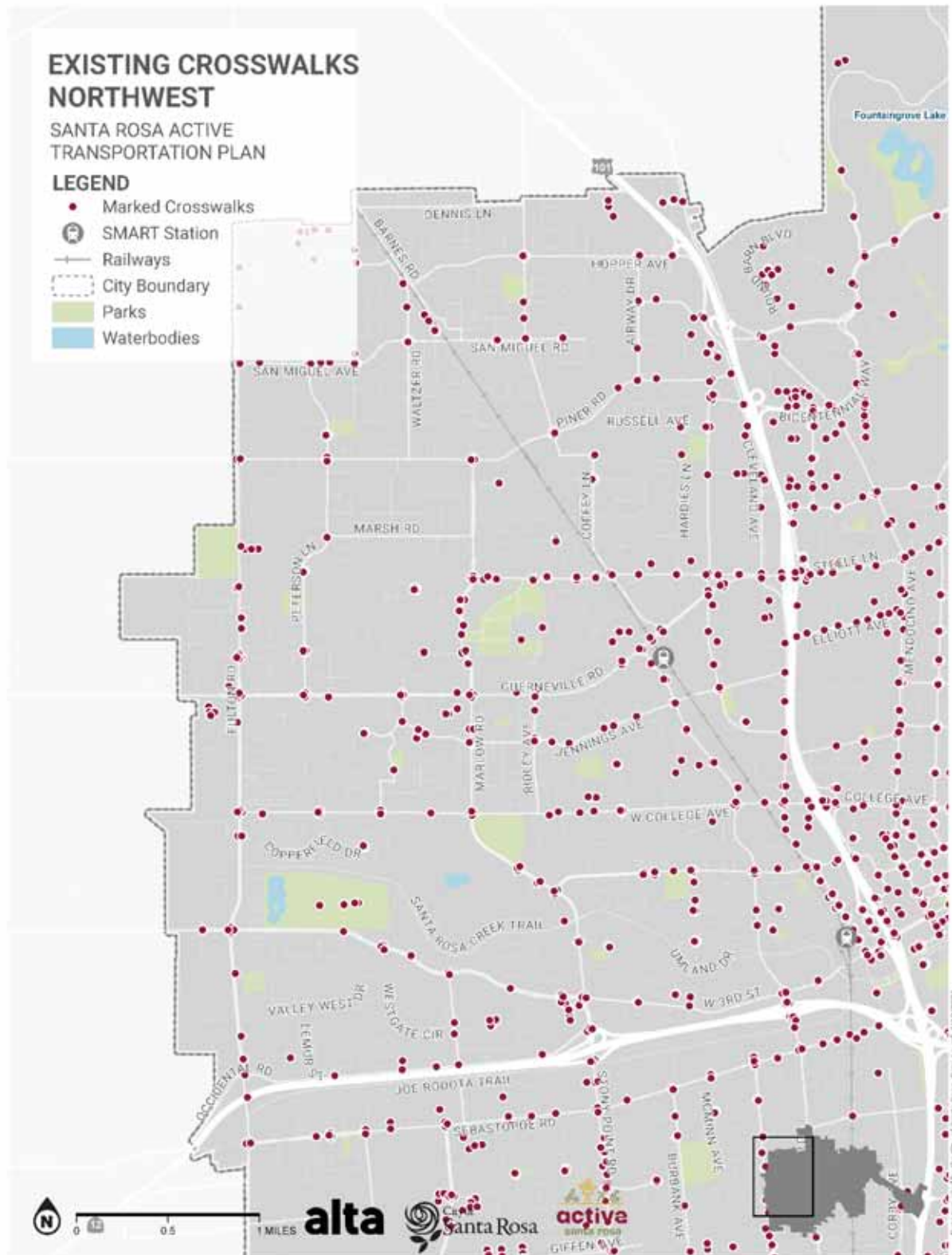


Figure 28. Marked Crosswalks (Northwest)

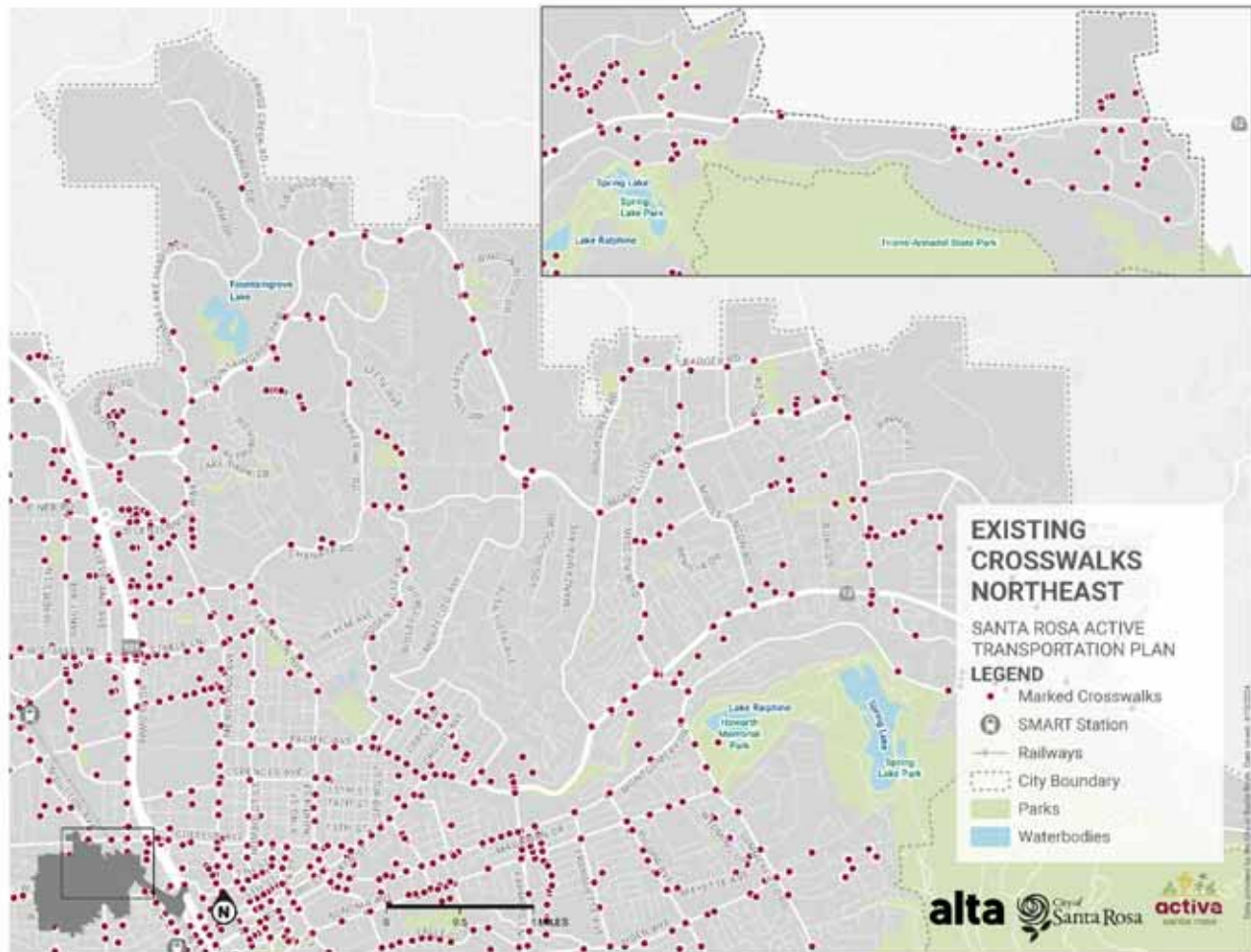


Figure 29. Marked Crosswalks (Northeast)



Figure 30. Marked Crosswalks (Southwest)



Figure 31. Marked Crosswalks (Southeast)

Bicycle Facilities

As of the writing of this memo, Santa Rosa has 110 miles of bicycle facilities as shown in **Table 7, Figure 32** through **Figure 38**, with plans to build 130 more miles of bicycle facilities.³¹ Most existing bicycle facilities include bike lanes (Class II) with 68 miles and shared use paths (Class I) with 32 miles. Many of the shared use paths and bike lanes stretch along cross-city corridors working in conjunction to provide connections between the downtown and the Santa Rosa Junior College. However, many of the bike lanes are along multilane arterials such as Stony Point Road, may feel uncomfortable to most people based on posted speeds and lack of separation. From the 2018 Bicycle and Pedestrian Master Plan, the City proposed 40 miles of new shared use paths. Some of these new trails will run along Santa Rosa Creek and the SMART rail line.

Table 7. Existing Bike Facilities by Class

Bike Facility	Classification	Existing Facilities (Mi.)	Proposed Facilities (Mi.)
Shared Use Path	Class I	31.9	40.0
Bike Lane	Class II	68.4	45.0
Buffered Bike Lane	Class IIB	5.8	1.0
Bike Route	Class III	1.1	40.0
Bicycle Boulevard	Class IIIB	1.9	2.0
Separated Bike Lane	Class IV	0.8	2.0
Total		109.9	130.0

The Caltrans Highway Design Manual (Chapter 1000) defines four types of bicycle facilities: Class I bike paths (shared use paths), Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways (separated bike lanes). In addition to these four types, this plan recognizes two additional types of bicycle facilities: Class IIB buffered bike lanes (described below as part of Class II) and Class IIIB bicycle boulevards. Each of these bicycle facility types are described below.

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. This terminology is consistent with the Federal Highway Administration, American Association of State



The Prince Memorial Greenway is an example of a Class I shared use path in Santa Rosa.

³¹ Proposed facilities are from the 2018 Santa Rosa Bicycle and Pedestrian Master Plan.

Transportation Officials, and National Association of City Transportation Officials.

Class II – Bike Lane

Class II bike lanes are striped lanes for bicyclists located against the curb or next to a parking lane. This includes buffered bike lanes (referred to in this plan as Class IIB buffered bike lanes) which include a striped “buffer” area of paint either between the bicycle lane and the travel lane, between the bicycle lane and parked cars, or both.



Class II bike lane on Third Street in downtown Santa Rosa.

Class III – Bike Route

Class III bike routes are signed routes for bicyclists, where lanes are shared with motorists. These routes are typically placed on local roads with low vehicle volumes and speeds.



Class III bike route on Sonoma Avenue in Santa Rosa.

Class IIIB – Bike Boulevard

Class IIIB bike boulevards are signed routes for bicyclists, 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 bicyclist comfort and deliberately slow vehicles down or reduce vehicle volumes.



Class IIIB bike boulevard roadway marking on the Humboldt Street Bike Boulevard in Santa Rosa. The street also includes speed humps as traffic calming.

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, flex posts, curbs, planted medians, or parked cars.



The city's first Class IV separated bike lane is on Armory Drive between Ridgeway Avenue and Elliott Avenue.



Figure 32. Existing Bicycle Facilities



Figure 33. Existing Bicycle Facilities (Downtown)

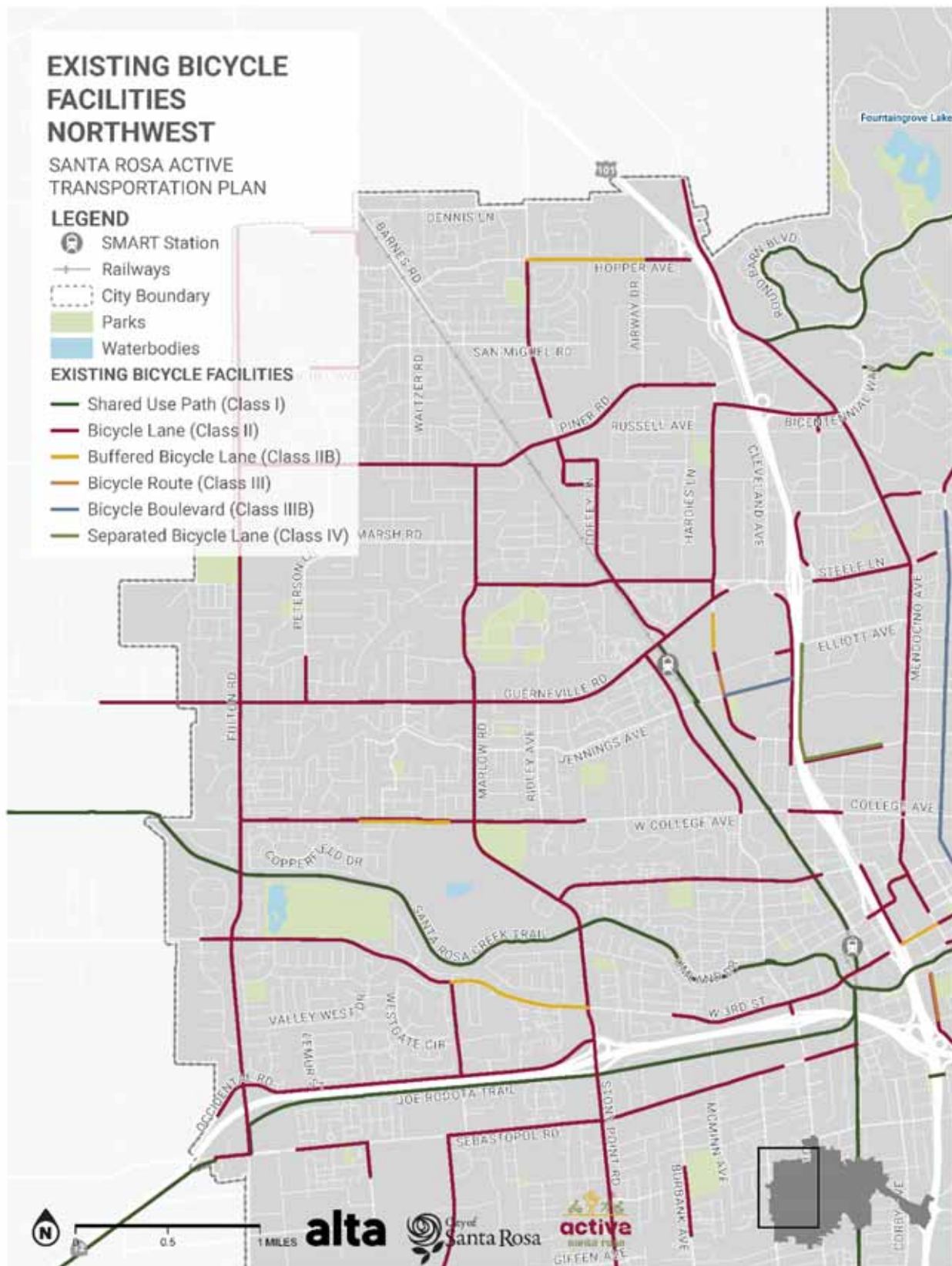


Figure 34. Existing Bicycle Facilities (Northwest)

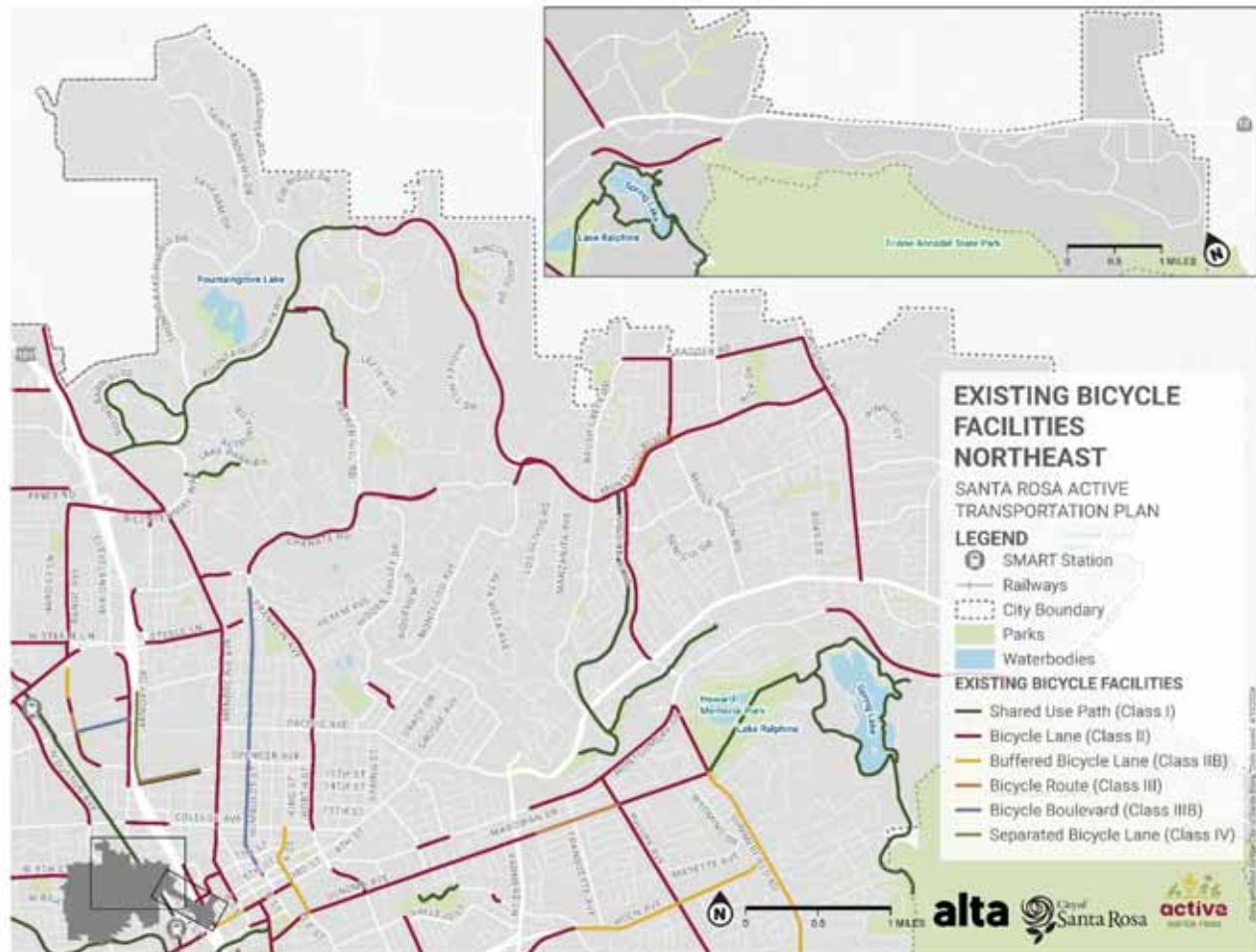


Figure 35. Existing Bicycle Facilities (Northeast)



Figure 36. Existing Bicycle Facilities (Southwest)



Figure 37. Existing Bicycle Facilities (Southeast)

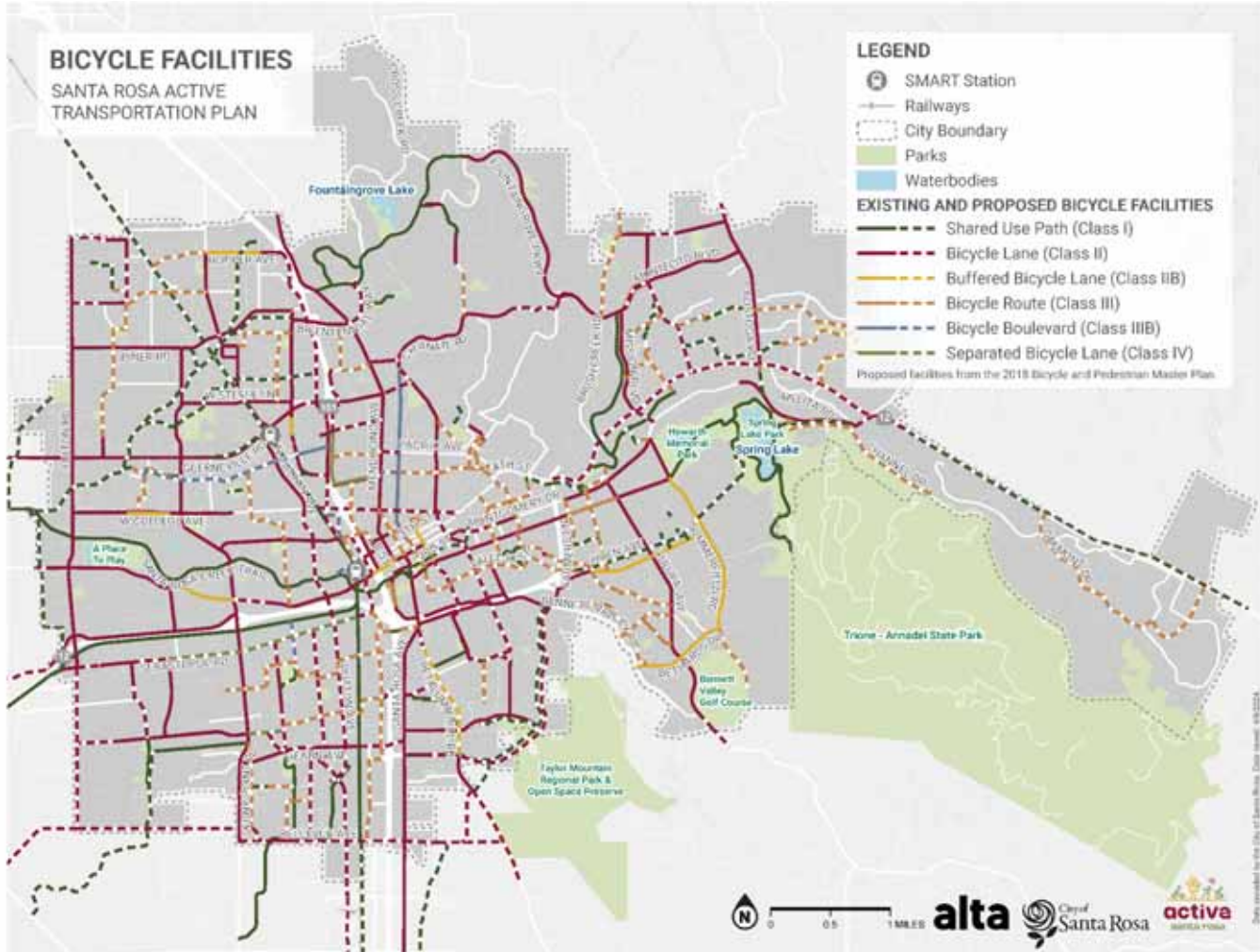


Figure 38. Bicycle Facilities – includes Existing, Planned (Budgeted or in Design), and Previously Proposed Bicycle Facilities (2018 BMP)

Transit Network

Santa Rosa is linked to Sonoma County and the greater Bay Area through Sonoma County Transit, SMART Rail, and Golden Gate Transit. There are also regional connections via Amtrak and Greyhound services. Additionally, there are direct transit routes to Bay Area airports via airport transit services. Locally, Santa Rosa CityBus operates on fixed routes with connections to all the aforementioned transit providers. The local CityBus network includes 13 bus routes that extend throughout the city (see **Figure 39**). Most bus routes connect to the downtown and all buses are equipped with two or three front-mounted bike racks. Local bus lines, including local neighborhood lines and cross-city routes, connect riders to five major transfer points each located within one of the city's four quadrants and downtown:

- Coddington Transit Hub & Shopping Center,
- Westside Transfer Center, Santa Rosa Plaza,
- Montgomery Village Transit Hub, and
- Transit Mall.

In particular, the Downtown Transit Mall station connects to the Sonoma County Transit as well as regional bus service like Greyhound, Mendocino Transit Authority, Golden Gate Transit, and SMART Train. Sonoma County Transit also provides connections to Sonoma, Sebastopol, Petaluma, Cloverdale, Windsor, Healdsburg, the Sonoma Airport and to Cal State Sonoma. SMART Train connects to San Rafael, Mendocino Transit Authority connects to Fort Bragg and the western coast, and Golden Gate Transit connects to San Francisco. A map of existing bus routes can be seen in **Figure 39**. Additional details on the busiest bus stops in the city are included in **Table 8** and **Figure 40**.

Table 8. Busiest Bus Stops Citywide (by average daily boardings/alightings)

Bus Stop Name	Average Daily Boardings	Average Daily Alightings
Transit Mall	963	743
Coddington Transit Hub	251	170
Sonoma Avenue at Farmers Lane (Bus Stop 80439)	85	52
Sonoma Avenue at Farmers Lane (Bus Stop 80407)	66	76
Sebastopol Road at Stony Point Road	62	22
Santa Rosa Junior College Campus	61	20
Finley Avenue at Wright Road	48	45
Hearn Avenue at Burbank Avenue	41	35
1700 Fulton Road Piner High School	39	29
Sebastopol Road at West Avenue	37	40
Sonoma Avenue at Carley Drive	34	9

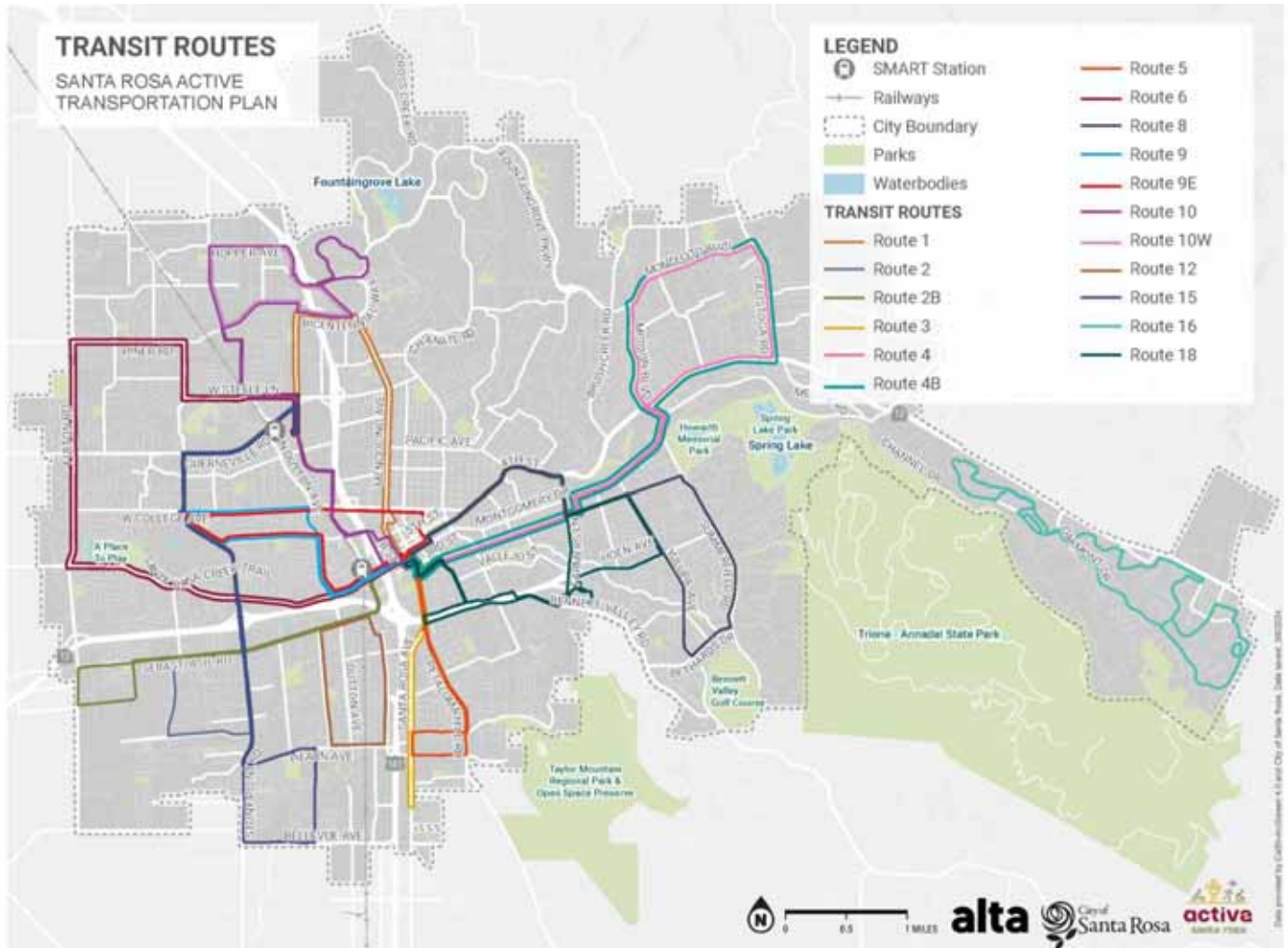


Figure 39. Map of Transit Routes

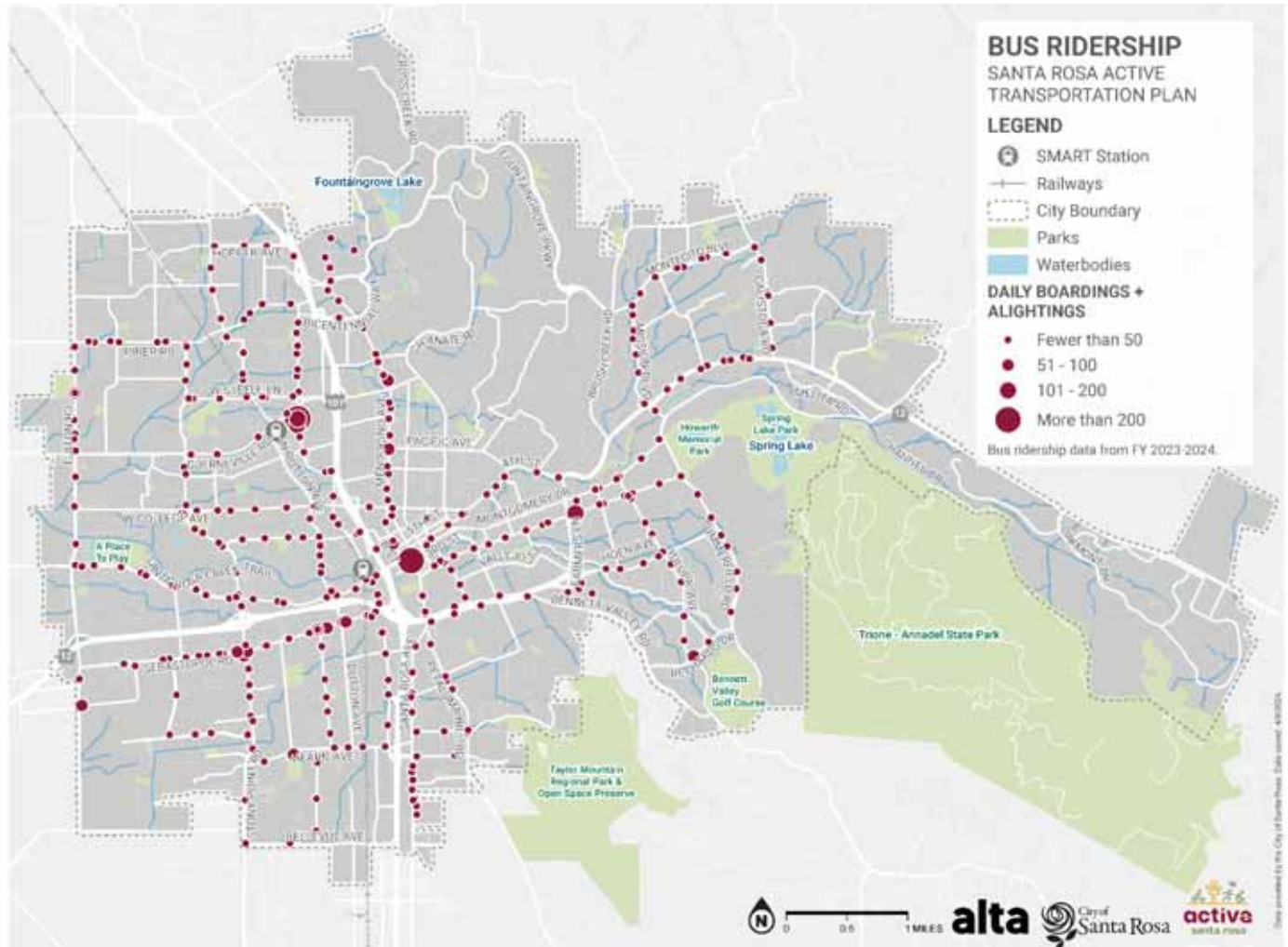


Figure 40. Map of Average Daily Boardings and Alightings at Bus Stops

Network Comfort

Level of comfort is an important consideration for where people walk, bike, or roll. Comfort can impact a user's willingness to travel, perceived distances, and perceived safety. To understand the level of comfort for different users and abilities, Alta conducted level of traffic stress (LTS) assessments that separately measured the pedestrian and bicycle comfort of each street and trail (Class I shared use paths) in the city. For these analyses, Alta divided each roadway into segments of no more than 120 feet. LTS scores were determined by characteristics of a given roadway segment that affect a user's perception of safety and comfort. These analyses helped identify segments that represent the highest barriers to walking, biking, and rolling based on users' ability and comfort level.

The following section provides a summary of the findings for each analysis. Additional details on the methodologies used to calculate these analyses can be found in **Appendix B: Level of Traffic Stress Methodology** and **Appendix C: Active-Trip Potential Methodology**.

Bicycle Level of Traffic Stress

The bicycle level of traffic stress (BLTS) methodology used for this project is adapted from the *2012 Mineta Transportation Institute Report 11-19: Low-Stress Bicycling and Network Connectivity*³² and from research by Peter Furth.³³ BLTS was determined by roadway factors including posted speed limit, number of travel lanes, as well as the presence and type of bicycle facility. **Appendix B: Level of Traffic Stress Methodology** includes a detailed description of the BLTS methodology. The combination of these criteria classifies a road segment into one of four levels of traffic stress as shown in **Figure 41**. SR 12, a limited access highway, was not scored because biking is either not permitted or highly discouraged in these areas.

As noted in **Appendix B: Level of Traffic Stress Methodology**, there are various factors that influence the BLTS scores of a particular corridor. These include the presence (or lack thereof) of bicycle facilities, posted speed limits, presence, and width of on-street parking adjacent to bicycle facilities, number of travel lanes of the corridor, and the presence of trails. For example, the BLTS score of a corridor which includes an existing Class II bike lanes can be negatively influenced by the higher number of travel lanes (5 lanes) and higher posted speed limit (40 MPH). This is the case of Sebastopol Road (west of Stony Point Road). Similarly, a corridor with no bicycle facilities and lower posted speed limits (25 MPH), may receive a higher (LTS 1 or 2) BLTS score. This is the case of the segment of Benton Street between Ripley Street and Mendocino Avenue.

³² Mineta Institute. Mekuria M., Furth P., Nixon H. *Low-Stress Bicycling and Network Connectivity*. 2012. <https://transweb.sjsu.edu/research/Low-Stress-Bicycling-and-Network-Connectivity>.

³³ Furth, P. *Level of Traffic Stress*. 2012. <https://peterfurth.sites.northeastern.edu/level-of-traffic-stress/>

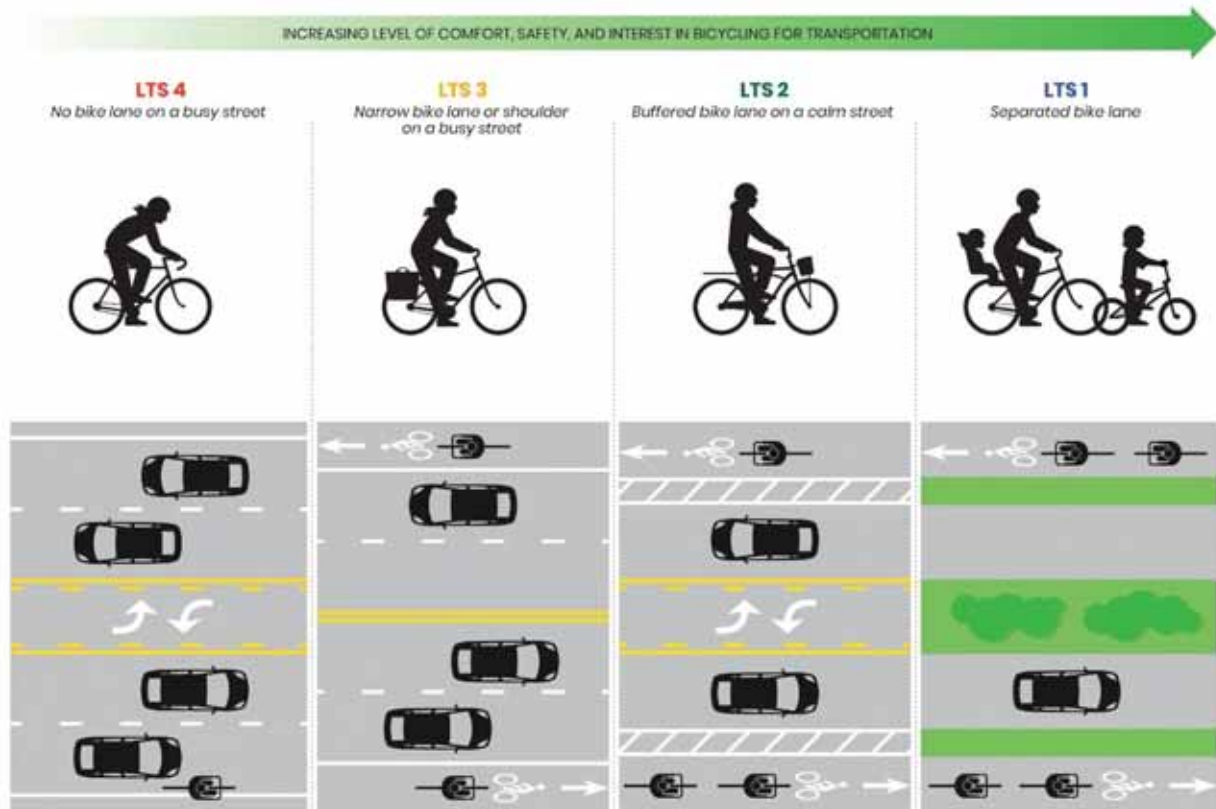


Figure 41. Bicycle Level of Traffic Stress

Findings

The BLTS analysis results showed that most major roadways in Santa Rosa, shown in orange and red (LTS 3 and 4 respectively) in **Figure 42** through **Figure 47**, represent high-stress environments for people biking, despite the presence of Class II bike lanes on many roadways. For example, Sebastopol Road, West Third Street, and West College Avenue, all arterial streets with existing Class II bike lanes, include posted speed limits over 35 MPH which negate the presence of the bicycle facility and contribute to higher stress for most people biking.

Local roads provide more comfortable travel within neighborhoods (LTS 1 and 2), shown in blue and teal, while shared use paths such as the Joe Rodota Trail and Santa Rosa Creek Trail, provide separation and low-stress east-west connections along the SR 12 corridor. The lack of connected low-stress corridors in other parts of the city means that many trips require traveling on high-stress streets or stitching together indirect routes on low-stress streets. This increases travel times and may inhibit bicycling.

Compared to the *Bicycle and Pedestrian Master Plan Update 2018* BLTS analysis, some corridors, like Montecito Avenue, Parker Hill Road, Jennings Avenue, Spencer Avenue, and San Miguel Avenue, have shifted from a LTS 4 to LTS 1 or 2. However, the majority of roadways with high-stress scores (BLTS 3 and BLTS 4) remain unchanged. It is important to note that some score changes may be the result of the implementation of improved facilities. These changes may also be attributed to the use of an updated methodology which included additional inputs to further refine the results and to the availability of more robust and complete data sets available for this analysis.

Considerations

As previously noted, BLTS scores provide a data driven outlook of existing roadway conditions for people bicycling. To improve the BLTS scores a jurisdiction may consider the implementation of buffers or physical barriers to create more separation between traffic lanes and bike lanes, the reduction of speed limits, or elimination of on-street parking, whenever feasible. For example, the BLTS score for roadways like Guerneville Road (BLTS 4 corridor – west of Highway 101) may be improved by the implementation of buffer areas with vertical delineators to create more separation between motorists and people biking. Similarly, corridors with Class II bike lanes with lower BLTS scores (BLTS 3 or 4) may improve their scores by ensuring that the bike lane is at least six feet wide and reducing roadway speeds to no more than 25 MPH when a parking lane is present or 30 MPH when a parking lane is not present. Finally, shared streets with no dedicated bicycle facilities can also achieve an LTS 1 when the speed limit does not exceed 25 MPH. Additional information on thresholds can be found in **Appendix B: Level of Traffic Stress Methodology**.

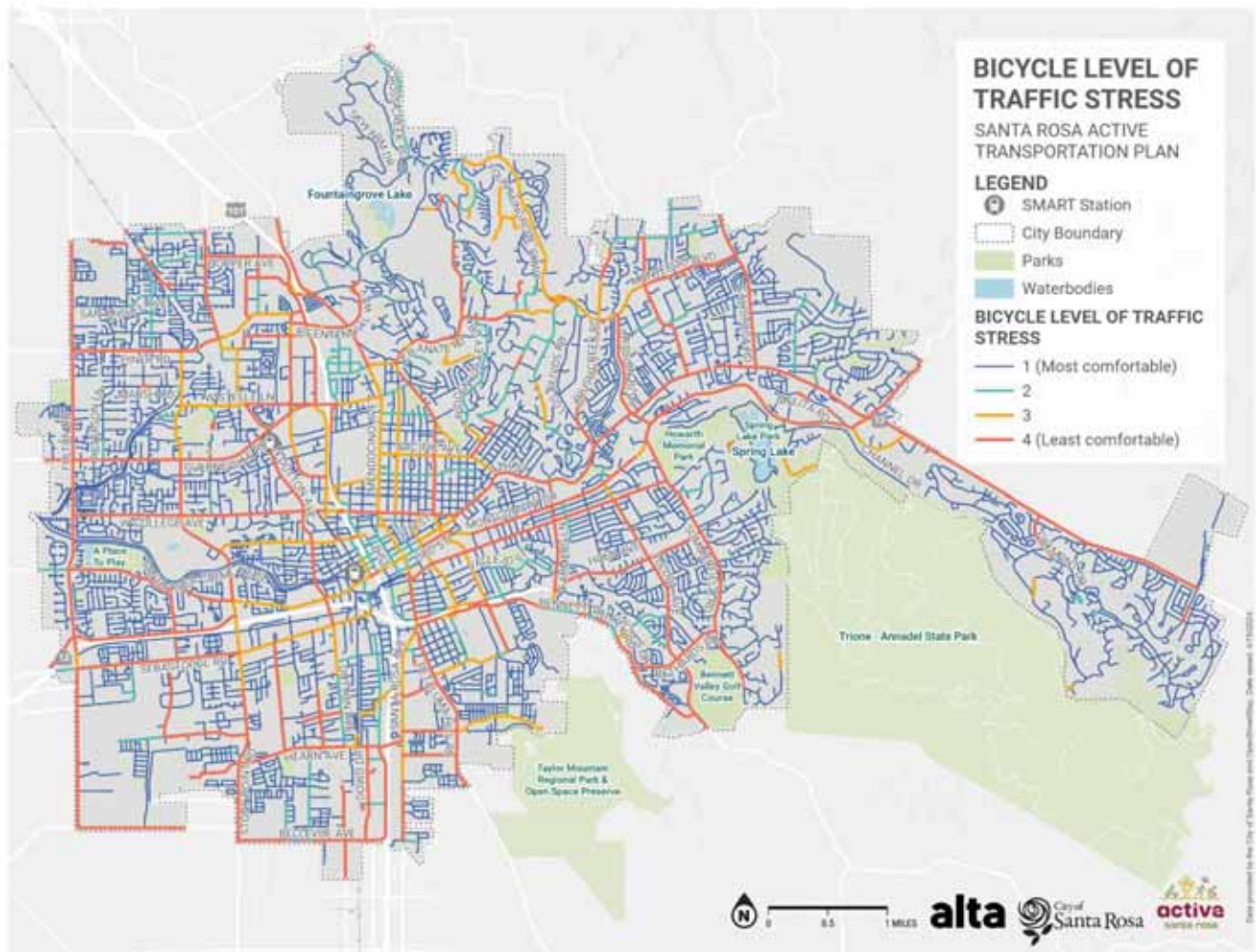


Figure 42. Bicycle Level of Traffic Stress

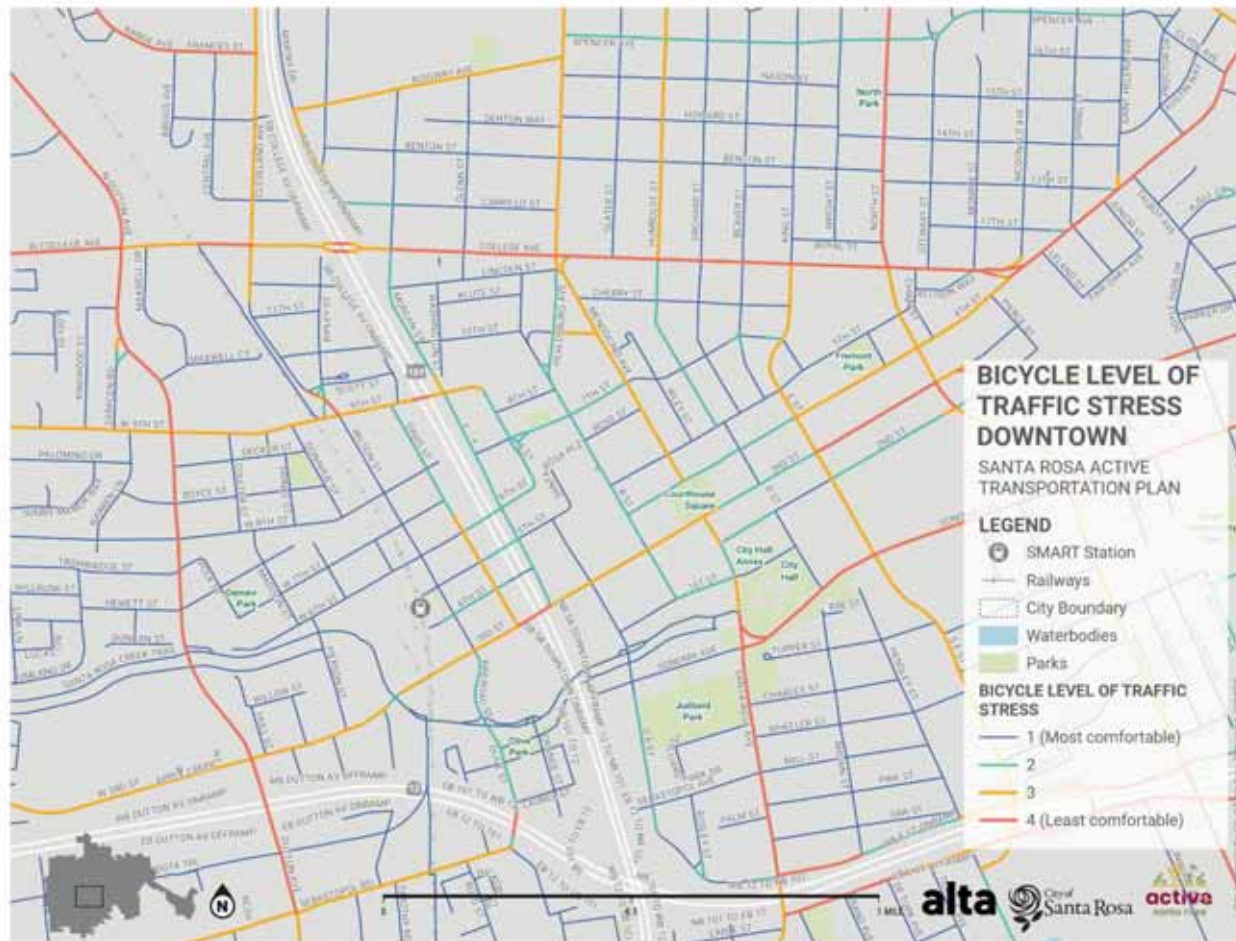


Figure 43. Bicycle Level of Traffic Stress – Downtown

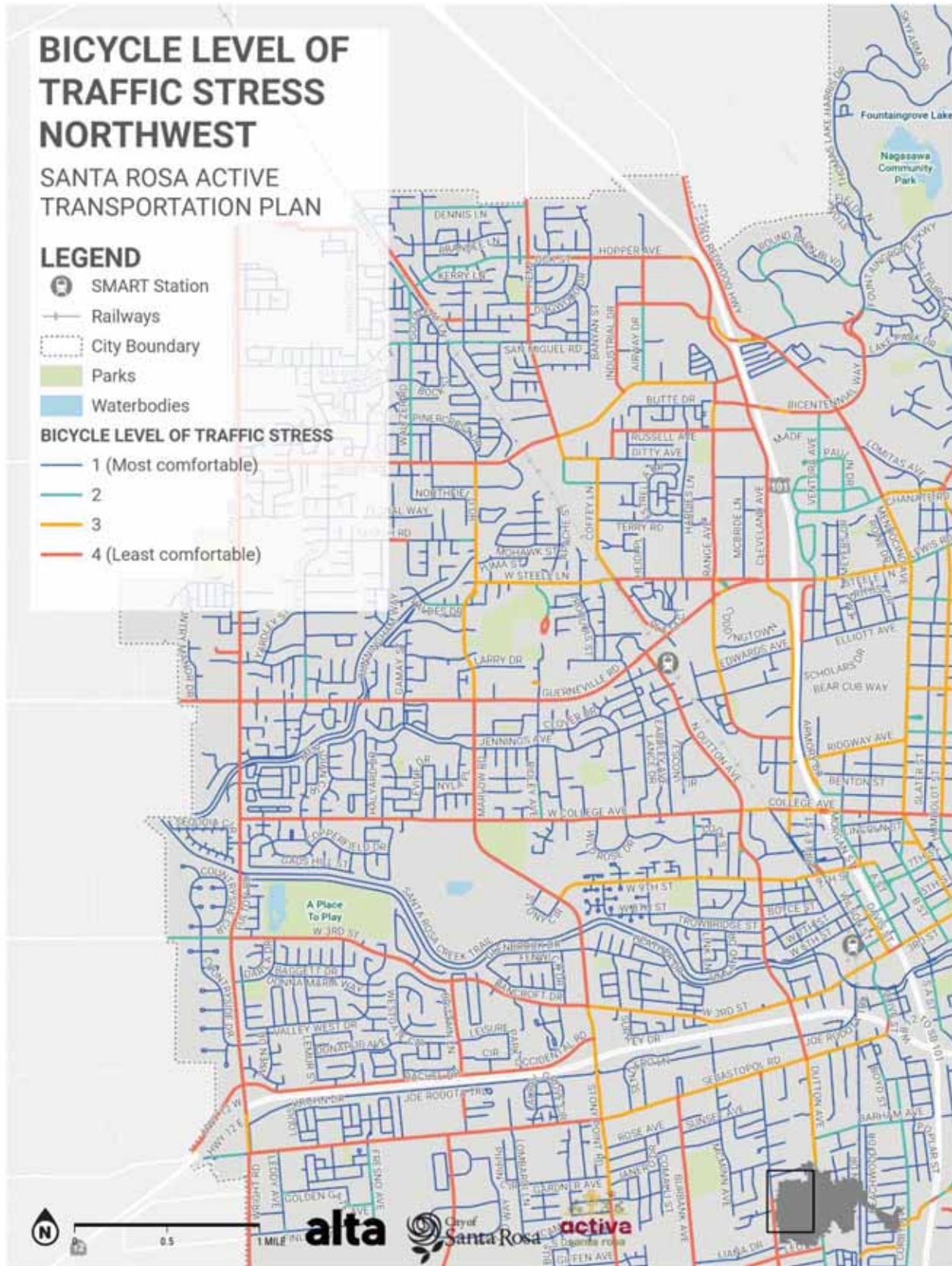


Figure 44. Bicycle Level of Traffic Stress – Northwest

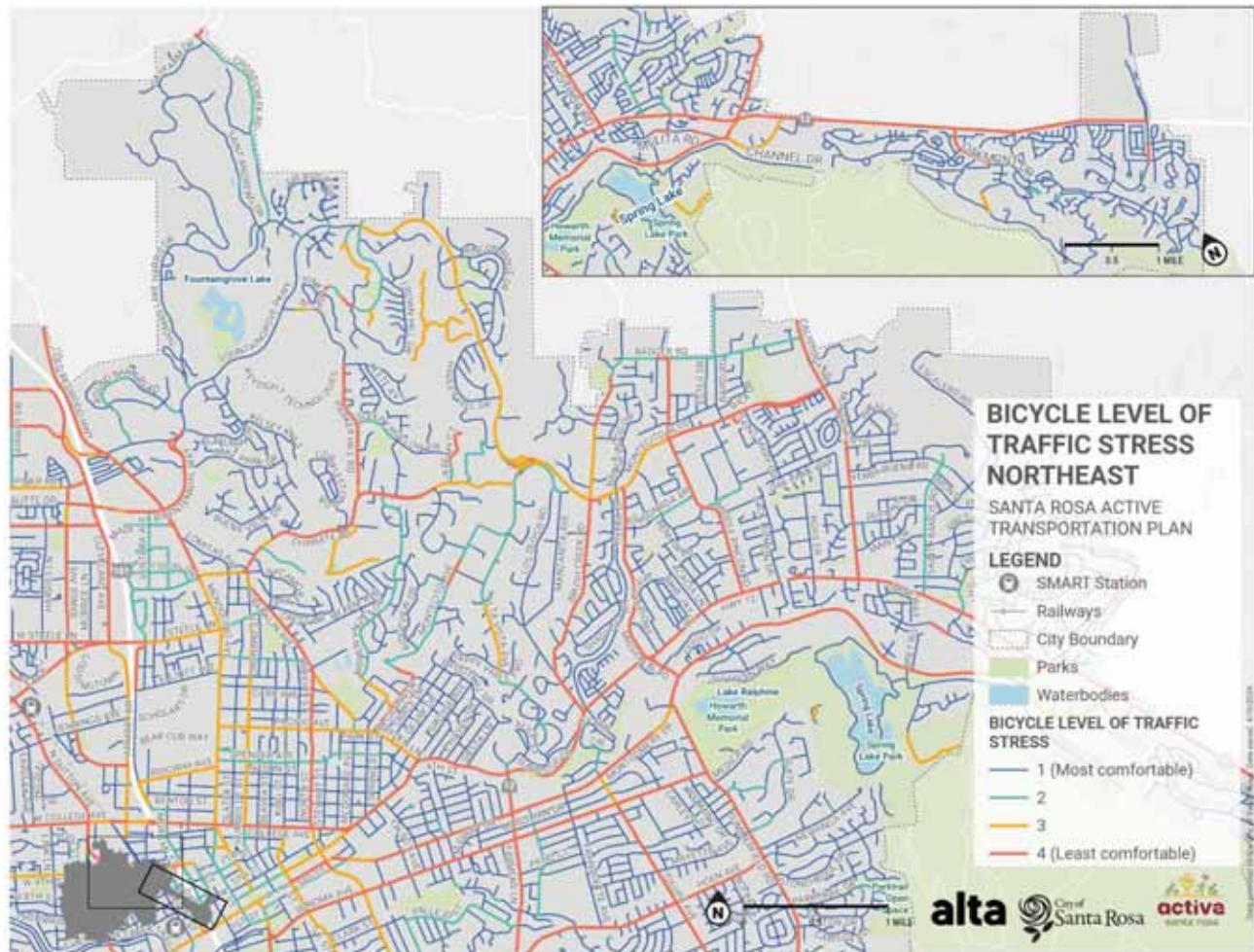


Figure 45. Bicycle Level of Traffic Stress – Northeast



Figure 46. Bicycle Level of Traffic Stress – Southwest

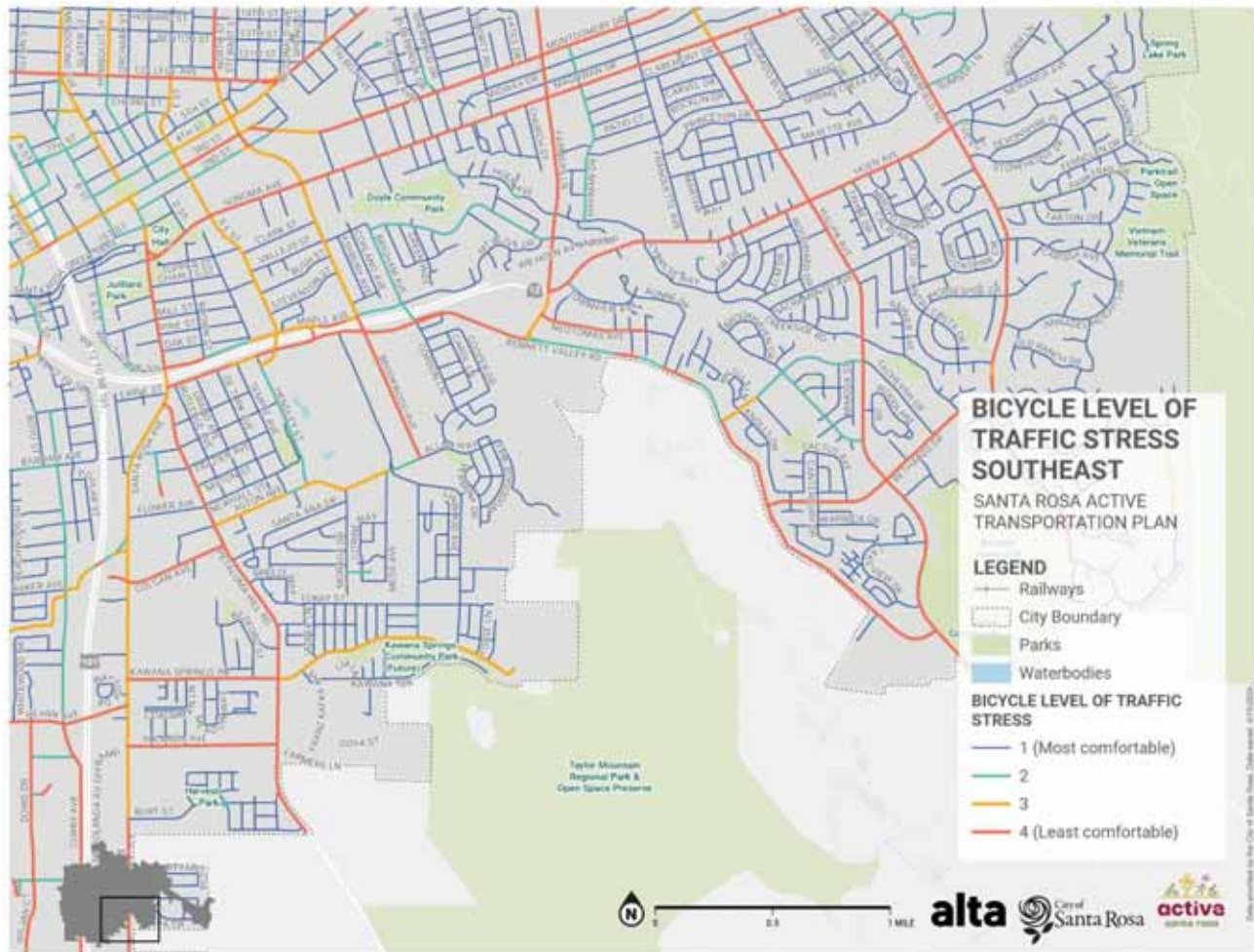


Figure 47. Bicycle Level of Traffic Stress – Southeast

Pedestrian Level of Traffic Stress

The pedestrian level of traffic stress (PLTS) methodology used for this analysis was adapted from the *Oregon Department of Transportation's Analysis Procedures Manual*³⁴ and was intended as a companion for the BLTS analysis. PLTS was determined by characteristics of a given roadway segment that affect the perception of safety and comfort for a person walking, including sidewalk presence and width, sidewalk buffer width and type, posted speed limit, and number of travel lanes. **Appendix C: Active-Trip Potential Methodology** includes a more detailed description of the PLTS methodology. PLTS scores classify road segments into one of four levels of traffic stress, and while similar to BLTS scores, PLTS considers the level of attention required in addition to the user experience as shown in **Figure 48**.



Figure 48. Pedestrian Level of Traffic Stress

Findings

Similar to the results from the BLTS analysis, the PLTS analysis showed that most major roadways also represent high-stress environments for people walking and rolling, as shown in **Figure 48** through **Figure 54**. While many of these roadways include six-foot sidewalks on both sides, their lack of a buffer (space between people walking and motorists), faster speeds (i.e., posted speed limits over 30 MPH), and wider roadway widths (three to four lanes total in some segments) detract from their LTS score. Some specific examples of higher-stress roadways include Montgomery Drive, Sonoma Avenue, Santa Rosa Avenue, and Mendocino Avenue. On the other hand, the Joe Rodota Trail, Santa Rosa Creek Trail, and Brush Creek Trail provide low-stress connections between some city neighborhoods. It is important to note that throughout various parts of the city, major roads are often the only connection to destinations. Stressful conditions experienced along these roads act as a barrier to walking and rolling, hindering connectivity within and across neighborhoods of the city. Full results of the PLTS analysis are shown in **Figure 49**.

³⁴ Oregon Department of Transportation. 2020. *Analysis Procedures Manual Version 2*. Transportation Development Division Planning Section: Transportation Planning Analysis Unit. <https://www.oregon.gov/odot/Planning/Pages/APM.aspx>

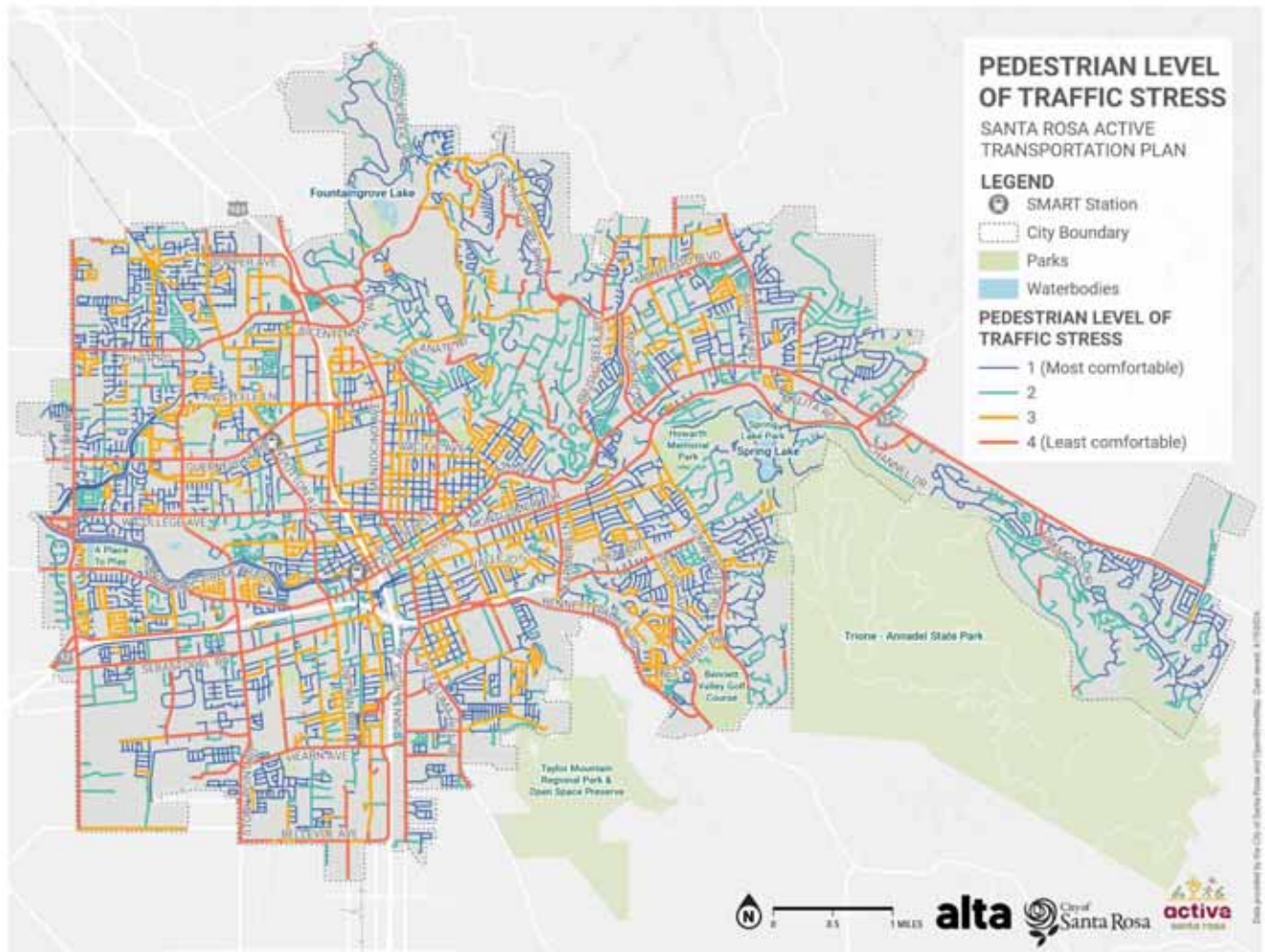


Figure 49. Pedestrian Level of Traffic Stress

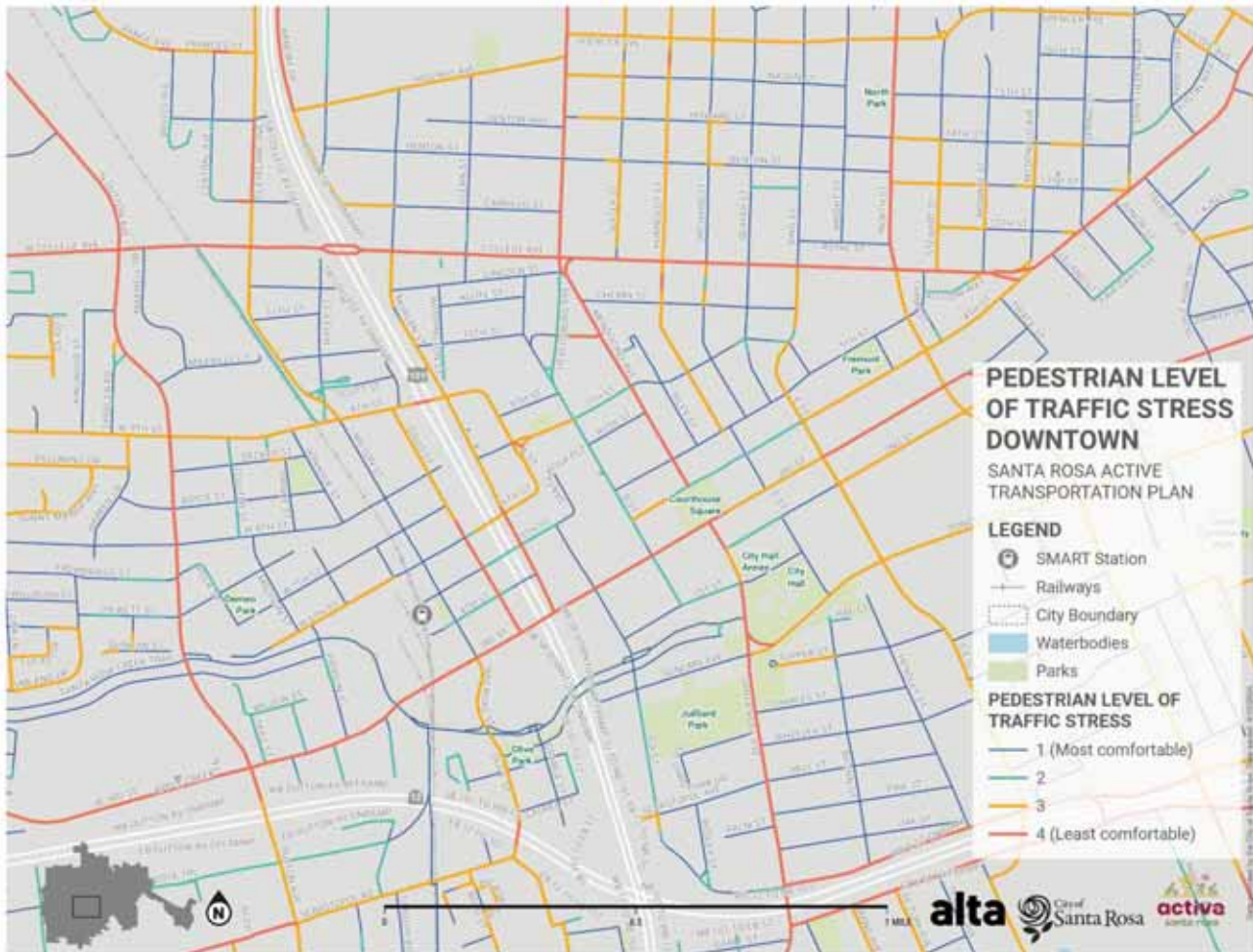


Figure 50. Pedestrian Level of Traffic Stress – Downtown

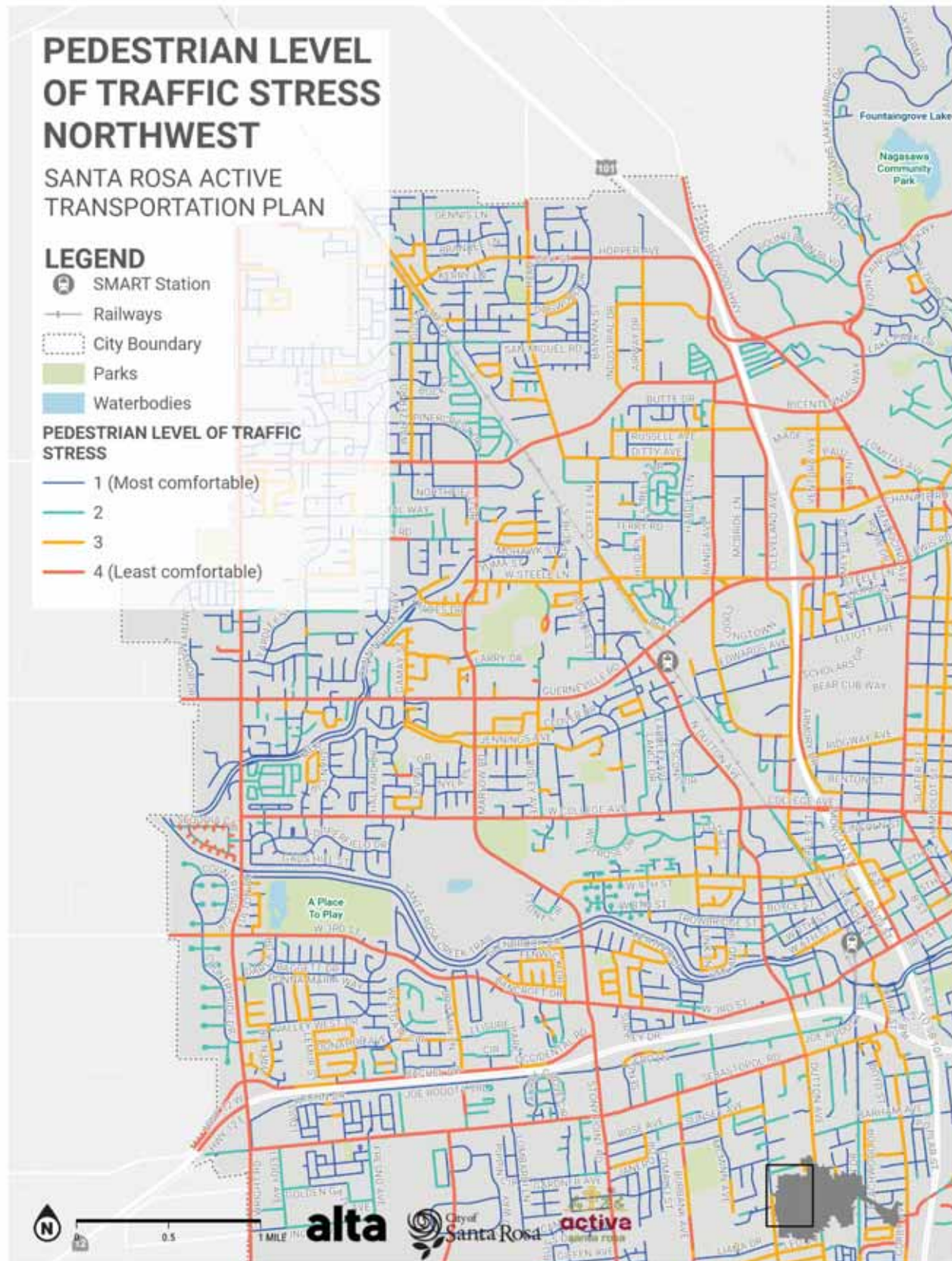


Figure 51. Pedestrian Level of Traffic Stress – Northwest

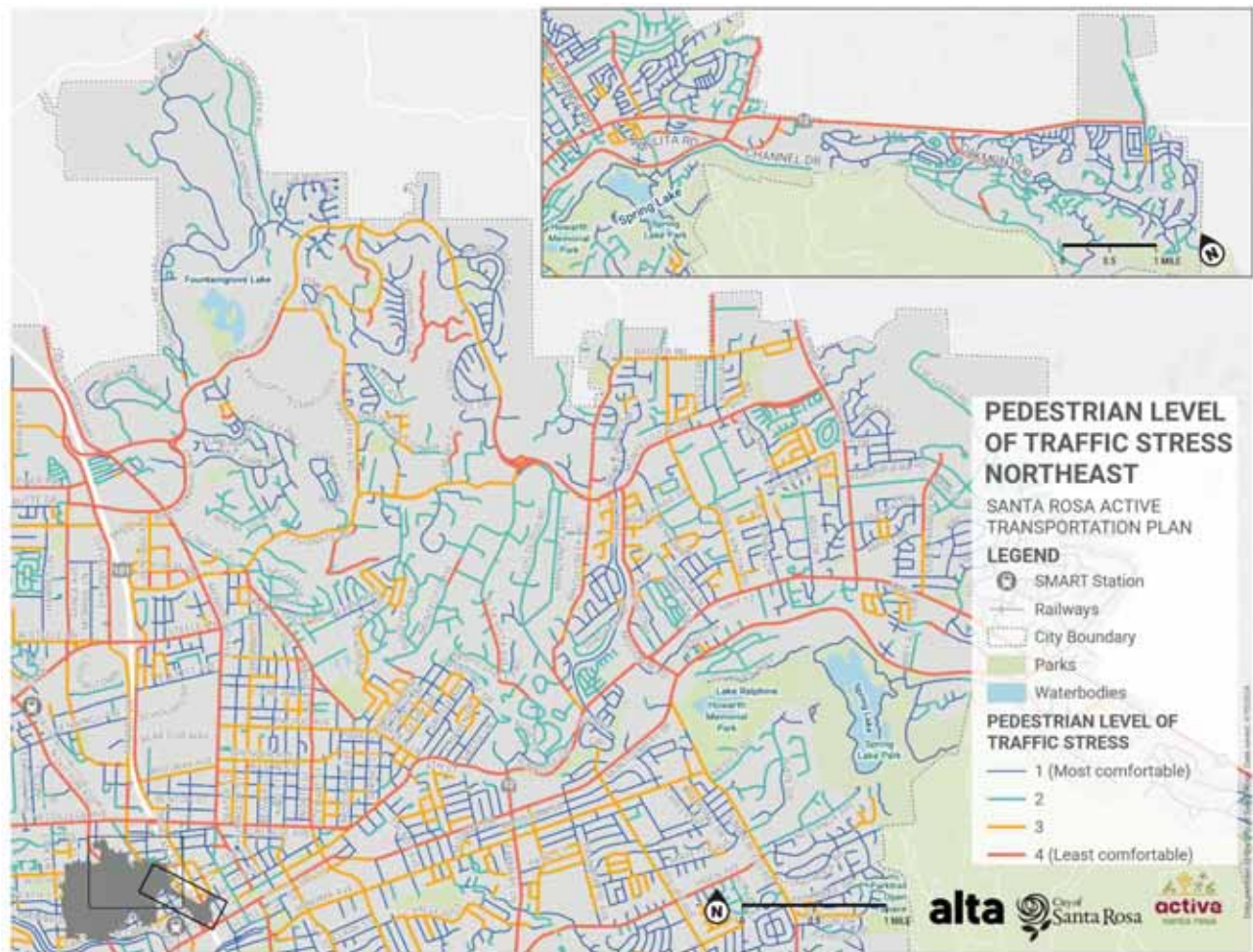


Figure 52. Pedestrian Level of Traffic Stress Northeast



Figure 53. Pedestrian Level of Traffic Stress Southwest



Figure 54. Pedestrian Level of Traffic Stress Southeast

Collision Analysis

To understand areas of the city with high incidence of bicycle and pedestrian collisions, Alta completed a collision analysis using data from the Transportation Injury Mapping System (TIMS) for the years 2017 to 2021.^{35,36} The data and analysis only represent collisions resulting in injuries. From this analysis, the following patterns emerged:

- People walking, biking, and rolling experience a higher rate of collisions resulting in serious injuries or fatalities than people driving.
- Roadways along commercial and mixed-use land use designations experienced higher rates of collisions compared to roadways located within other land use categories.
- The highest number of bicyclist- and pedestrian-involved collisions resulting in a severe injury or fatality (KSI collisions) occurred along arterials, road segments with speed limits of over 35 MPH, and where roadways intersect with Highway 101 and SR 12.

The sections that follow provide additional details on overall trends and break down the collision data for people walking, biking, and rolling.

Collision Trends

Between 2017 and 2021, there were 3,313 reported collisions on Santa Rosa roadways. Although the overall number of collisions is decreasing across all modes as noted in **Figure 55**, people walking, biking, and rolling continue to be overrepresented in the percentage of collisions resulting in fatal or severe injuries (killed or severe injury, referred to as “KSI”) as noted in **Figure 57**. As noted, a greater share of bicyclist- and pedestrian-involved collisions (20% and 9%, respectively) resulted in KSI compared to the share of KSI for motor vehicles (6%)

During the same period, KSI collisions involving motor vehicles remained relatively consistent at around 30, except for a spike in 2018 (**Figure 56**). While the number of pedestrian-related KSIs spiked in 2019, the overall trend has decreased at a faster rate than that for bicycle-related and driving-related KSIs. **Figure 58** shows a map of collisions involving people walking, biking, and rolling between 2017 and 2021. The results show a concentration of bicyclist- and pedestrian-involved collisions in the downtown area, the area surrounding Santa Rosa Junior College, and along major arterials.

³⁵ Please note that 2022 collision figures were not included as part of this analysis as they remained provisional at the time of the completion of this analysis.

³⁶ The Alta team conducted QA/QC of the TIMS data as part of this project. Data points that were misplaced along Highway 101 were relocated to the correct location which was listed in the collision details.

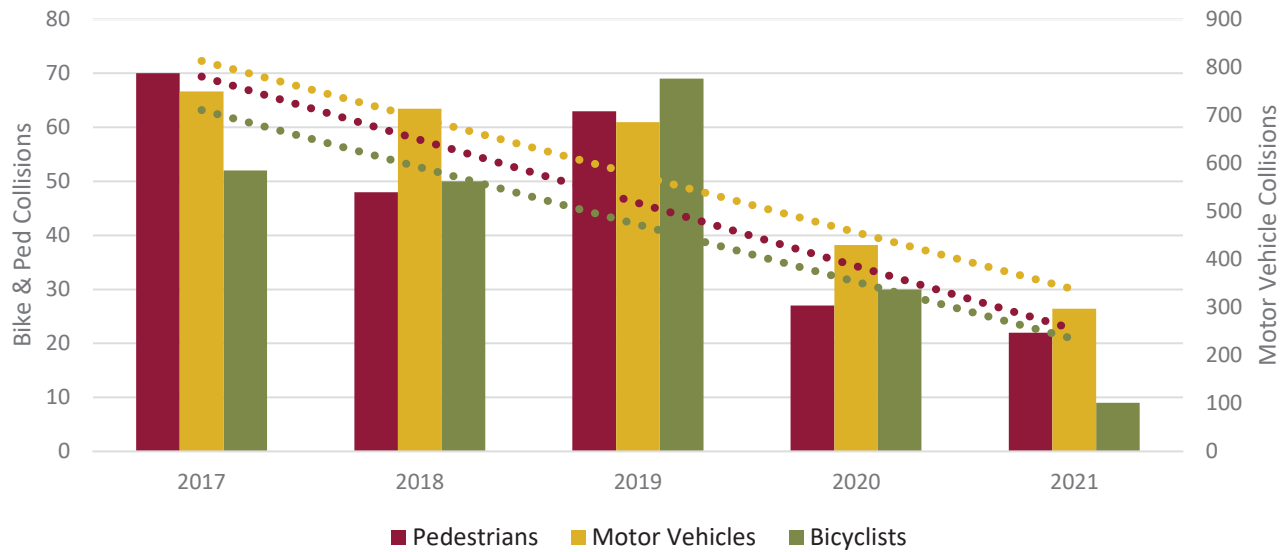


Figure 55. Collisions By Mode – All Injuries (2017–2021)

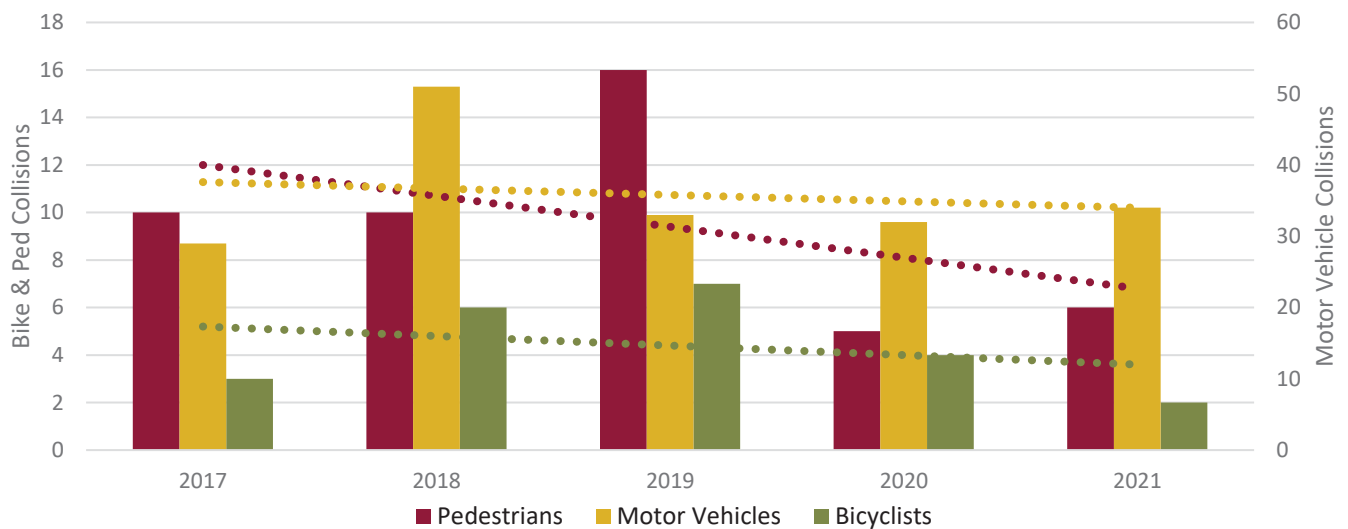


Figure 56. Collisions by Mode – Killed or Severely Injured (2017–2021)

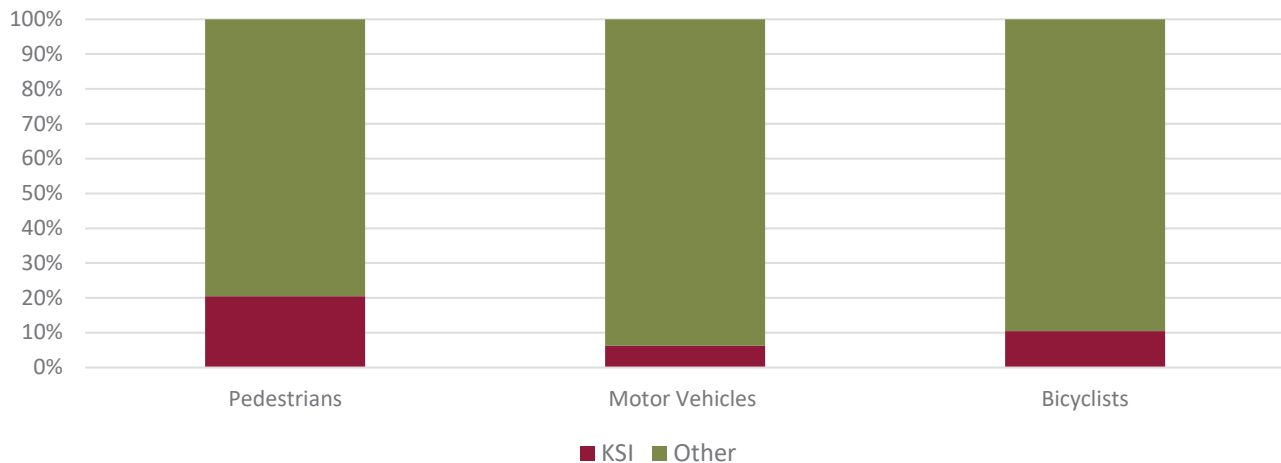


Figure 57. KSI Collisions Compared to All Injury Collisions for People Walking, Biking, and Driving (2017–2021)

Figure 64 and **Figure 68** in the subsequent sections provide a visual summary of pedestrian- and bicyclist-involved collisions and aggregate the data by severity and posted speed limits. The data show that 57% of bicyclist- and pedestrian-involved collisions occurred along corridors compared to 43% at intersections. Most bicyclist- and pedestrian-involved collisions occurred on roads with speeds under 44 MPH, however, a higher proportion of KSI collisions occurred on higher-speed roads. The most common collision type for people walking, biking, and rolling (all severities, including KSI) included:

- People walking in the crosswalk (57%)
- Bicyclist right-of-way (People driving failed to yield to bicyclists) (66%)
- Most bicyclist-involved collisions (54%) occurred along roadways with posted speeds under 34 MPH

Additional details on collisions involving people walking, biking, and rolling are provided in the sections below.

Collisions by Time of Day

Figure 59 and **Figure 60** show the distribution of bicyclist- and pedestrian-involved collisions throughout the day for weekdays and weekends. During weekdays, collisions involving people walking, biking, and rolling occurred most often during the afternoon peak commute hours of 3 to 5 PM. The 5 PM hour had the most recorded KSIs of any other time of day throughout the week. The data also indicated that the morning commute (5 to 8 AM) and midday lunch break (11 AM to 1 PM) also experience peaks, although not as high. This follows expected traffic patterns where the highest traffic is generally influenced by morning and evening commutes.

Over the weekend, most collisions occurred in the evening (3 to 7 PM). This weekend peak may account for recreational bicyclists and visitors who may prefer to ride their bicycles after peak temperatures.

These trends coincide with those of other similar jurisdictions where bicyclist-involved collisions during the weekdays primarily involve people commuting to work while collisions on the weekends primarily involve people enjoying recreational bike rides.

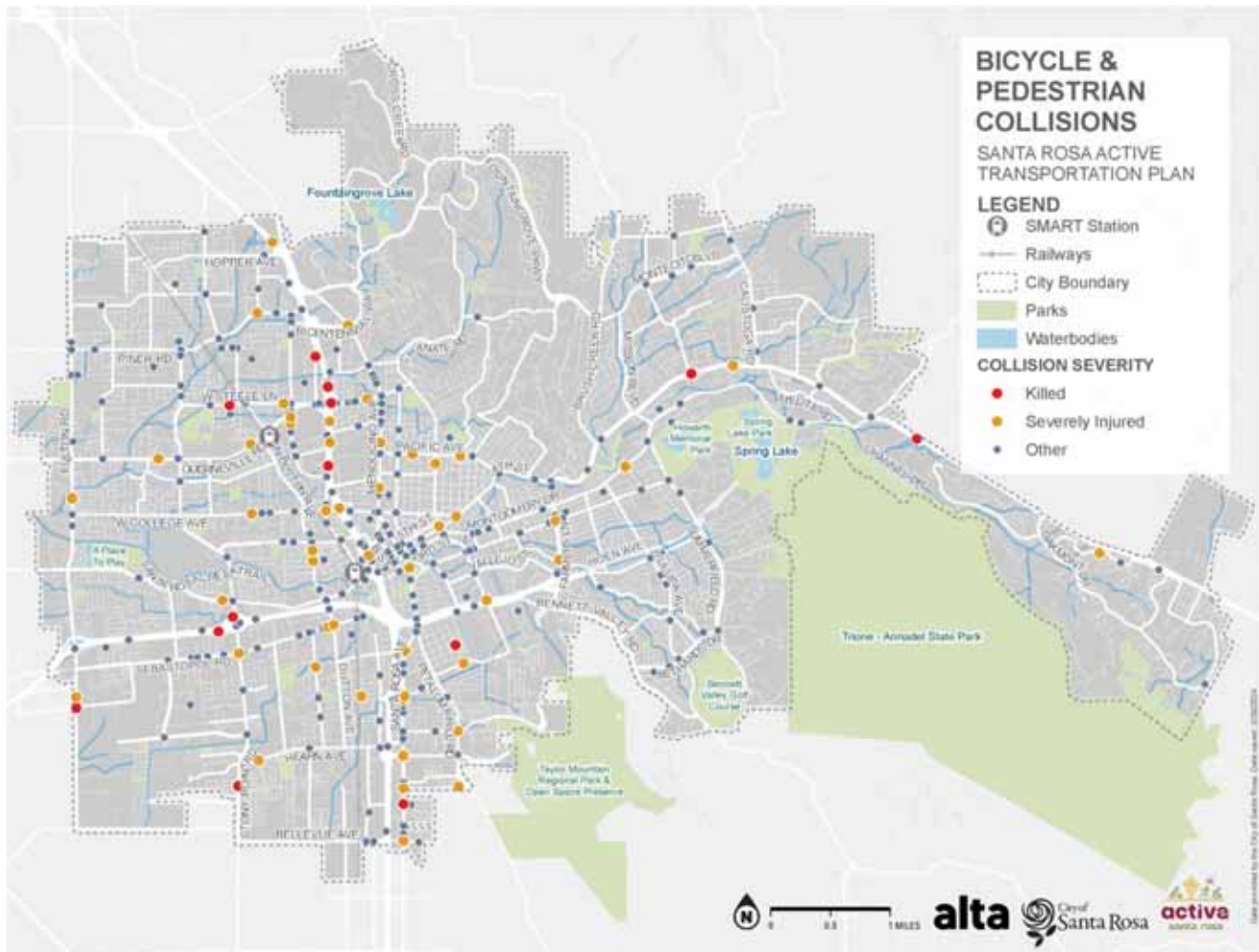


Figure 58. Bicycle and Pedestrian Collisions by Severity (2017–2021)

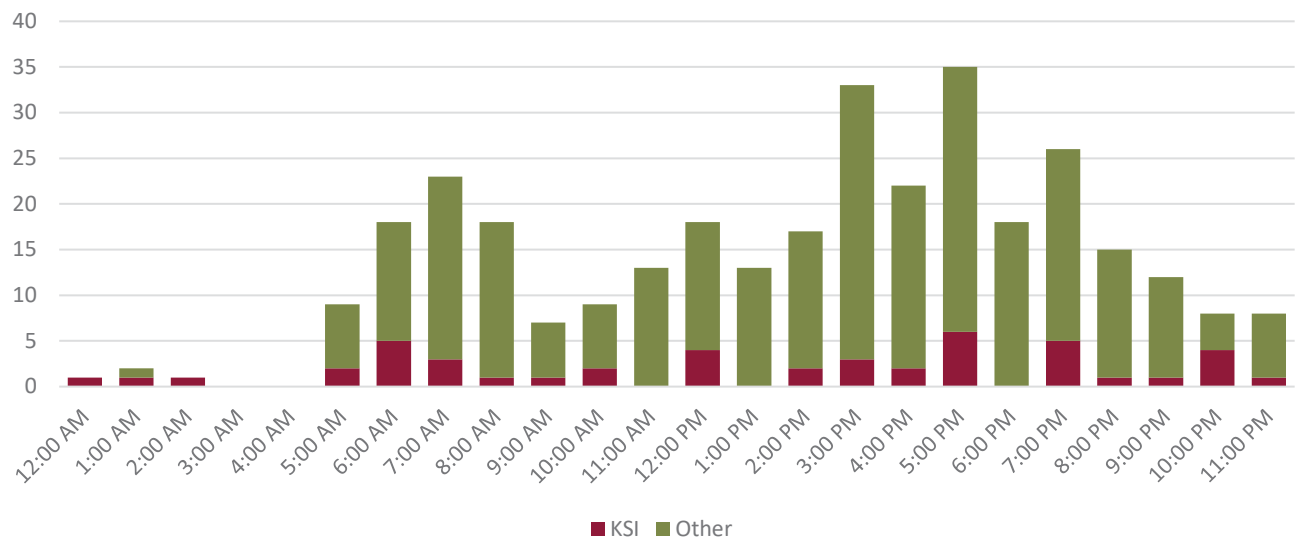


Figure 59. Bike and Pedestrian Collisions by Time of Day (Weekday)

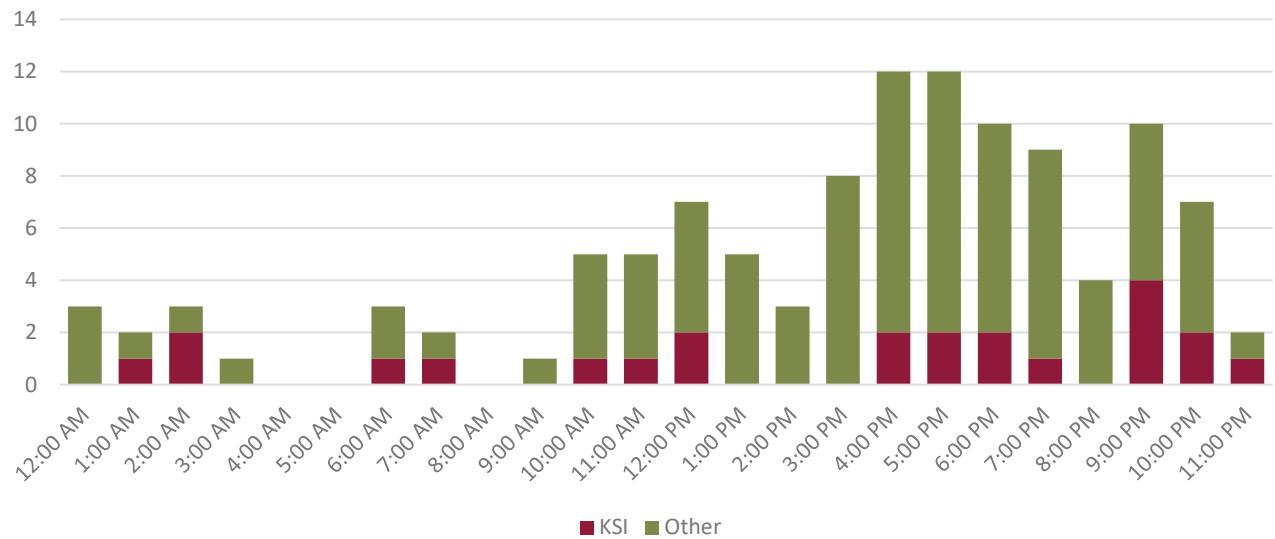


Figure 60. Bike and Pedestrian Collisions by Time of Day (Weekend)

Collisions by Type of Injury

Figure 61 shows the overall types of injuries experienced by people walking, biking, and rolling for the five-year period. As noted, more than half (53%) of collisions resulted in some form of visible injury while 16% resulted in KSI with 3% of those resulting in fatalities.

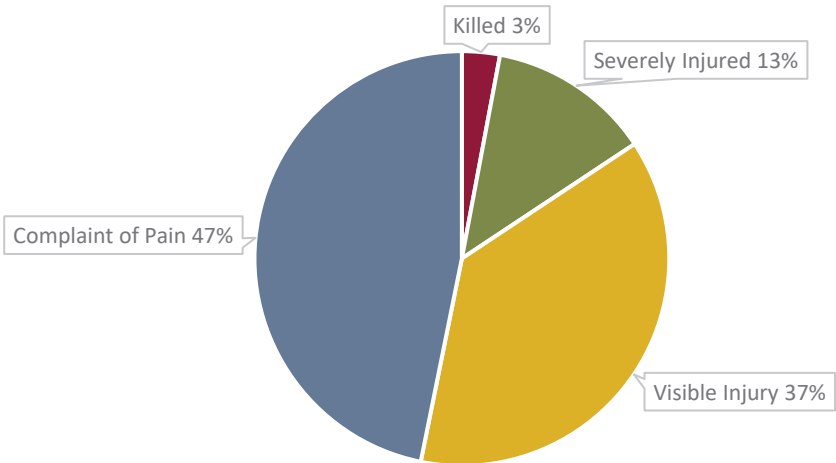


Figure 61. Collisions Involving People Walking and People Biking by Type of Injury (2017–2021)

Collision Hot Spots

From 2017 to 2021, bicyclist- and pedestrian-involved collisions in Santa Rosa were concentrated around commercial and educational land uses, and at intersections along major roadways as shown in Table 9.

Table 9. Top Intersections by Number of Collisions for People Walking and Biking (All Severities)

Intersection Name	Collisions Involving People Walking	Intersection Name	Collisions Involving People Biking
SR 12 and Stony Point Road	6	Guerneville Road and Range Avenue	4
Steele Lane and Highway 101	5	Sebastopol Road and Stony Point Road	3
College Avenue and Highway 101	4	Joe Rodota Trail and Stony Point Road	3
Sebastopol Road and Dutton Avenue	2	Steele Lane and Highway 101	3
Steven Gables Drive and Fulton Road	2	Colgan Avenue and Santa Rosa Avenue	2
Pacific Avenue and Mendocino Avenue	2	Milicent Way and Santa Rosa Avenue	2
Third Street and B Street	2	Fourth Street and Brookwood Avenue	2

The downtown area and the area surrounding the Santa Rosa Junior College and High School—specifically, Third Street, College Avenue, and Mendocino Avenue—were corridors experiencing a high number of bicyclist- and pedestrian-involved collisions between 2017 and 2021. Other corridors that accounted for a high number of bicycle and pedestrian-related collisions included: Santa Rosa Avenue, Mendocino Avenue, Guerneville Road, Steele Lane, Sebastopol Road, Third Street, Fulton Road, and S Wright Road. It is important to note that numerous severe-injury and fatal collisions (KSI) occurred at freeway on- and off-ramps. Bicyclist- and pedestrian-involved collisions that resulted in KSI primarily occurred where highways intersected with major arterials: Steele Lane/Highway 101, College Avenue/Highway 101, Hearn Avenue/Highway 101, and Stony Point Road/SR 12.

High-Injury Network

As part of the *Bicycle and Pedestrian Master Plan Update 2018*, the City identified six roadway segments as High-Injury Bicycle Corridors (**Table 10**) and 12 roadway segments as High-Injury Pedestrian Corridors (**Table 11**). These corridors were identified by the number of collisions resulting in severe-injury (KSI) collisions.

Table 10. Top Corridors by Number of KSI Collisions for People Biking (2018 plan)

Street	Segment Limits	KSI Collisions
Sebastopol Road	Mattson Road to Dutton Avenue	6
Mendocino Avenue	Elliot Avenue to 10 th Street	5
Guerneville Road/Steele Lane	Dutton Avenue to Rowe Drive	5
Stony Point Road	College Avenue to Campbell Drive	5
Santa Rosa Avenue	Petaluma Hill Road to Colgan Avenue	3
Montgomery Drive	Farmers Lane to Mission Boulevard	3

Table 11. Top Corridors by Number of KSI Collisions for People Walking (2018 plan)

Street	Segment Limits	KSI Collisions
Mendocino Avenue	McConnel Avenue to Fourth Street	9
Guerneville Road/Steele Lane	Coffey Lane to Mendocino Avenue	8
Stony Point Road	Glenbrook Drive to Sebastopol Road	5
Range Avenue	Bicentennial Way to Guerneville Road	5
College Avenue	Link Lane to Mendocino Avenue	5
Santa Rosa Avenue	Court Road to Bellevue Avenue	4
Fourth Street	Mendocino Avenue to College Avenue	4
Santa Rosa Avenue	Charles Street to Mill Street	3
Third Street	Gate Way to Stony Point Road	3
Piner Road	Bay Village Circle to Coffey Lane	3
Farmers Lane	Long Drive to Sonoma Avenue	3
Third Street	Highway 101 to E Street	3

The results from the updated collision analysis (2017–2021 data) indicated that many of the 2018 high-injury corridors continue to experience a high number of KSI collisions for people walking, biking, and rolling. **Table 12** provides the top eight corridors by number of KSI collisions for people walking, biking, and rolling during the 2017–2021 period. It is important to note that a number of these collisions occurred at on- and off-ramps for Highway 101 and SR 12 at Steele Lane, College Avenue, Stony Point Road, and Brookwood Avenue.

Table 12. Top Eight Corridors by Number of KSI Collisions for People Walking and Biking (2017–2021)

Corridor Segments	Segment Limits	Segment Length (Miles)	KSI Collisions
Santa Rosa Avenue	Highway 101 to Bellevue Avenue	2.0	9
Steele Lane	Coffey Lane to Mendocino Avenue	1.2	5
Sonoma Highway (SR 12)	Middle Rincon Road to Brand Road	2.6	4
Stony Point Road	West Third Street to Sebastopol Road	0.2	3
College Avenue	Clover Drive to Humboldt Street	2.0	3
Sebastopol Road	McMinn Avenue to Boyd Street	0.7	3
Sebastopol Road	Corporate Center Parkway to Hampton Way	2.0	3
Range Avenue	Edwards Avenue to Guerneville Road	0.3	2

The intersections experiencing the highest number of KSI collisions between 2017 and 2021 are shown in **Table 13**, which indicates that Steele Lane and Santa Rosa Avenue continue to be dangerous roadways. Overall, the 2017–2021 bicyclist- and pedestrian-involved collisions primarily occurred along the 2018 high-injury network and at on- and off-ramps for Highway 101 and SR 12.

Table 13. Top Intersections by Number of KSI Collisions for People Walking and Biking (2017–2021)

Intersection	KSI Collisions
Steele Lane and Highway 101	4
Santa Rosa Avenue and Baker Avenue	3
SR 12 and Middle Rincon Road	2
Sebastopol Road and Dutton Avenue	2

Collisions Involving People Walking

Time of Day

As noted in **Figure 62**, most pedestrian-involved collisions during weekdays occur within commuting hours (6-8 AM and 3-5 PM), which may imply that most of these collisions may involve people walking to and from work or school. On weekends (**Figure 63**), the highest number of pedestrian-involved collisions occur in the period between 5 PM and 9 PM. It is important to note that during the fall and winter months (October through February), this peak extends into darker portions of the night, which may explain the higher number of collisions and KSIs. These night-time collisions could be the result of many factors including a lack of pedestrian-scale lighting.

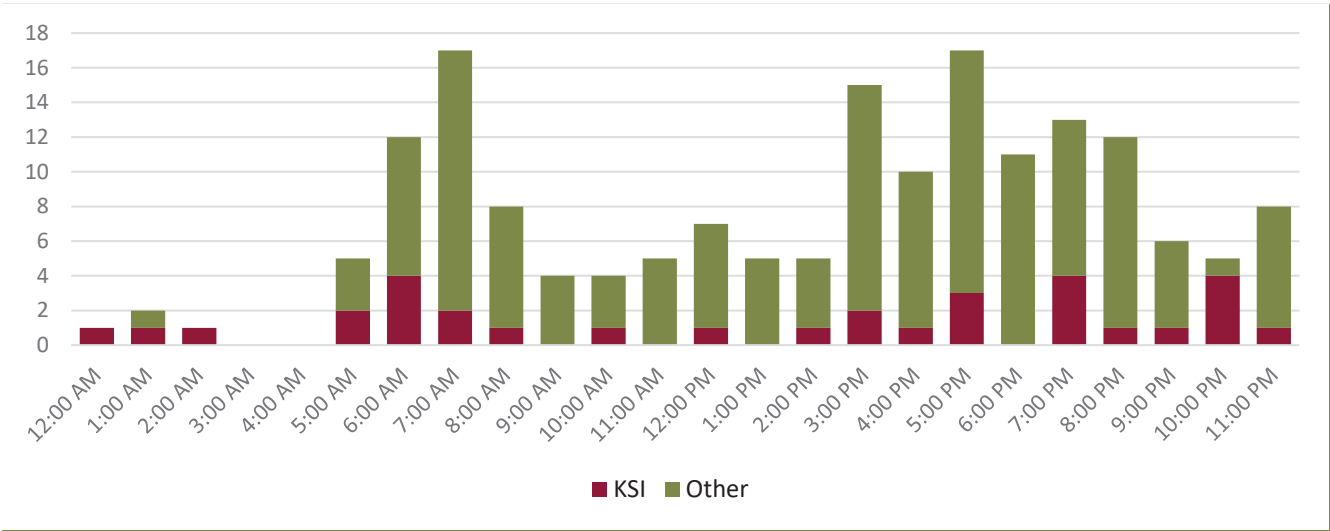


Figure 62. Collisions Involving People Walking by Time of Day (Weekday)

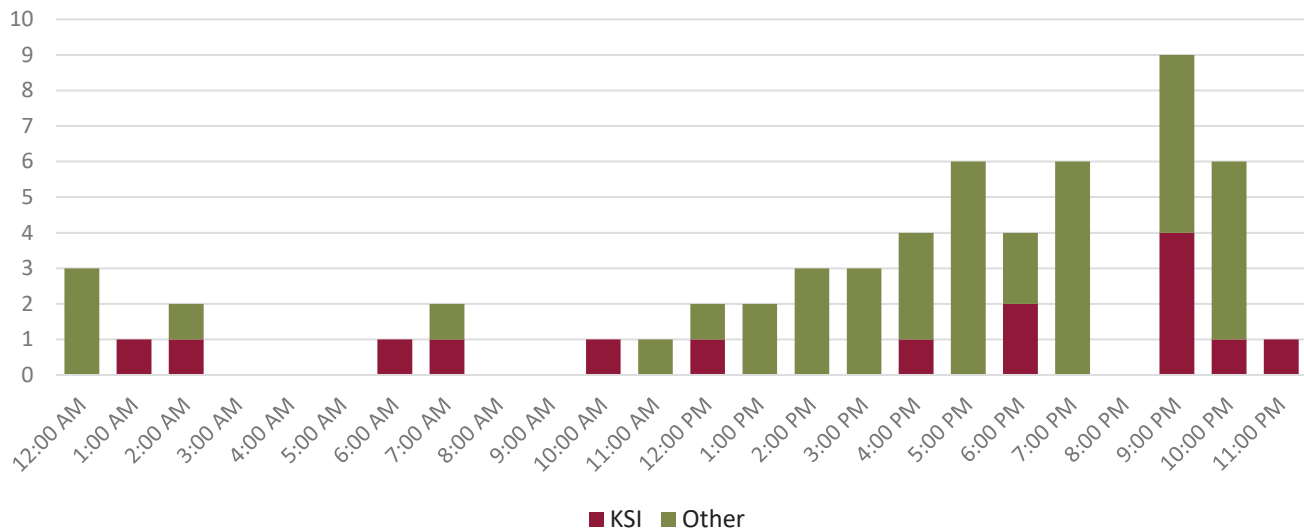


Figure 63. Collisions Involving People Walking by Time of Day (Weekend)

Type of Collisions

Figure 64 provides a visual summary of pedestrian collisions and aggregates the types by severity and posted speed limit of the roadway where the incident was registered. As noted, there were 226 people injured while walking with 20% of those resulting in a serious injury or death (KSI). Most pedestrian-involved collisions (62%) occurred along roadway segments, compared to 38% at intersections. Pedestrians were most often injured while crossing in crosswalks (57%), which was most severe on roadways with posted speed limits of 35 to 44 MPH. Roadway shoulders were the most dangerous places for pedestrians, especially along roadways with posted speed limits of 45 MPH or greater where 75% of all pedestrian-related collisions resulted in KSI. Although there were more collisions along lower-speed roadways, collisions that occurred along higher-speed roadways resulted in the most severe injuries.

Pedestrians walking along roadways may be an indication of existing gaps in the pedestrian network. Working to close these gaps may help address the numbers and severity of collisions. Additionally, improving the visibility of pedestrians (e.g., better lighting), implementing traffic-calming infrastructure, and enhancing pedestrian crossings (e.g., upgrading crossing to high-visibility crosswalks) can improve the safety of pedestrians crossing in the crosswalk.

Collision Severity Index

Using pedestrian collision data from 2017 to 2021, the pedestrian Collision Severity Index map (Figure 65) provides a summarized view of roadway segments that experienced the most severe pedestrian-related collisions. The segments with the most severe pedestrian-involved collisions included the following intersections:

- Cleveland Avenue
- West Steele Lane
- Santa Rosa Avenue

- Stony Point Road
- Sebastopol Road
- Portions of SR 12

Roadways in downtown between B Street through Brookwood Avenue and Fifth Street through Third Street were also highlighted as roadways experiencing severe pedestrian-involved collisions.

Similarly, the intersections that experienced the most severe pedestrian-involved collisions included:

- West Steele Lane and Highway 101
- Sebastopol Road and Dutton Avenue
- West Steele Lane and Range Avenue
- Stony Point Road and Hearn Avenue

It is important to highlight that many collisions occurred at on- and off-ramps for Highway 101 and SR 12 at Steele Lane, College Avenue, Stony Point Road, and Brookwood Avenue.

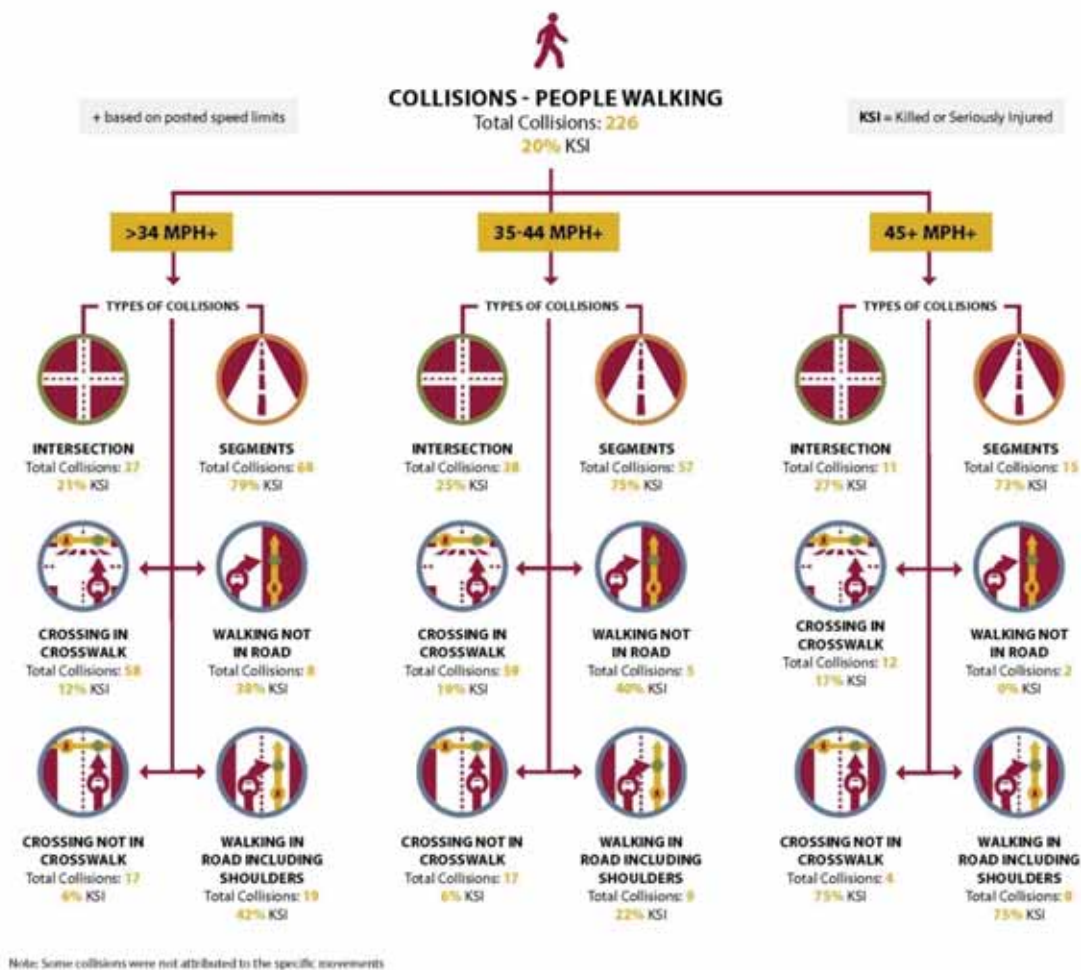


Figure 64. Collision Tree for People Walking

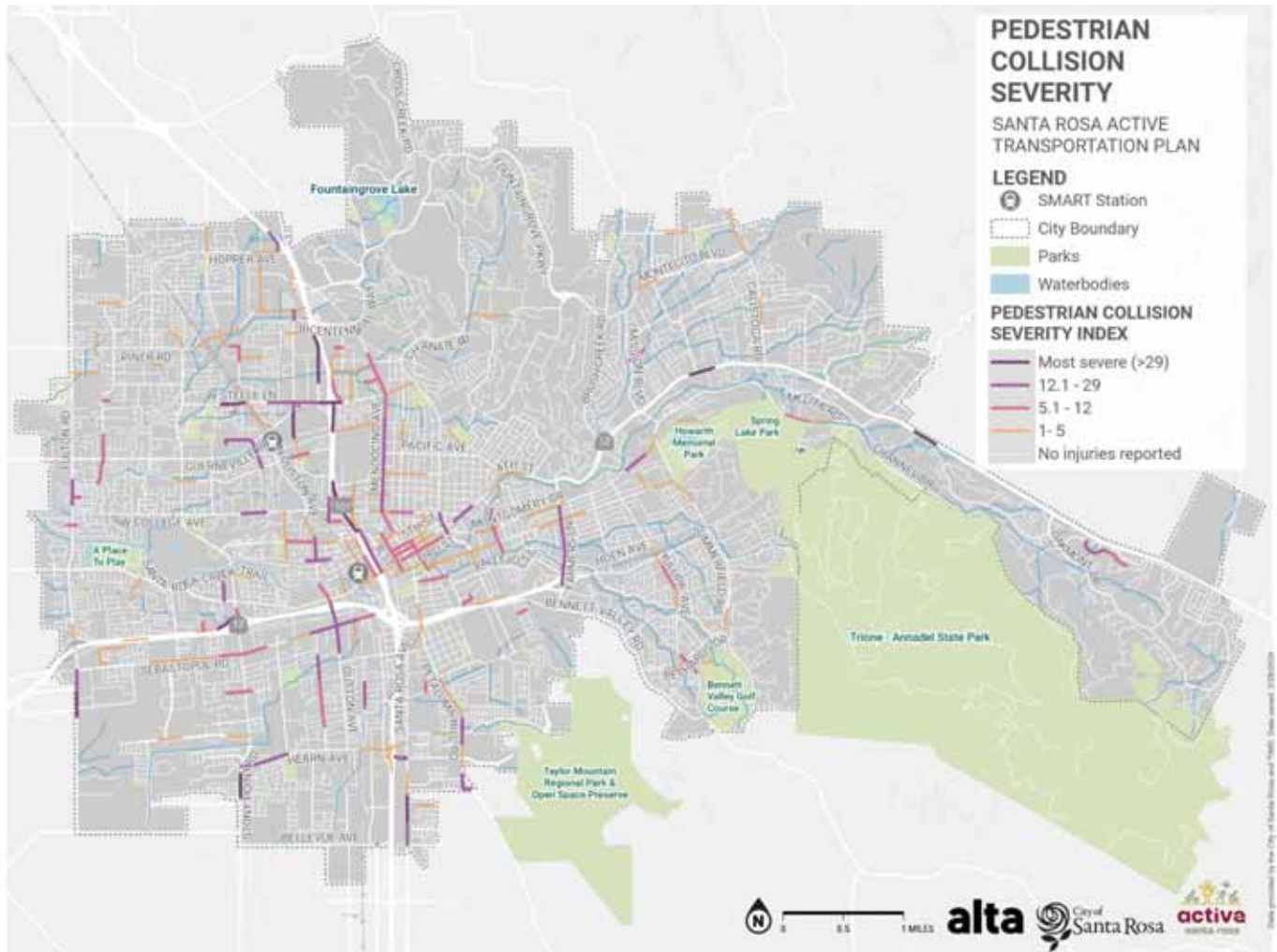


Figure 65. Pedestrian Collision Severity (2013-2021)

Collisions Involving People Biking

Time of Day

As noted in **Figure 66**, most bicyclist-involved collisions occur between the hours of 12 PM and 5 PM on weekdays. This peak coincides with peak lunch and afternoon commute hours. This period also registered most KSIs (50%) for people biking. Similarly, on weekends (**Figure 67**), there is also an afternoon peak from 4 PM to 6 PM. These weekend peaks may account for recreational bicyclists and visitors who may prefer to ride their bicycles after peak temperatures. These trends coincide with those of other similar jurisdictions where bicyclist-involved collisions during the weekdays primarily involve people commuting to work while collisions on the weekends primarily involve people enjoying recreational bike rides.

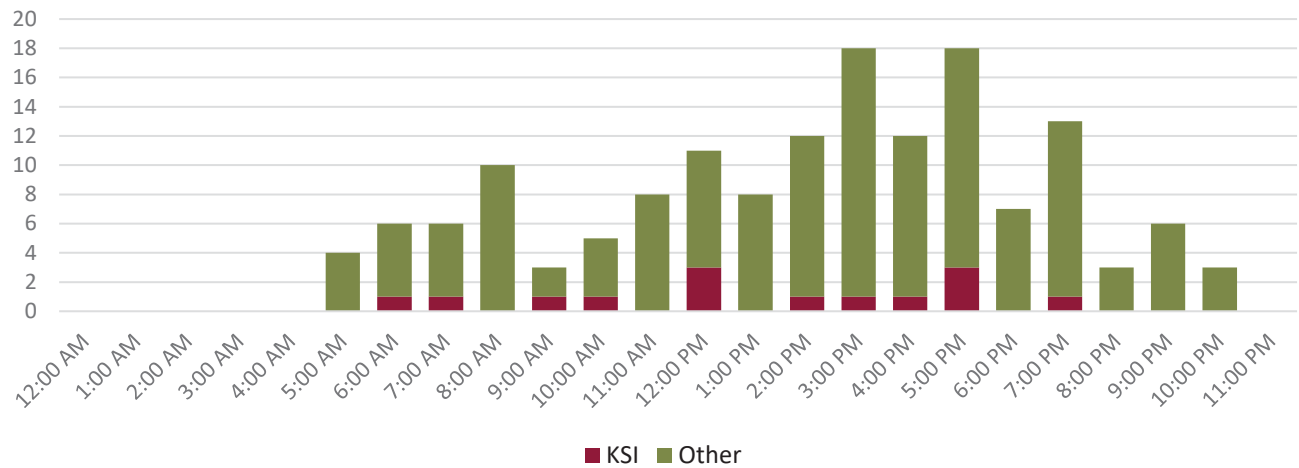


Figure 66. Collisions Involving People Biking by Time of Day (Weekday)

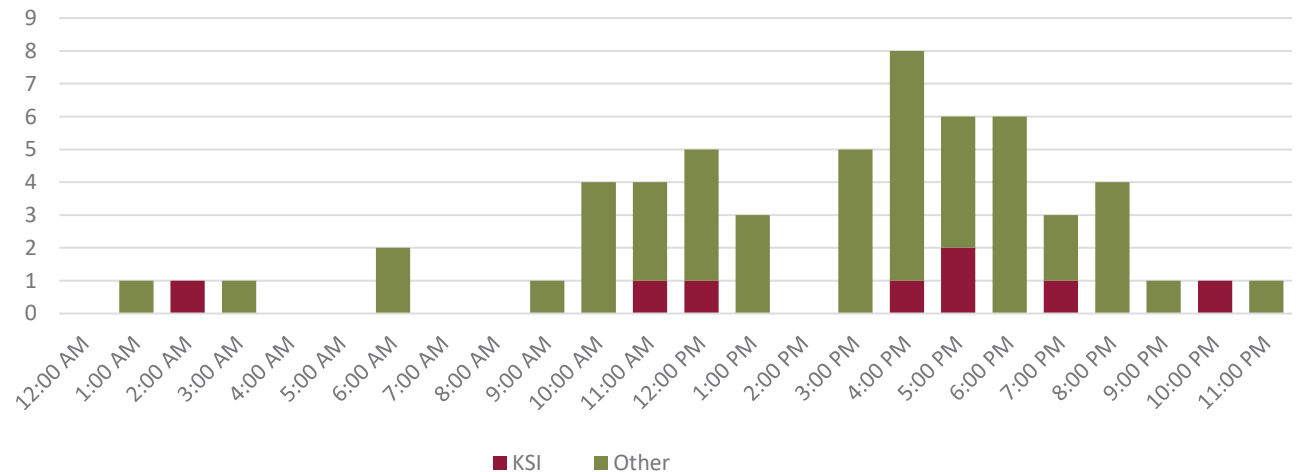


Figure 67. Collisions Involving People Biking by Time of Day (Weekend)

Type of Collisions

Figure 68 provides a visual summary of bicyclist-involved collision data and aggregates the various types of collisions by severity and speed limit of the roadway where the incident was registered. As noted, there were 210 people injured while biking with 10% of those ending seriously injured or killed (KSI). Over half (53%) of all bicyclist-involved collisions occurred along street segments, compared to 47% at intersections.

Bicyclist-involved collisions occurring along street segments resulted in more severe injuries along roadways with posted speed limits of 35 MPH or greater. The most common type of bicyclist-involved collisions included Angled Paths or broadside collisions which accounted for over 65% of all bicyclist-involved collisions. Of these, the grand majority of KSIs (75%) occurred along higher-speed roadways (45+ MPH posted speed limits).

It is important to note that while the majority of KSIs occurred along higher-speed roadways (45+ MPH posted speed limit), most collisions (53%) occurred at intersections or along roadway segments with posted speed limits under 35 MPH.

Increasing the separation between bicycles and motor vehicles can help improve safety for cyclists along higher-speed roadways. Additionally, improving intersection conditions for bikes and improving transitions between different types of bicycle facilities can help reduce the *Opposite Direction and Angled Path* collisions.

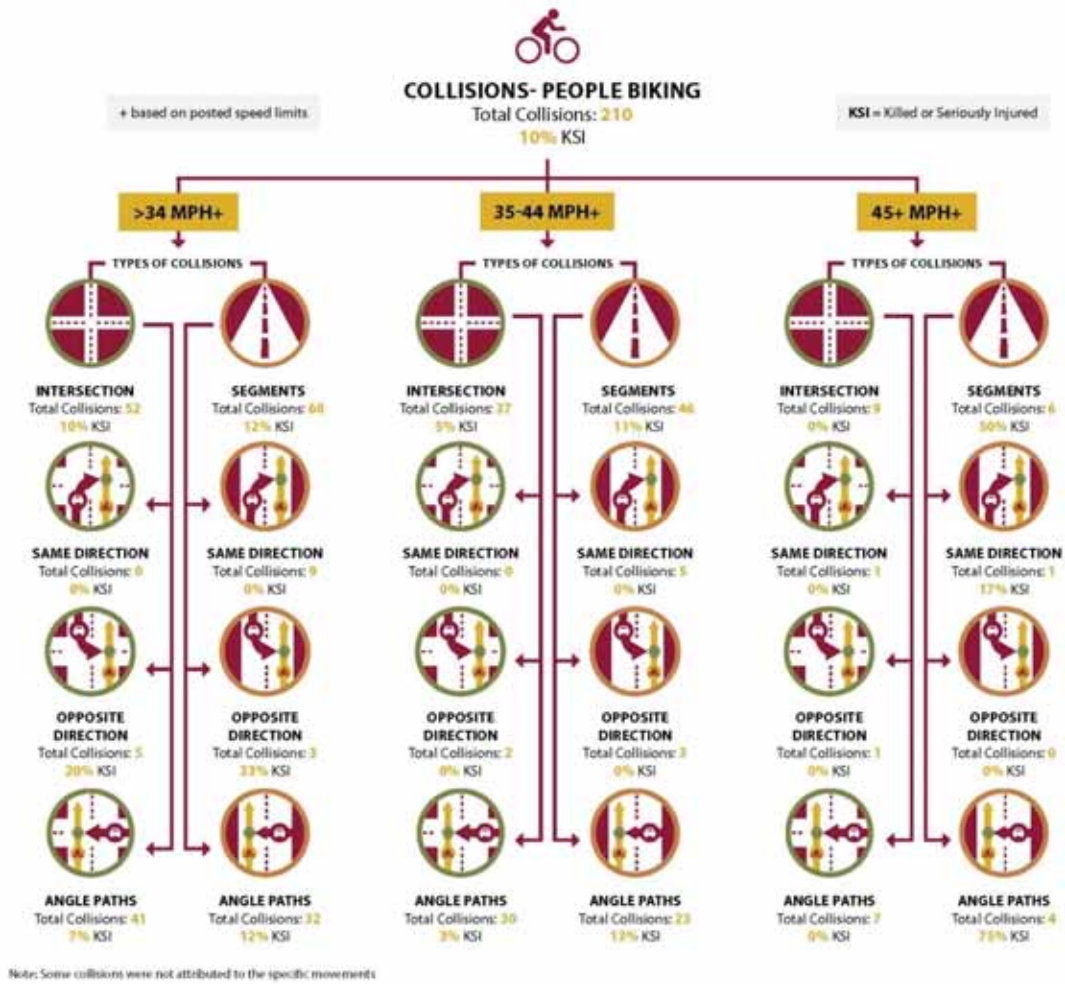


Figure 68. Collision Tree for People Biking

Collision Severity Index

Using bicycle collision data from 2017 – 2021, the bicycle Collision Severity Index map (**Figure 69**) analyzes roadway segments to understand which corridors, mile for mile, are experiencing the most severe bicyclist-involved collisions. The segments with the most severe bicyclist-involved collisions included:

- Santa Rosa Avenue
- Sebastopol Road
- Guerneville Road
- Cleveland Avenue

Similarly, the intersections with the most severe bicyclist-related collisions included the following:

- Sebastopol Road and Stony Point Road
- Colgan Avenue and Santa Rosa Avenue
- Guerneville Road and Mendocino Avenue

Similar to the results for pedestrian-involved collisions, roadways in downtown between B Street through Brookwood Avenue and Fifth Street through Third Street were also highlighted as roadways with a concentration of severe bicyclist-involved collisions.

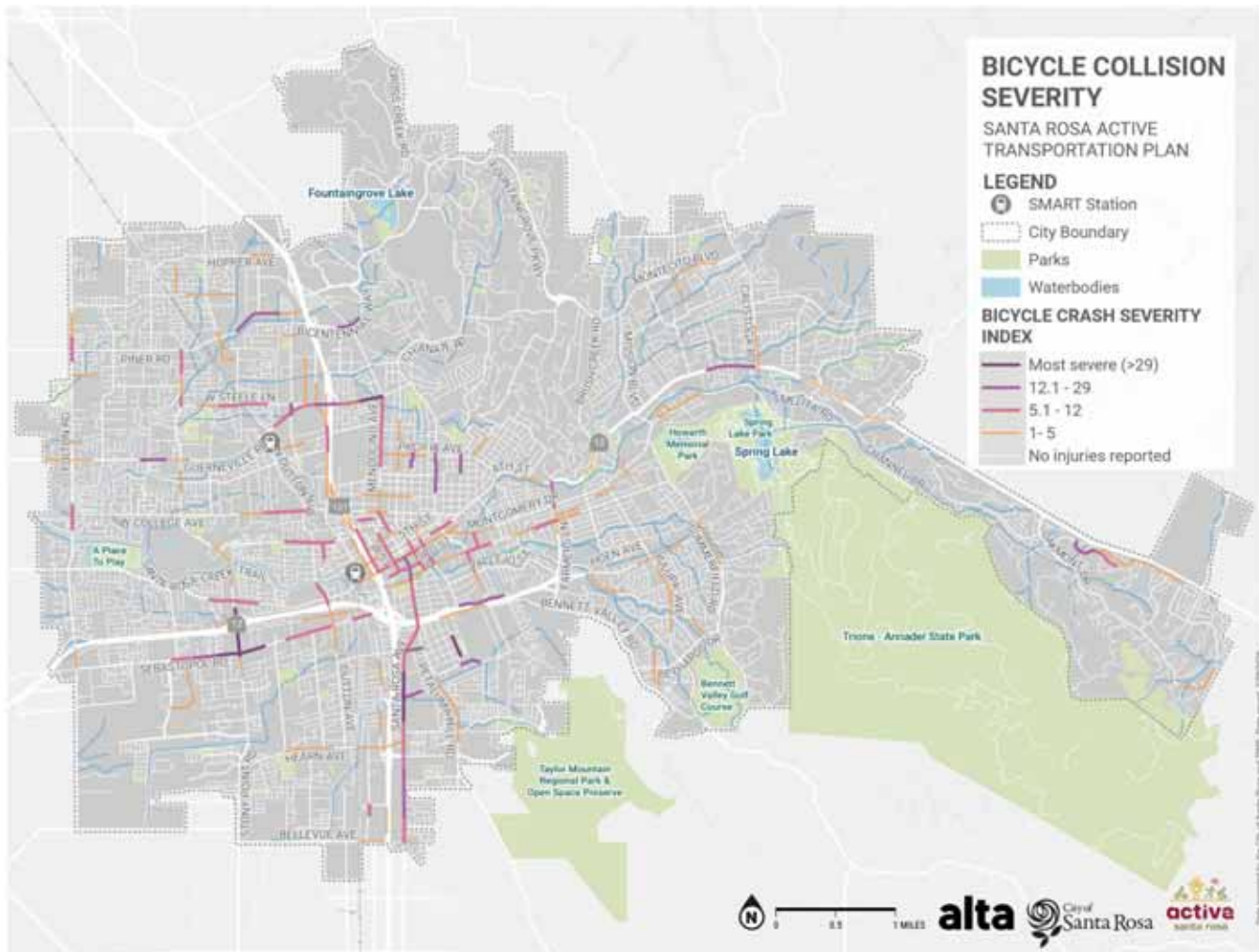


Figure 69. Bicycle Collision Severity (2013-2021)

Active-Trip Potential

Sustainable and active transportation is a key part of a climate strategy that involves reducing carbon emissions from transportation. Active modes often fill first- and last-mile gaps for transit trips and on their own may provide more flexibility for short trips that are not well-served by transit. Understanding demand for active transportation can help the City of Santa Rosa guide growth and development to support sustainable transportation by identifying areas where latent demand for active transportation may exist.

Active-trip potential measures the proportion of all trips that may reasonably be made by active modes—like walking, biking, rolling, or e-micromobility—in a particular area. As trip distance is an important factor in mode choice, for this analysis Alta made assumptions about reasonable distances for vehicle trips that could be replaced by walking, biking, rolling and e-micromobility, based on trip distances from the *2017 National Household Travel Survey*:

- Less than 1 mile – Walking
- 1 – 3 miles – Biking
- 3 – 5 miles – e-bikes or scooters

To this end, a neighborhood with high active-trip potential reflected a relatively larger percentage of trips beginning in that area that were under five miles. A neighborhood with lower active-trip potential reflected a greater percentage of longer trips beginning in that area. Areas of the city with a higher proportion of short trips are areas with the highest potential to convert vehicle trips to active trips. This analysis assumes that supportive infrastructure may encourage more people to convert short motor vehicle trips to active trips.

Alta completed this analysis using data from *Replica Places* in spring 2023. Alta accessed data on motor vehicle trips under five miles. This data is summarized to the origin block group. In addition, Alta accessed origin-destination data of vehicle trips under five miles to create the Flowmap (see below) of potential active-trip flows.

Key Findings

Alta created a [Flowmap](#) that visualizes potential active trips by origin-destination pair, represented as block group centroids. **Figure 70** shows a screenshot for reference. The Flowmap shows the volume of vehicle trips by origin and destination that are short enough to convert to active trips (under five miles). Thicker lines represent more trips between the origin and destination pair.

The analysis showed that there are particularly high numbers of short trips in and around the areas of Santa Rosa Junior College, Santa Rosa High School, Coddington Mall, and Franklin Park. There are also many short trips between the college and downtown Santa Rosa and between the Coddington Mall area and the Jennings Park area. The analysis also showed a high number of trips between the Coddington Mall area and the industrial and agricultural areas near Fulton and Woolsey outside of the city limits. These trips may be accommodated by active trips (i.e., walking, biking, or rolling) instead of by car.

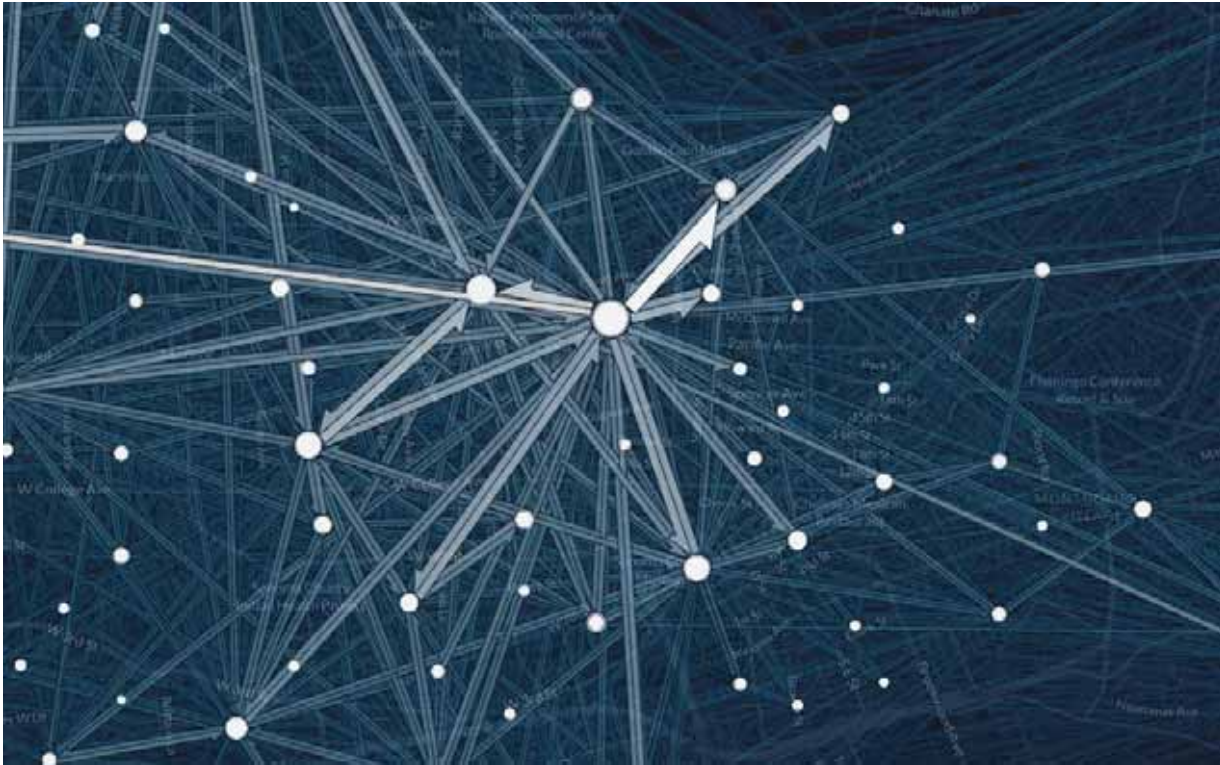


Figure 70. A screenshot of the Flowmap Developed for the City of Santa Rosa

Active-trip potential measures the proportion of all trips that are short enough (less than five miles) to be made by walking, biking, rolling or micromobility modes. Across Santa Rosa, 42% of vehicle trips that start, stop, or pass through the city are considered short enough to easily shift to active trips. As shown in **Figure 71**, areas of high active-trip potential are concentrated in central Santa Rosa, and active-trip potential steadily declines as the distance from downtown increases and destinations get farther apart. Active-trip potential for walking, biking, rolling, and e-bike/micromobility trips are shown in **Figure 72** through **Figure 74**. These areas of high active-trip potential indicate a potential need for more connected walking, biking, and rolling facilities, which would elevate the importance of any gap in those facilities in these locations.

The analysis also indicated that SR 12 and Highway 101 act as barriers to active-trip potential, with the area southeast of the interchange having lower active-trip potential despite relative proximity to downtown. This would be expected, as any trip crossing a freeway would likely be longer due to the limited crossing opportunities and longer distances between freeway exits.

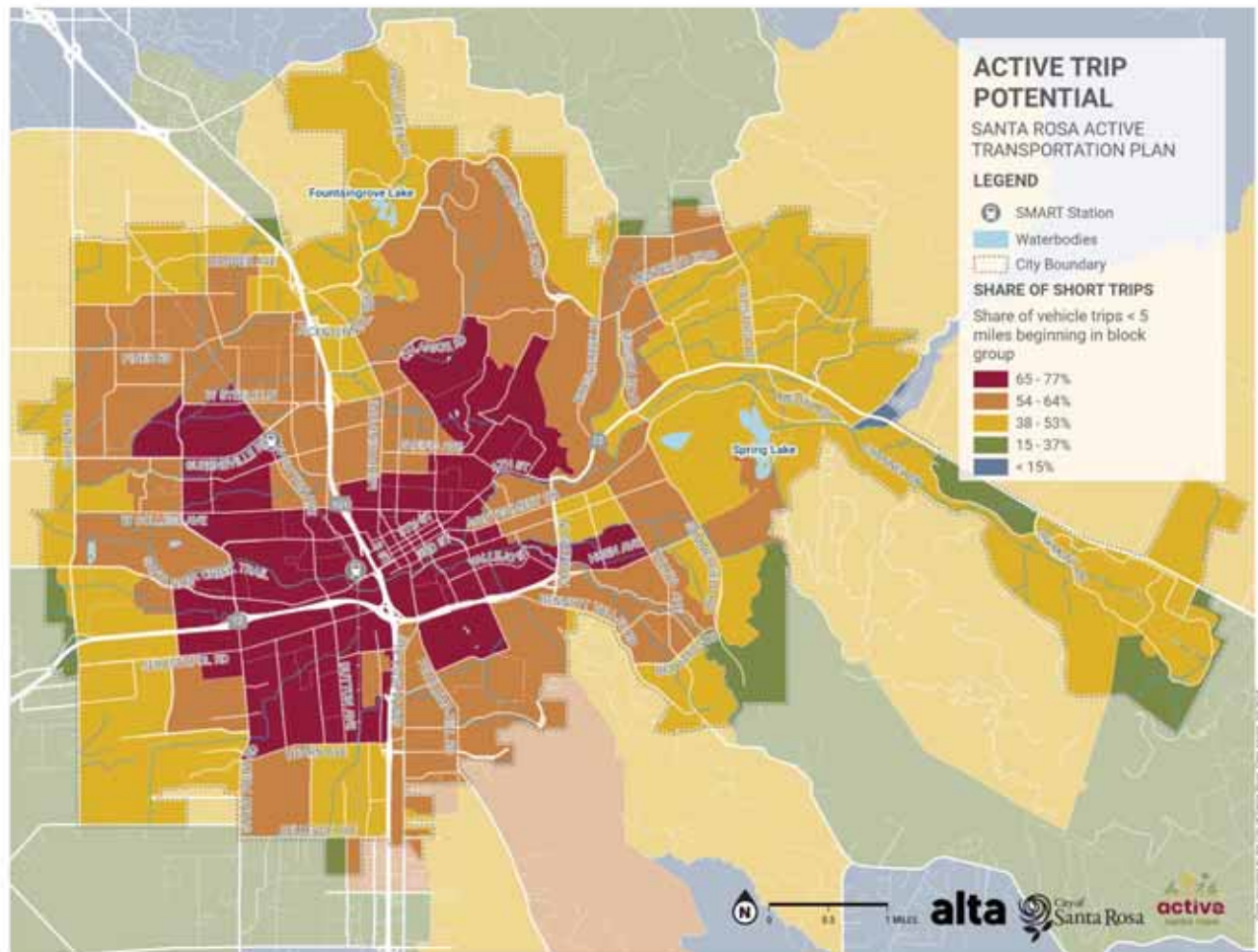


Figure 71. Active-Trip Potential



Figure 72. Bike Trip Potential

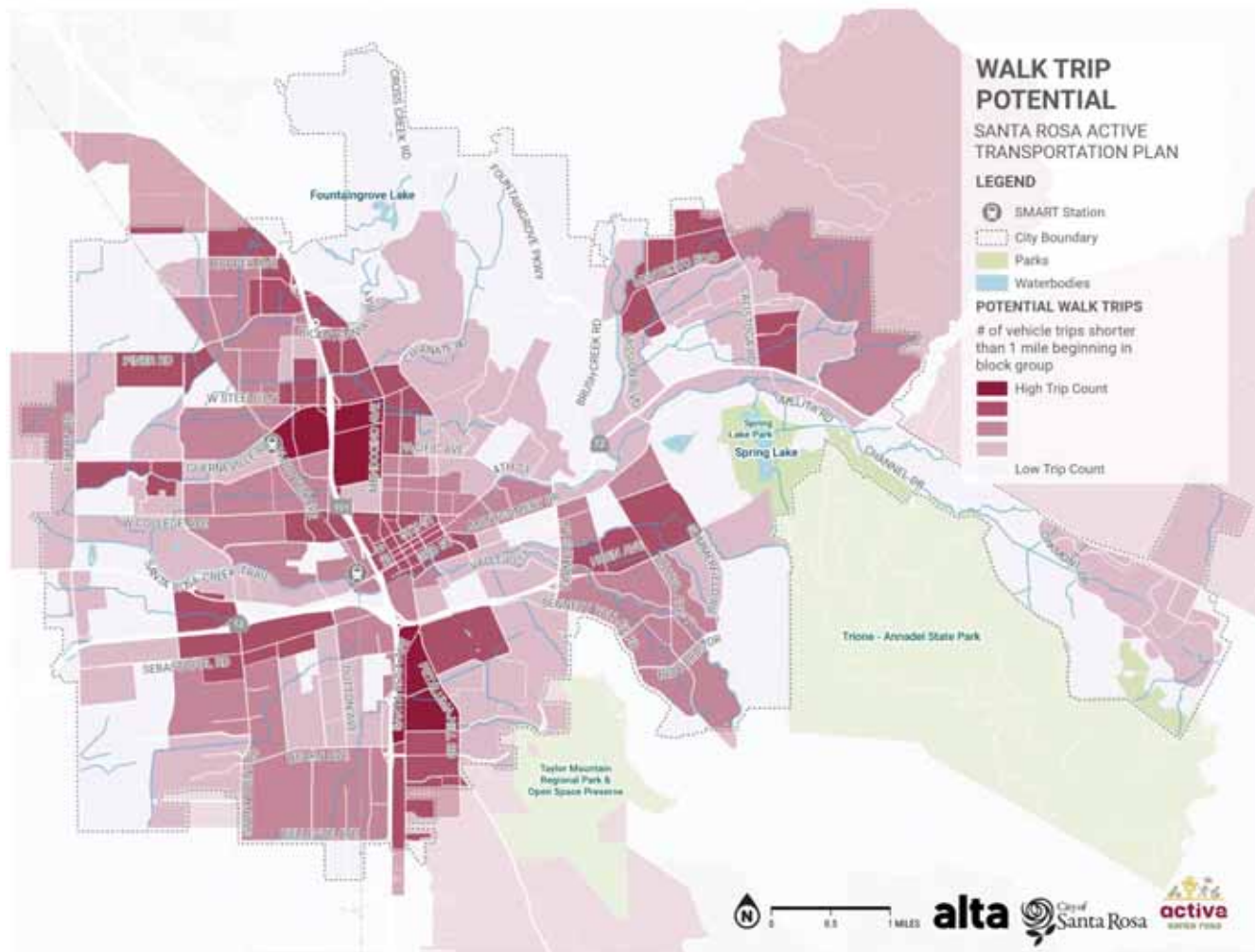


Figure 73. Walk-Trip Potential



Figure 74. E-Bike Trip Potential

Plan Review

This section summarizes local and regional plans, policies, and standards that impact active transportation in the City of Santa Rosa. These planning studies and reports were reviewed to gain a better understanding of existing conditions in Santa Rosa as they pertain to active transportation; how the City is moving forward in light of evolving policies at the federal, state, and regional levels; and the direction being taken by the City through its most recent initiatives. The plans and studies reviewed are listed in **Table 14**. Key takeaways from each of these plans are described in the following section, and a full document review is included in **Appendix A: Plan Review**.

Table 14. Plans Reviewed by Jurisdiction (organized by year)

Jurisdiction	Year	Plan
Local Plans		
City of Santa Rosa	2023	Draft General Plan 2050
City of Santa Rosa	2022	Local Road Safety Plan
City of Santa Rosa	2022	Santa Rosa Avenue Corridor Improvement
City of Santa Rosa	2021	Roseland Creek Community Plan
City of Santa Rosa	2021	Stony Point Road Corridor Study for Active Transportation Modes
City of Santa Rosa	2020	Downtown Station Area Specific Plan
City of Santa Rosa	2020	Community Empowerment Strategy
City of Santa Rosa	2018	Bicycle and Pedestrian Master Plan
City of Santa Rosa	2016	Roseland Area/Sebastopol Road Specific Plan
City of Santa Rosa	2015	Jennings Avenue Pedestrian and Bicycle Rail Crossing Final EIR
City of Santa Rosa	2014	Principles of Community Engagement
City of Santa Rosa	2013	Santa Rosa Citywide Creek Master Plan
City of Santa Rosa	2012	North Santa Rosa Station Area Specific Plan
City of Santa Rosa	2011	Streetlight Design Standards
City of Santa Rosa	2009	General Plan 2035
City of Santa Rosa	2008	Traffic Standards
City of Santa Rosa	2005	Public Storm Drain Standards
City of Santa Rosa	2004	Street Design and Construction Standards
City of Santa Rosa	2000	3575 Mendocino Avenue Project Sustainable Communities Environmental Assessment (SCEA)
City of Santa Rosa	1997	Park and Landscape Construction Standards
City of Santa Rosa	1979	Construction Specifications for Public Improvements
City of Santa Rosa	n/a	Spectrum of Community Engagement
Regional Plans		
Sonoma County	2022	Sonoma County Vision Zero Action Plan (SCTA and Sonoma County Health)
Caltrans	2021	Highway 101 Overcrossing ISMND and Fact Sheet

Key Findings

Since adoption of the 2018 Bicycle and Pedestrian Master Plan, the City of Santa Rosa has adopted and/or installed several projects that add new bicycle and pedestrian facilities, or which upgrade existing bicycle and pedestrian facilities to be more protected and comfortable. However, there are many projects in the 2018 Plan which have not been completed or which have been found to not be feasible due to concerns with right-of-way, lack of funding, or lack of community support.

The City has demonstrated a shift wherein projects and programs are being designed to help achieve the City's goals of increasing the use of active transportation and transit and reducing vehicle miles traveled (VMT) at the scale of citywide and neighborhood plans as well as the project level. The City can use the Active Transportation Plan process to outline a comprehensive and complete network of bicycle and pedestrian facilities that are built for all ages and abilities. The development of enhanced active transportation infrastructure is closely linked to land use plans, especially densification in the downtown area, SMART station areas, and along major transit corridors.

Further, the City is placing a growing emphasis on the engagement of local stakeholders, with a focus on the inclusion of disadvantaged communities to ensure that transportation improvements benefit all members of the community, especially those who rely on active and public transportation in their daily lives. While safety has long been a priority for the City, the adoption of Vision Zero principles highlights a fundamental shift toward providing facilities that offer greater protection from vehicle traffic for pedestrians and bicyclists.

Appendices

Appendix A: Plan Review

The following section includes a summary of the plans reviewed. Information for each plan is organized into individual tables for easy readability.

DRAFT General Plan 2050 (Santa Rosa Forward) (2023)

PLAN NAME		AGENCY	YEAR	COUNTY
DRAFT General Plan 2050 (Santa Rosa Forward)		City of Santa Rosa	2023	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
Developed as the update for Plan 2035, Santa Rosa Forward emphasizes a more efficient growth pattern designed to reduce vehicle miles traveled (VMT) with a multimodal transportation network to support the land use vision.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
To reduce VMT, Santa Rosa Forward promotes shifting short trips to non-vehicle transportation modes, including transit and active transportation. As a result, the Plan emphasizes the inclusion of facilities for these modes as part of incoming development projects, especially in high density areas where higher levels of usage would be anticipated. Use of these modes will also be incentivized through transportation demand management (TDM) programs.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	The bicycle and pedestrian recommendations are incorporated into the Circulation, Open Space, Conservation, and Greenhouse Gas Reduction Element as part of a system that de-emphasizes vehicle travel.			
Standards	N/A			
Policies	<p>The policies emphasize the establishment of an enhanced multimodal network that is supported by street design practices. Several policies are identified and supported by a set of actions.</p> <ul style="list-style-type: none">Policy 3-1.2: Promote land use, transportation demand management (TDM), and street design practices that reduce VMT and dependence on single occupancy vehicle trips.Policy 3-1.3: Improve infrastructure, sidewalk and bicycle linkages, and access to transit and active modes of transportation to better meet daily commuting needs and minimize VMT, especially in EPAs and Areas of Change.Policy 3-1.4: Reduce traffic volumes and speeds in neighborhoods.Policy 3-2.1: Plan, build, and maintain a safe, complete, continuous, convenient, and attractive pedestrian, bicycle, and multiuse trail network in Santa Rosa that is equitably accessible for all ages and abilities.			
Infrastructure	The recommendations from the 2018 Bicycle and Pedestrian Master Plan are identified.			
KEY TAKEAWAYS				
<ul style="list-style-type: none">The bicycle and pedestrian policies have been more closely integrated into the overall future vision for Santa Rosa's growth and development than in the previous General Plan. Santa Rosa Forward policies support a multimodal system through support for designated active transportation facilities, reduced vehicle speeds through residential areas, and viable non-vehicle transportation options.				

Local Road Safety Plan (2022)

PLAN NAME		AGENCY	YEAR	COUNTY
Local Road Safety Plan		City of Santa Rosa	2022	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
The LRSP presents recommendations to improve safety on the priority street segments as laid out in Santa Rosa’s Bike and Pedestrian Master Plan. The collision histories were analyzed, and safety concerns identified for each of the study segments. The LRSP includes recommendations to address the identified safety issues.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
With the exception of Cleveland Avenue and the Roseland Creek Trail, the study segments all include transit service.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	The LRSP focused on an analysis of key corridors identified in the <i>City of Santa Rosa Bicycle and Pedestrian Master Plan Update 2018</i> (BPMP). It describes the study segments and provides recommendations to improve safety along these segments as well as potential funding sources.			
Standards	The plan provides a list of the standards, guidelines, and designs considered to determine the best safety measures for each location.			
Policies	N/A			
Infrastructure	Priority street segments: <div><div>1.</div><div>Fourth Street from E street to Farmers Lane</div></div> <div><div>2.</div><div>Montgomery Drive from Alderbrook Drive to Hahman Drive</div></div> <div><div>3.</div><div>West College Avenue from Kowell Lane to Morgan Street</div></div> <div><div>4.</div><div>College Avenue from Morgan Street to Fourth Street</div></div> <div><div>5.</div><div>Stony Point Road from Third Street to Sebastopol Road</div></div> <div><div>6.</div><div>Roseland Creek Trail from Stony Point Road to Burbank Avenue</div></div> <div><div>7.</div><div>Dutton Avenue from College Avenue to Third Street</div></div> <div><div>8.</div><div>Cleveland Avenue from Industrial Drive to Guerneville Road</div></div>			
KEY TAKEAWAYS				
<div><div></div><div>The LRSP is closely tied to the City’s BPMP, as its study locations were identified through the development of BPMP priorities.</div></div>				

Santa Rosa Avenue Corridor Improvements (2022)

PLAN NAME		AGENCY	YEAR	COUNTY
Santa Rosa Avenue Corridor Improvements		City of Santa Rosa	2022	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
The project includes multimodal transportation improvements to the segment of Santa Rosa Avenue between Sonoma Avenue and Maple Avenue.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
Santa Rosa Avenue is served by CityBus and Sonoma County Transit routes, so roadway designs must account for bus operations.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	Santa Rosa Avenue is planned to have several pedestrian and bicycle improvements added while maintaining vehicle operations along the corridor.			
Standards	N/A			
Policies	N/A			
Infrastructure	<p>The project includes the following improvements:</p> <ul style="list-style-type: none">• Add mid-block pedestrian refuge islands at some intersections to allow two-stage crossing.• Add bulb-outs at most painted or unpainted crosswalks.• Add more streetlights for pedestrians.• Add benches along sidewalks.• Provide bike racks for cyclists along Santa Rosa Avenue.• Provide buffered bike lanes.• Use high-visibility green paint on bike lanes at vehicle conflict points such as intersections and driveways.• Update sidewalks and ramps to conform to ADA standards.• Add bike boxes at some minor street approaches.			
KEY TAKEAWAYS				
<ul style="list-style-type: none">• Example of pedestrian and bicycle enhancements along a high-volume commercial corridor.				

Roseland Creek Community Plan (2021)

PLAN NAME		AGENCY	YEAR	COUNTY
Roseland Creek Community Plan		City of Santa Rosa	2021	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
A detailed one-page document illustrating the components of the Roseland Creek Park plan area, including trails and connections to paths and active transportation facilities adjacent to the park.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
N/A				
PLAN/ REPORT RECOMMENDATIONS				

Overall	One-page illustrated map
Standards	N/A
Policies	N/A
Infrastructure	Multiuse trails proposed along the south creek bank with connections to the west to Burbank Avenue and to the east and northeast to McMinn Avenue that includes a new pedestrian bridge over the creek.
KEY TAKEAWAYS	
<ul style="list-style-type: none"> A multiuse trail is proposed along the south bank of the creek connecting to the west, east, and northeast. Refers to the Santa Rosa Citywide Creek Master Plan for more information regarding this park plan. 	

Stony Point Road Corridor Study for Active Transportation Modes (2021)

PLAN NAME	AGENCY	YEAR	COUNTY
Stony Point Road Corridor Study for Active Transportation Modes	City of Santa Rosa	2021	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			
The need for this corridor study was identified as a priority in the 2018 BPMP due to its inclusion in both the city’s pedestrian and bicycle HINs. The study segment extends from West Third Street to Sebastopol Road, a length of just under one-half mile. Stony Point Road is an important route for accessing SR 12, several shopping centers, and the Roseland neighborhood. The street has four travel lanes and bike lanes, and the study area includes a crossing of the Joe Rodota Trail, a major regional multiuse path. The segment of Stony Point Road that crosses SR 12 is under Caltrans jurisdiction, and District 4 staff was consulted regarding the proposed design. An extensive community engagement effort was conducted, including two workshops and two surveys that generated nearly 600 responses.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
Proposed Class IV facilities would need to account for bus stop access along Stony Point Road.			
PLAN/ REPORT RECOMMENDATIONS			
Overall	A primary goal of the project was to provide increased separation between bicyclists and vehicle traffic and reduce conflicts at intersections between turning vehicles and pedestrians and bicyclists. The report includes concept plans for the proposed bicycle and pedestrian infrastructure improvements.		
Standards	N/A		
Policies	N/A		
Infrastructure	<ul style="list-style-type: none">• Class IV facilities from West Third Street to Sebastopol Road.• Realign the intersection of Stony Point Road at SR 12 eastbound ramps to eliminate pork chop island and facilitate crossing for Joe Rodota Trail users.• Explore a potential multiuse path along the west side of Stony Point Road from the SR 12 eastbound ramps to Sebastopol Road.• Install raised crosswalks or Rectangular Rapid Flashing Beacons (RRFBs) at the entrance to the SR 12 West on-ramps.• Provide enhanced bike lane striping to establish a clear path of travel for bicyclists through intersections.		
KEY TAKEAWAYS			
<ul style="list-style-type: none">• The proposed infrastructure improvements would address pedestrian and bicyclist safety concerns along Stony Point Road, which was included in the high-injury network for bother user groups in the 2018 BPMP Update.			

- The recommended improvements would improve access to numerous commercial sites and schools as well as enhance safety along the regional Joe Rodota Trail.
- Improvements would provide substantial benefits to residents of an Equity Priority Community.

Downtown Station Area Specific Plan (2020)

PLAN NAME		AGENCY	YEAR	COUNTY
Downtown Station Area Specific Plan		City of Santa Rosa	2020	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
<p>The Downtown Station Area Specific Plan (DSASP) covers approximately 720 acres surrounding the Downtown SMART Station. The plan area is bounded by College Avenue to the north, Brookwood Avenue to the east, Sebastopol Road and State Route (SR) 12 to the south, and Dutton Avenue and Imwalle Gardens to the west. Included in the Downtown Station Area are Courthouse Square, the city's central business district and an important regional jobs center, Santa Rosa Plaza, Sonoma County's largest retail shopping destination, as well as other established neighborhoods, including Railroad Square, Maxwell Court, the Santa Rosa Arts District (SOFA), and several residential neighborhoods. The area is designated as a PDA.</p>				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
<p>Higher intensity development focused on the vicinity of SMART station, Transit Center, and corridors with bus headways of 15 minutes or less.</p>				
PLAN/ REPORT RECOMMENDATIONS				
Overall	<p>The Santa Rosa DSASP builds on the 2018 BPMP Update and seeks to guide the intensification of an energetic commercial enterprise and innovative cultural center with a strong sense of place, enhanced connectivity, and increased residential and social options. The DSASP envisions a vibrant urban core centered around Courthouse Square and a network of pedestrian-friendly mixed-use village centers, each with its own character. To make this vision a reality, the DSASP offers strategies designed to remove barriers to development, meet the community's housing and job needs, foster vibrant civic spaces, and enhance local quality of life.</p>			
Standards	<p>Design guidelines and standards are included in the plan document.</p>			
Policies	<p>Policies relevant to active transportation include:</p> <ul style="list-style-type: none"> • Provide a well-connected street grid that optimizes multimodal access, connectivity, and safety for all users. • Provide a comfortable, convenient bicycle and pedestrian network that is a viable, attractive alternative to the automobile. • Strengthen east-west connections and links between Old Courthouse Square and Railroad Square. 			
Infrastructure	<p>Map MOB-3 shows the existing and proposed bicycle and pedestrian network within the Specific Plan area and includes Classes I, II, III, and IV plus trail access points and trail bridges. Figure MOB-4 shows planned pedestrian improvements and connections.</p>			
	<p>Proposed bicycle facilities include the following:</p> <ul style="list-style-type: none"> • Class I: SMART trail gaps, Santa Rosa Creek. • Class II: College Avenue, Third Street, Cleveland Avenue, Railroad Street, Olive Street, Sebastopol Avenue, Sebastopol Road, Davis Street, B Street, First Street, Second Street, E Street, Brookwood Avenue, and a new street near the SMART station. • Class III: Seventh Street, Cherry Street, Sixth Street, Lincoln Street, Ripley Street, Morgan Street, Mendocino Avenue, D Street, Wilson Street. 			

KEY TAKEAWAYS

- While the downtown area consists of a high-density, mixed-use land use pattern, connectivity and safety improvements are needed.
- The successful implementation of the plan hinges on the coordination between the intensification of land uses and the development of infrastructure that supports the use of non-vehicle transportation modes.

Community Empowerment Strategy (2020)

PLAN NAME		AGENCY	YEAR	COUNTY
Community Empowerment Strategy		City of Santa Rosa Police Department	2020	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
Part of an effort undertaken by the Santa Rosa Police Department in response to local protests and community dialogue following the murder of George Floyd in 2020, the strategy was developed as part of a <i>Community Empowerment Plan</i> . The strategy includes a vision, goals, and objectives intended to improve the relationship between the Police Department and local residents, especially Black, Latino, and indigenous communities.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
N/A				
PLAN/ REPORT RECOMMENDATIONS				
Overall	Vision: “There is a trusting, open relationship of respect between the Santa Rosa Police Department and the community, and space for ongoing, inclusive, constructive dialogue is available. The following three goals were established to achieve this vision: <div><div>1.</div><div>Increase constructive and inclusive dialogue between leaders from Black, indigenous, and Latino communities in Santa Rosa and Sonoma County.</div><div>2.</div><div>Provide the community with opportunities to review and provide input on the Santa Rosa Police Department’s use of force and community policing policies.</div><div>3.</div><div>Establish a feedback loop to gauge the effectiveness of efforts within and in the community and among City staff.</div></div>			
Standards	N/A			
Policies	N/A			
Infrastructure	N/A			
KEY TAKEAWAYS				
<div><div></div><div>The Strategy was intended as a long-term, ongoing effort to enhance the relationship between law enforcement and residents, with some specific actions identified to help achieve that long-term vision.</div></div>				

Santa Rosa Bicycle and Pedestrian Master Plan (2018)

PLAN NAME	AGENCY	YEAR	COUNTY
Santa Rosa Bicycle and Pedestrian Master Plan	City of Santa Rosa	2018	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			
The BPMP provided a vision and specific steps to create safer and more comfortable conditions for people to walk and bike in Santa Rosa. The Plan was built on an assessment of existing conditions, included an extensive outreach component, and was designed to support the City's General Plan and other policies.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
Transit is discussed as closely linked to the use of active transportation, including first-mile/last mile improvements and the provision of transit stop amenities. To implement improvements, coordination is required between the City and transit service providers, including Santa Rosa CityBus, Sonoma County Transit, SMART, and Golden Gate Transit. The combined use of bikes and transit was also addressed, including racks on buses, bike storage on train cars, and bike parking at rail stations.			
PLAN/ REPORT RECOMMENDATIONS			
Overall	Infrastructure project recommendations were provided for locations throughout the City and were prioritized based on numerous factors, including safety and equity. Noninfrastructure components were recommended to enhance safe bicycling and walking and encourage increased use of these modes.		
Standards	The BPMP included bicycle and pedestrian facility guidelines regarding the selection, appropriate application, and design of facilities.		
Policies	<ul style="list-style-type: none"> • Policy 1: Integrate bicycle and pedestrian network and facility needs into all city planning documents and capital improvement projects. • Policy 2: Coordinate with other agencies and stakeholders to incorporate Santa Rosa Bicycle and Pedestrian Plan Update 2018 elements. • Policy 3: Design a Low Stress Bikeway Network suitable for the “Interested but Concerned,” to include people of all ages and ability levels riding bicycles. • Policy 4: Design a connected, convenient, and comfortable pedestrian network to serve people of all ages and abilities. • Policy 5: Design accessible, comfortable, and continuous off-street paths that contribute to the framework of Santa Rosa’s active transportation network. • Policy 6: Develop an easy to read, unified, and comprehensive wayfinding system for bicyclists, pedestrians, and trail users. • Policy 7: Leverage existing funding to maximize project delivery. • Policy 8: Continue and enhance the City’s annual commitment of local funds for bicycle and pedestrian project implementation. • Policy 9: Construct projects within the Plan Update 2018 utilizing all available internal and external resources. • Policy 10: Ensure that bicyclists and pedestrians have accommodation in work zones. • Policy 11: Maintain designated facilities to be comfortable and free of hazards to bicycling and walking. • Policy 12: Maintain bicycle parking. • Policy 13: Educate pedestrians, bicyclists, motorists, and the public about roadway safety and the benefits of bicycling and walking. • Policy 14: Encourage Santa Rosa Public Schools to participate in the Safe Routes to School program. 		

	<ul style="list-style-type: none"> • Policy 15: Support police enforcement activities targeted at both bicyclists and motorists that educate and reinforce proper and safe behaviors. • Policy 16: Increase bicycling and walking through targeted marketing and promotion. • Policy 17: Measure bicycling and walking activity through an annual count program. • Policy 18: Report annually on the implementation of this Plan Update 2018.
Infrastructure	<p>Bicycle projects:</p> <ul style="list-style-type: none"> • 39 miles Class I • 49 miles Class II • 2 miles buffered Class II • 35 miles Class III • 3 miles bicycle boulevards • 2 miles Class IV <p>Pedestrian projects</p> <ul style="list-style-type: none"> • 70 crossing projects • 21 miles of sidewalk • Study corridors • 11 priority corridors <p>Citywide projects</p> <ul style="list-style-type: none"> • Bicycle parking • Wayfinding • Pedestrian scale lighting • Street furniture
KEY TAKEAWAYS	
<ul style="list-style-type: none"> • The BPMP represents a comprehensive approach to addressing the needs of pedestrians and bicyclists, including infrastructure, policy changes, educational and promotional campaigns, enforcement efforts, and an evaluation component to track progress in achieving the City's goals. 	

Roseland Area/Sebastopol Road Specific Plan (2016)

PLAN NAME	AGENCY	YEAR	COUNTY
Roseland Area/Sebastopol Road Specific Plan	City of Santa Rosa	2016	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			
<p>This plan was developed to support the goals, policies, and priorities identified in Santa Rosa General Plan 2035. The plan area is located in southwest Santa Rosa and is generally bounded by SR 12 to the north, Bellevue Avenue to the south, Highway 101 to the east, and Stony Point Road to the west. It includes the Roseland PDA and part of the Sebastopol Road PDA.</p>			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
<p>A focus of the plan is to provide improved pedestrian and bicycle access to various land uses as well as transit services. The plan area includes the Southside Bus Transfer Center. At the times the plan was developed, 15-minute service for CityBus routes was planned along Sebastopol Road.</p>			
PLAN/ REPORT RECOMMENDATIONS			
Overall	<p>The purpose of this Specific Plan is to support a unified, vital, healthy, and livable Roseland community. The area's designation as a Priority Development Area supports walkable, bikeable, and transit-rich neighborhoods by increasing the number and proximity of residents to amenities, schools, parks, and jobs. The plan aims to do this by improving connectivity, concentrating areas of activity, and enhancing</p>		

	the physical environment. The Specific Plan is intended to guide private development and public investment over the next 20 to 25 years.
Standards	N/A
Policies	<ul style="list-style-type: none"> Engage plan area residents, property owners, and business owners to envision and plan for their community in the future through an innovative community engagement strategy. Establish a land use and policy framework to guide future development in the area toward transit-supportive land uses. Improve connections, particularly for walking, biking and rolling, to the Southside Bus Transfer Center, to the Santa Rosa Downtown Station, and to Sebastopol Road, the main commercial area within the plan area.
Infrastructure	<ul style="list-style-type: none"> Improvements to the pedestrian and bicycle network include continuous sidewalks, enhanced crossings at intersections, street lighting, and new pedestrian and bicycle routes. A key priority is to complete sidewalks in areas where gaps exist, where the City owns the right-of-way, and where completing the sidewalk will have the greatest benefit, such as near schools, parks, or services. <p>New bicycle facilities proposed.</p> <ul style="list-style-type: none"> Class 1: Colgan Creek, Bellevue Avenue, Roseland Creek, SMART trail, Dutton Avenue, Rain Dance Way. Class II: Stony Point Road, Burbank Avenue, West Avenue, Dutton Avenue, Dutton Meadow, Sebastopol Avenue, Barham Avenue, Hearn Avenue, Northpoint Parkway, Bellevue Avenue. Class III: Liscum Street, Old Stony Point Road, Lazzini Avenue, Comalli Street, Hughes Avenue, Roseland Avenue, McMinn Avenue, Delport Avenue, South Avenue, Earle Street, Leo Drive, Baker Avenue, Blacksmith Way, Tuxhorn Drive, Pebblecreek Drive, Burgess Drive, Olive Street, Corby Avenue, Dowd Drive. <p>The Hearn Avenue overcrossing across Highway 101 was identified as a priority.</p>
KEY TAKEAWAYS	
<ul style="list-style-type: none"> The plan would guide land development and transportation investments to encourage use of non-vehicle transportation modes. Elimination of facility gaps and construction of active transportation linkages was identified as a priority. 	

Jennings Avenue Pedestrian and Bicycle Rail Crossing Final EIR (2015)

PLAN NAME	AGENCY	YEAR	COUNTY
Jennings Avenue Pedestrian and Bicycle Rail Crossing Final EIR	City of Santa Rosa	2015	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			
This document analyzes options for establishing a crossing for pedestrians and bicyclists along Jennings Avenue, across the SMART rail line. Without the implementation of the project, the nearest at-grade crossings would be at Guerneville Road to the north and College Avenue to the south, which could result in considerably longer trips for pedestrians and bicyclists traveling east-west through this area.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
The project would cross the SMART rail corridor.			
PLAN/ REPORT RECOMMENDATIONS			

Overall	The project would include minor improvements to Jennings Avenue to facilitate pedestrian and bicyclist access for an at-grade crossing of the SMART rail tracks.
Standards	N/A
Policies	N/A
Infrastructure	<p>The following improvements would be constructed:</p> <ul style="list-style-type: none"> • Add ADA ramps, crossing arms, pedestrian gates, sidewalks, handrails, and fences. • If a new crossing is established at Jennings Avenue, one of the existing at-grade crossings at either Sixth Street, Seventh Street, or Eight Street would likely need to be eliminated to secure approval from the California Public Utilities Commission.
KEY TAKEAWAYS	
<ul style="list-style-type: none"> • The SMART line currently acts as a barrier to circulation at many locations. The project as proposed would enhance east-west connectivity for bicyclists across the SMART tracks along Jennings Avenue. 	

Principles of Community Engagement (2014)

PLAN NAME	AGENCY	YEAR	COUNTY
Principles of Community Engagement	City of Santa Rosa	2014	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			
These recommendations were developed by the Mayor's Open Government Task Force. To accomplish the identified goals, recommendations included steps to develop a culture that values public engagement.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
N/A			
PLAN/ REPORT RECOMMENDATIONS			
Overall	<p>Take the following steps to develop a culture that values public engagement:</p> <ul style="list-style-type: none"> • Genuinely engage and partner with neighborhoods, volunteers, businesses, institutions, and other organizations that support the community. • Establish Santa Rosa as a leader in civic engagement with the goal of increasing Openness, Transparency, and Accountability. • Close the communication loop - acknowledge the value of community input, wisdom, and participation. • Increase opportunities for diverse community engagement and effective participation. • Build a strong civic infrastructure to educate people about how best to engage. 		
	<p>Consider the adoption of the following principles for the engagement process, which were developed for the City of Alexandria, VA:</p> <ol style="list-style-type: none"> 1. Respect 2. Inclusiveness and Equity 3. Early Involvement 4. Easy Participation 5. Meaningful Engagement 6. Mutual Accountability 7. Transparency 8. Sustained Collaboration 9. Evaluation 		

Standards	N/A
Policies	N/A
Infrastructure	N/A
KEY TAKEAWAYS	
<ul style="list-style-type: none"> Develop a culture of public engagement by considering the principles listed in this document. 	

Santa Rosa Citywide Creek Master Plan (2013)

PLAN NAME	AGENCY	YEAR	COUNTY
Santa Rosa Citywide Creek Master Plan	City of Santa Rosa	2007, updated 2013	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			
<p>The Citywide Creek Master Plan presents a set of policies and recommendations for habitat preservation, enhancement, restoration projects, and other site-specific improvements to the nearly one hundred miles of creeks that flow through Santa Rosa. The Creek Master Plan requires that development adjacent to waterways be consistent with the Creek Master Plan to the extent feasible, including by encouraging creek-compatible land uses and creek access throughout the system, integrating development project features with creek improvements, allowing for future creek improvements to be made, and requiring development plans to be consistent with guidelines for site planning, grading, and other policies.</p> <p>The Plan implements the General Plan and provides guidelines, policies, and criteria for the protection, care, management, restoration, and enhancement of waterways in Santa Rosa. The overall concept for a creek trail system is to create a continuous system of access along the creeks where feasible and provide connections from the creeks to major traffic generators and destinations for bicyclists and pedestrians.</p>			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
Coordinate with transit agencies and other entities as needed to link creek trails and facilitate network connections.			
PLAN/ REPORT RECOMMENDATIONS			
Overall	Identifies and describes each creek and waterway within the City of Santa Rosa. Provides an existing conditions summary and narrative of recommendations, including for waterway and trail access as well as trail and access connections from adjacent transportation facilities (roadways, paths, trails).		
Standards	Provides detailed creek design guidelines in Appendix A broken out by urban, rural, and natural reaches of the city's creeks. Specific designs are identified for the following topics: site planning, grading, creek crossings, architecture, site furnishings, construction materials, pathways, logo and creek signage, trailheads and trailside parks, lighting, landscaping and plant materials, fencing, and irrigation.		
Policies	<ul style="list-style-type: none"> Develop multiuse trails along creeks where feasible within the urban growth boundary, including connections to regional networks. Provide public, neighborhood, and private access to creekside trails as appropriate. Accommodate connections to regional trail systems that enhance or support the creek trail system network. Use on-street connectors such as existing sidewalks and bike lanes to link together Creekside trail segments where Class I facilities are not feasible. Vary facility design based on context; the use of pervious surfaces for new facilities in environmentally sensitive locations could be considered as long as facilities are ADA-compliant. Enhance pedestrian activity and safety by designing streets, buildings, pathways, and trails to provide a visual connection with public spaces. 		

	<ul style="list-style-type: none"> Provide a signage program that clearly identifies the path system.
Infrastructure	<ul style="list-style-type: none"> Appendix F includes a table of all potential projects identified in the Plan, 99 of which are for alternative modes. Additional details provided for the approved design concept plan for the Pierson Reach of Santa Rosa Creek and bike pathway, the Roseland Creek Restoration Plan for a one-mile reach of Roseland Creek from McMinn Avenue to Stony Point Road, the Upper Colgan Creek Restoration Plan, and the Lower Colgan Creek Restoration Conceptual Plan.
KEY TAKEAWAYS	
<ul style="list-style-type: none"> The plan includes comprehensive creek design guidelines for pathways and trails and recommended active transportation enhancements. 	

North Santa Rosa Station Area Specific Plan (2012)

PLAN NAME	AGENCY	YEAR	COUNTY
North Santa Rosa Station Area Specific Plan	City of Santa Rosa	2012	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			
<p>This Specific Plan is designed to support rail transit by increasing the number of residents and employees within walking distance of the Santa Rosa North SMART station by improving pedestrian, bicycle, auto, and transit connections, increasing residential density, promoting economic development, and enhancing aesthetics and quality of life. The plan area includes Coddington Mall, a major shopping area and the location of one of the city's primary bus transfer facilities. The Specific Plan is intended to guide private development and public investment over the next 20 to 25 years.</p>			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
SMART, Coddington Transit Hub			
PLAN/ REPORT RECOMMENDATIONS			
Overall	<p>The plan provides a framework for land use intensification to support the SMART rail service (which was still in development at that time). This included the enhancement of multimodal transportation options and reduced vehicle miles traveled (VMT). The development of the plan included an extensive community engagement process.</p>		
Standards	Public Realm Design Standards and Guidelines are provided in Chapter 7		
Policies	<p>The plan includes the following goals:</p> <ul style="list-style-type: none"> Provide multimodal access to the SMART station. Provide parking appropriate to transit-oriented development. Provide multimodal connections throughout the project area. Integrate the Coddington Mall property into the adjacent multimodal transportation network. Complete specific roadway improvements in the project area to enhance safety and comfort for pedestrians and bicyclists. Improve intersections to remove obstacles to multimodal traffic flow. Establish a network of multiuse paths for pedestrians and bicyclists throughout the project area. Expand transit use throughout the project area and provide a seamless connection to the SMART station. <p>To support these goals, the plan includes numerous policies, some of which set forth recommendations for specific streets.</p>		

Infrastructure	<p>Figure 2.5 shows the existing and proposed bicycle and pedestrian network within the Specific Plan area and includes Classes I, II, III, and a bicycle boulevard.</p> <p>Proposed bicycle facilities</p> <ul style="list-style-type: none"> • Class I: SMART path, Coffey Lane, Frances Street connection, Paulin Creek. • Class II: Cleveland Avenue, Range Avenue, Frances Street, Dutton Avenue, College Avenue, Guerneville Road, Edwards Avenue, Elliott Avenue, Coffey Lane, Ridgway Avenue. • Class III: Clover Drive, Armory Drive, Hardies Lane, Ridgway Avenue. Bicycle boulevard proposed along Jennings Avenue. <p>Sidewalk gaps to be addressed were identified along portions of Jennings Avenue, College Avenue, Edwards Avenue.</p>
KEY TAKEAWAYS	
<ul style="list-style-type: none"> • While less dense than downtown Santa Rosa, the North Santa Rosa station area includes a wide variety of land uses within walking, biking, or rolling distance, notably Coddington Mall, Santa Rosa Junior College, and Santa Rosa High School. Enhanced bicycle network connectivity, elimination of sidewalk gaps, and convenient linkages across Highway 101 are critical needs. 	

Streetlight Design Standards (2011)

PLAN NAME		AGENCY	YEAR	COUNTY
Streetlight Design Standards		City of Santa Rosa	2011	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
This document provides the definitions of various road types and determines the minimum standards for each type.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
N/A				
PLAN/ REPORT RECOMMENDATIONS				
Overall				
Standards	<ul style="list-style-type: none">• Every intersection is required to have at least one streetlight.• Defines minimum lighting requirements.• What type of poles should be installed by road type.• How to install streetlights.• Design standards for streetlights.			
Policies	N/A			
Infrastructure	N/A			
KEY TAKEAWAYS				
<ul style="list-style-type: none">• Streetlighting required at intersections where pedestrian/bicyclist crossings would be expected to occur.				

Santa Rosa General Plan 2035 (2009)

PLAN NAME	AGENCY	YEAR	COUNTY
Santa Rosa General Plan 2035	City of Santa Rosa	2009	Sonoma

HIGH LEVEL INTRODUCTION/ SUMMARY

General Plan 2035 provides a long-range vision for the City and serves as the guiding document for the City's future growth and development. The Transportation Element addresses the need for multimodal transportation facilities to serve the planned level and pattern of growth for the City.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Increased densification of land uses is encouraged in the vicinity of rail stations, resulting in short trip distances that encourage bicycling and walking.

PLAN/ REPORT RECOMMENDATIONS

Overall	The Transportation Element identifies the need for a multimodal system and references recommendations from the Bicycle and Pedestrian Master Plan to help achieve that vision.
Standards	N/A
Policies	<p>The following policies regarding bicyclists and pedestrians were included:</p> <ul style="list-style-type: none"> • T-J-1 Pursue implementation of walking and bicycling facilities as envisioned in the city's Bicycle and Pedestrian Master Plan. • T-J-2 Provide street lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or district, and that contributes to vehicular and pedestrian safety. • T-J-3 Strengthen and expand east-west linkages across the Highway 101 corridor. • T-J-4 Provide street trees to enhance the city's livability and to provide identity to neighborhoods and districts. • T-J-5 Support Safe Routes to School by pursuing available grants for this program and ensuring that approaches to schools are safe for cyclists and pedestrians by providing needed amenities such as sidewalks, crosswalks, bike lanes, and traffic calming on streets near schools. • T-K-1 Link the various citywide pedestrian paths, including street sidewalks, downtown walkways, pedestrian areas in shopping centers and work complexes, park pathways, and other creekside and open space pathways. • T-K-2 Allow the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely done, in order to maximize the use of public rights-of-way. • T-K-3 Orient building plans and pedestrian facilities to allow for easy pedestrian access from street sidewalks, transit stops, and other pedestrian facilities, in addition to access from parking lots. • T-K-4 Require construction of attractive pedestrian walkways and areas in new residential, commercial, office, and industrial developments. Provide landscaping or other appropriate buffers between sidewalks and heavily traveled vehicular traffic lanes, as well as through and to parking lots. Include pedestrian amenities to encourage and facilitate walking. • T-K-5 Ensure provision of safe pedestrian access for students of new and existing school sites throughout the city. • T-K-6 Integrate multi-use paths into all creek corridors, railroad rights-of-way, and park designs. • T-L-1 Provide bicycle lanes along all regional/arterial streets and high volume transitional/collector streets. • T-L-2 Provide bicycle lanes on major access routes to all schools and parks. • T-L-3 Improve bicycle networks by finishing incomplete or disconnected bicycle routes. • T-L-4 Maintain all roadways and bicycle-related facilities so they provide safe and comfortable conditions for bicyclists. • T-L-5 Consider bicycle operating characteristics and safety needs in the design for roadways, intersections, and traffic control systems. • T-L-6 Promote and facilitate the use of bicycles with other transportation modes. • T-L-7 As part of the city's Capital Improvement Program, or street and intersection projects constructed by private developers, install and construct bicycle facilities including: Class I paths,

	<p>Class II lanes, Class III route signs; signal detectors; and/or other facilities. Implementation shall occur as opportunities arise throughout the entire bikeway network.</p> <ul style="list-style-type: none"> • T-L-8 Require new development to dedicate land and/or construct/install bicycle facilities, and provide bicycle parking as specified in the Zoning Code, where a rough proportionality to demand from the project is established. Facilities such as showers and bicycle storage shall also be considered. • T-L-9 Maintain and update, as appropriate, the city's Bicycle and Pedestrian Master Plan. • T-G-7 Provide bikeways along scenic roads, where right-of-way exists or where its acquisition will not jeopardize roadway character.
Infrastructure	The project recommendations from the Bicycle and Pedestrian Master Plan were identified.
<ul style="list-style-type: none"> • KEY TAKEAWAYS • The General Plan serves as the City's guiding policy document, including multimodal circulation as well as bicycle and pedestrian facilities and policies. As the vision for the City evolves with each future iteration of the General Plan, the policies pertaining to bicyclists and pedestrians will evolve to support it. 	

Traffic Standards (2008)

PLAN NAME	AGENCY	YEAR	COUNTY
Traffic Standards	City of Santa Rosa	2008	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			
This document defines standards for roadway signage, markings, and equipment in addition to those set forth in the California MUTCD.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
N/A			
PLAN/ REPORT RECOMMENDATIONS			
Overall	N/A		
Standards	<ul style="list-style-type: none">• Defines sign shapes, colors, font, and format.• Determines when a median island sign is required.		
Policies	N/A		
Infrastructure	N/A		
KEY TAKEAWAYS			
<ul style="list-style-type: none">• Includes requirements for some signs, signals, and pull boxes in addition to those in the MUTCD.			

Public Storm Drain Standards (2005)

PLAN NAME	AGENCY	YEAR	COUNTY
Public Storm Drain Standards	City of Santa Rosa	2005	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			
Defines minimum standards for drainage for projects in the public right-of-way and requirements of private property owners.			

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS	
N/A	
PLAN/ REPORT RECOMMENDATIONS	
Overall	N/A
Standards	<ul style="list-style-type: none"> Minimum water depth. Maximum gap indicated for drainage gates to prevent bicycle wheels from being caught. Sidewalk drains must be maintained by the property owner.
Policies	N/A
Infrastructure	N/A
KEY TAKEAWAYS	
<ul style="list-style-type: none"> Consider the Public Storm Drain Standards when developing and implementing bicycle and pedestrian infrastructure. 	

Street Design and Construction Standards (2004)

PLAN NAME	AGENCY	YEAR	COUNTY
Street Design and Construction Standards	City of Santa Rosa	2004	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			
This document provides the definitions of various road types and determines the minimum standards for road types.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
N/A			
PLAN/ REPORT RECOMMENDATIONS			
Overall			
Standards	Standards relevant to active transportation facilities: <ul style="list-style-type: none">A bike lane will be at minimum four feet wide from the edge of the gutter to the center of the bike lane stripe.Bike loop detection is required at intersections that have vehicle detection.Sidewalks are required along most roads, except for rural/hillside and interim roads.		
Policies	N/A		
Infrastructure	N/A		
KEY TAKEAWAYS			
<ul style="list-style-type: none">Sidewalks are required on most new roads.			

3575 Mendocino Avenue Project Sustainable Communities Environmental Assessment (SCEA) (2000)

PLAN NAME	AGENCY	YEAR	COUNTY
-----------	--------	------	--------

3575 Mendocino Avenue Project Sustainable Communities Environmental Assessment (SCEA)		City of Santa Rosa	2000	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
<p>The SCEA was prepared to help streamline CEQA review for the project, which would result in the redevelopment of a 13.3-acre site that was severely damaged by the 2017 Tubbs Fire. The site would include up to 532 multi-family residential units, including 162 senior affordable units, serving an estimated population of up to 1,383 residents if fully built out and occupied. The project would be designed as a transit village, with access to bus service along Mendocino Avenue as well as Bicentennial Way, which meets the criteria for a high-quality transit corridor. The local Santa Rosa CityBus and Sonoma County Transit routes could be used to access the regional SMART rail system.</p> <p>Future project residents would have access to the city’s existing bicycle facilities network, including bike lanes on Mendocino Avenue to connect to downtown Santa Rosa and continue north into Sonoma County along Old Redwood Highway. The project would include modifications of the Mendocino Avenue/Fountaingrove Parkway intersection and the project frontage along Mendocino Avenue to make it more pedestrian-oriented. The project site would include an interior pedestrian network of sidewalks and crosswalks, which would be integrated into the surrounding area. The project would include 160 secure indoor bicycle parking spaces with additional bicycle parking provided near the building entrances.</p> <p>The project is located within the Mendocino Avenue/Santa Rosa Avenue Corridor Priority Development Area and is located approximately 0.2 miles from the Bicentennial Way Transit Facility.</p>				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
Improvements along Mendocino Avenue would provide connectivity between the project and the Bicentennial Way Transit Facility.				
PLAN/ REPORT RECOMMENDATIONS				
Overall	Up to 532 multi-family residences, including 162 senior affordable units			
	Transit-oriented design to encourage the use of non-vehicle transportation			
Standards	N/A			
Policies	N/A			
Infrastructure	Internal project pedestrian network			
	Pedestrian facilities along Mendocino Avenue			
	Secure bicycle parking for residents, additional bicycle parking for visitors			
KEY TAKEAWAYS				
<ul style="list-style-type: none">The project design would support active transportation and transit by tying into existing facilities and the larger network. It is noted that the proposed senior units have been completed and are currently occupied.				

Park and Landscape Construction Standards (1997)

PLAN NAME	AGENCY	YEAR	COUNTY
Park and Landscape Construction Standards	City of Santa Rosa	1997	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			

The standards and requirements for landscaping on public property including parks, roadways, and parkways.	
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS	
N/A	
PLAN/ REPORT RECOMMENDATIONS	
Overall	N/A
Standards	<ul style="list-style-type: none"> • Defines where trees should be located, type of tree, size of the tree plot, and tree planting method. • Defines the required amount of water for trees. • Requires that only one species of tree, the theme tree, be planted along major and scenic roads. • Collector and local street trees may be impeded by utilities so smaller trees may be used.
Policies	N/A
Infrastructure	N/A
KEY TAKEAWAYS	
<ul style="list-style-type: none"> • Consider the Park and Landscape Construction Standards when developing and implementing bicycle and pedestrian infrastructure. 	

Construction Specifications for Public Improvements (1979)

PLAN NAME	AGENCY	YEAR	COUNTY
Construction Specifications for Public Improvements	City of Santa Rosa	1979	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			
This document provides direction regarding construction materials and procedures for facilities including streets, sidewalks, curbs, pedestrian ramps, and street trees.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
N/A			
PLAN/ REPORT RECOMMENDATIONS			
Overall	N/A		
Standards			
Policies	N/A		
Infrastructure	N/A		
KEY TAKEAWAYS			
<ul style="list-style-type: none">Consider the <i>Construction Specifications for Public Improvements</i> documents when developing and implementing bicycle and pedestrian infrastructure.			

Spectrum of Community Engagement

PLAN NAME	AGENCY	YEAR	COUNTY
-----------	--------	------	--------

Spectrum of Community Engagement	City of Santa Rosa		N/A
HIGH LEVEL INTRODUCTION/ SUMMARY			
The Spectrum of Community Engagement is a model that lays out the range of approaches for public engagement in the planning process. It includes examples of outreach strategies that are appropriate to achieve each type of engagement, ranging from providing local stakeholders with project information to placing the final decision-making authority in the hands of the public.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
N/A			
PLAN/ REPORT RECOMMENDATIONS			
Overall	No single strategy was recommended, to be determined on a case-by-case basis.		
Standards	N/A		
Policies	N/A		
Infrastructure	N/A		
KEY TAKEAWAYS			
<ul style="list-style-type: none">The Spectrum of Community Engagement should be referenced to inform the appropriate level of engagement.			

Sonoma County Vision Zero Action Plan (2022)

PLAN NAME	AGENCY	YEAR	COUNTY
Sonoma County Vision Zero Action Plan	Sonoma County Transportation Authority (SCTA) and Sonoma County Department of Health Services (DHS)	2022	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY			
<p>The Vision Zero Action Plan was a countywide effort to commit to the elimination of traffic-related fatalities and severe injuries. While it addresses all modes of transportation, pedestrian, and bicycle safety was emphasized as data revealed that while eight percent of all trips in the county are made on foot or bicycle, these modes account for 19 percent of traffic deaths. Through this effort, a Vision Zero Data Dashboard was developed for ongoing tracking of injury collisions. The plan includes the following goals: 1) create safer speeds, 2) eliminate impaired driving, 3) create a culture of safety, 4) build and maintain safe streets for all, 5) make vehicles safer and reduce private vehicle use, 6) improve data for effective decision-making. A countywide high-injury network (HIN) was identified based on the collision history, though it was noted that the methodology was different from what was used to develop the City of Santa Rosa's HIN in its 2018 <i>Bicycle and Pedestrian Master Plan</i>. The VZAP also identified a set of High-Injury Intersections.</p> <p>Partnerships were emphasized in the development of the plan and its future implementation. The Vision Zero Advisory Committee leading this effort included participation from all 11 jurisdictions in the county, Caltrans, the California Highway Patrol, Sonoma County Regional Parks, Sonoma County Bicycle Coalition, and local health professionals. The plan was adopted by the Santa Rosa City Council in 2022.</p>			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
Partners should include Sonoma County Transit, Santa Rosa CityBus, Sonoma-Marin Area Rail Transit (SMART), Petaluma Transit, and Golden Gate Transit.			

PLAN/ REPORT RECOMMENDATIONS	
Overall	<p>1. Create Safer Speeds</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> Review speeds and posted limits on the HIN, set context appropriate speeds, and implement speed mitigation measures based on findings and legislative authority. <p><u>Supporting Action</u></p> <ul style="list-style-type: none"> Develop and adopt a process to reduce speed limits to 25 MPH or below on County and local roads where appropriate, such as areas around schools, parks, senior centers, and transit stations (AB 43). <p>2. Eliminate Impaired Driving</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> Continue and expand law enforcement engagement with businesses around Responsible Beverage Service. Encourage safe wine, beer, and cannabis tourism by promoting ride share services, designated driver services, and walking wine tours. <p><u>Supporting Action</u></p> <ul style="list-style-type: none"> Support diversion programs like the Driving Under the Influence Program and DUI Court that focus on education and treatment over punishment. Support community-based drug and alcohol problem assessment and treatment programs such as Turning Point. Expand and promote publicly subsidized transport services to include more night-time hours. <p>3. Create a Culture of Safety</p> <p><u>Action</u></p> <ul style="list-style-type: none"> Support Safe Routes to School program and school districts to promote safe, active transportation through education, school policies, and pick-up/ drop-off procedures. Work with media partners to more accurately report traffic crashes, to avoid victim-blaming, and to report crashes in the context of Vision Zero. Partner with youth organizations to create peer-to-peer anti-distraction messaging campaigns. <p><u>Supporting Actions</u></p> <ul style="list-style-type: none"> Develop comprehensive engagement strategies that prioritize Equity Priority Communities (EPCs), create personal connections to Vision Zero, and encourage drivers to safely share the road with other users. Promote educational campaigns for vehicle fleet operators focused on discouraging distracted driving and encouraging safely sharing the road with people walking, biking and rolling. Develop a network of "civic partners" who pledge to support Vision Zero through the dissemination of safety and educational information to their networks. <p>4. Build and Maintain Safe Streets for All</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> Implement low-cost quick-build projects to rapidly implement bicycle and pedestrian safety improvements along the HIN. Complete Local Road Safety Plans (LRSPs). Seek sustainable funding sources for projects designed to meet Vision Zero safety goals and prioritize projects in EPCs. Improve routine facility maintenance particularly along the HIN. Identify and implement road safety improvements through routine resurfacing processes. <p><u>Supporting Action.</u></p>

	<ul style="list-style-type: none"> • Close gaps in bicycle and pedestrian networks and design facilities for all ages and all abilities <p>5. Make Vehicles Safer and Reduce Private Vehicle Use</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> • Promote land use, TDM, and street design policies that reduce VMT (vehicle miles traveled) and dependence on single-occupancy vehicle trips. • Adopt guidelines for incorporating safety features in specifications for new fleet vehicle purchases and retrofit large fleet vehicles with side guards. <p><u>Supporting Action</u></p> <ul style="list-style-type: none"> • Advocate for an automated mobility policy framework that advances Vision Zero safety goals. <p>6. Improve Data for Effective Decision-Making</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> • Enhance training for law enforcement personnel responsible for crash reporting to address the unique attributes required to accurately report circumstances of crashes involving bicyclists, pedestrians, and other vulnerable road users. • Use hospital trauma, health center, and Portrait of Sonoma County data to develop a more comprehensive understanding of crashes and contributing factors. <p><u>Supporting Actions</u></p> <ul style="list-style-type: none"> • Use regional data sources such as the Metropolitan Transportation Commission's Regional HIN and Regional Safety Data System, and Caltrans District 4 location-based needs identified by their active transportation planning efforts to inform safety project development and funding decisions. • Provide annual citation data for infractions that potentially lead to severe injuries and deaths, such as impaired driving, speeding, and failure to yield. • Maintain and update the Sonoma County Vision Zero Data Dashboard for all crash and safety data on the Vision Zero website.
Standards	N/A
Policies	<p>The following core principles were identified:</p> <ul style="list-style-type: none"> • Saving Lives: Human life and health should be the highest priority within all aspects of transportation systems. • Prevention: Traffic deaths and severe injuries are preventable. • Safe Streets: Human error is inevitable, and transportation systems should be designed to anticipate error, so the consequence is not severe injury or death. • Equity: All people have the right to travel safely through our community and we must work to eliminate disparities in transportation safety based on income, race, ability, age, language spoken, and vehicle access.
Infrastructure	N/A
KEY TAKEAWAYS	
<ul style="list-style-type: none"> • The Vision Zero approach marks a notable shift in how transportation safety should be addressed, focusing on the elimination of all traffic-related fatalities and severe injuries. • Broad-based inclusive stakeholder engagement should be a part of Vision Zero implementation. • Safety improvements should be prioritized along HIN (but different from City's HIN), including speed reduction measures. • Enforcement efforts should address key priorities and include training for improved data reporting. • Education campaigns should be developed for users of all transportation modes. 	

- The Vision Zero Data Dashboard and other data should be used as tools for agency staff and residents to track progress toward eliminating traffic fatalities and severe-injury collisions.

Highway 101 Overcrossing ISMND and Fact Sheet (2021)

PLAN NAME		AGENCY	YEAR	COUNTY
Highway 101 Overcrossing ISMND and fact sheet		Caltrans	2021	Sonoma
HIGH LEVEL INTRODUCTION/ SUMMARY				
Analyzed options for a pedestrian/bicycle overcrossing of Highway 101 between College Avenue and Steele Lane. Both of these roadways are multilane arterials with interchanges, creating intimidating conditions for pedestrians and bicyclists. The project would create a more direct and comfortable route to several destinations expected to generate high demand for pedestrian and bicycle trips, including Santa Rose Junior College, Santa Rosa High School, Ridgway High School, Coddington Mall, and the North Santa Rosa SMART station. There would be substantial benefits to residents of disadvantaged communities, as 50 percent of the neighborhoods within a one-mile radius of the project are designated as Equity Priority Communities.				
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS				
SMART station access				
PLAN/ REPORT RECOMMENDATIONS				
Overall	Two “Build” Alternatives were analyzed. The alternative with the endpoints at Edwards Avenue and Elliott Avenue was selected as the preferred alternative.			
	The project is expected to reduce pedestrian-vehicle and bicycle-vehicle conflicts, as it would enable pedestrians and bicyclists to avoid the at-grade freeway ramp crossings at College Avenue and Steele Lane.			
	It was determined that the proposed project would not have a significant impact on the environment.			
Standards	N/A			
Policies	N/A			
Infrastructure	The preferred alternative is for a pedestrian/bicyclist bridge over Highway 101 connecting Edwards Avenue on the west side of Highway 101 and Elliott Avenue on the east side. The project would include an 8-foot-wide section for bicyclists and a 5-foot-wide section for pedestrians, potentially separated by a barrier.			
KEY TAKEAWAYS				
<ul style="list-style-type: none">The project would provide substantial safety benefits to users and create more direct access for pedestrians and bicyclists between transit stops, schools, shopping, and other destinations.				

Appendix B: Level of Traffic Stress Methodology

Level of comfort is an important consideration for people walking, biking, and rolling on the road network. Comfort can impact perceived distances, willingness to travel, and safety. Level of Traffic Stress (LTS) analyses are used throughout the transportation planning industry to estimate the level of comfort for people walking, biking, or rolling on a given roadway segment. While data itself is specific to a city or region, the methodology for assessing comfort based on that data is standardized. Segments are defined as the stretch of road between intersections. These analyses identify segments that represent the highest barriers to walking, biking, or rolling based on users' ability and comfort level. LTS scores are determined by characteristics of a given roadway segment that affect a user's perception of safety and comfort. This section outlines Alta's steps for conducting the LTS analyses as part of the Active Transportation Plan.

Methodology

Street Network Preparation

In the first step, each roadway segment was assigned attributes such as number of lanes, posted speeds, one-way streets, and the presence and width of bike facilities, sidewalks, and parking lanes. Alta used analysis inputs derived from client-provided data, publicly available data, and OpenStreetMap (OSM) data.³⁷ OSM data was used as the base data, and the city and regional data was used to update base data wherever possible to ensure accuracy and completeness.

This initial analysis was intended to be augmented by automated or manual review of aerial imagery, local GIS data, and/or street view data. Roadway characteristics like posted speed limit, number of lanes, and the presence of sidewalks or bike facilities significantly influence LTS outcomes, so utilizing current and accurate data will be essential. Alta's baseline assumptions deriving key attributes from OSM are documented below.

Completing the LTS Analyses

Once the street network database was populated, Alta assigned scores to roadway segments using methodology adapted from the Mineta Transportation Institute's *Report 11-19: Low-Stress Bicycling and Network Connectivity* (Mineta, 2012) for BLTS and the Oregon Department of Transportation's *Analysis Procedures Manual* (ODOT 2020). The comprehensive LTS analysis for the bicycle network categorized streets from low stress (BLTS 1, suitable for children) to high stress (BLTS 4, suitable only for 'strong and fearless' bicyclists/pedestrians), as shown in **Figure 75**. The LTS analysis focusing on the pedestrian network categorized street segments from low stress (PLTS 1, suitable

³⁷ OSM is a crowdsourced database of geographic features including administrative boundaries, street centerlines, points of interest, building footprints, physical and natural features, and other types of geographic information. OSM is one of the most prominent examples of volunteered geographic information, where community processes drive the contributions of geographic information to a shared database (2). These geographic features are tagged based on their attributes, and while community wiki pages provide guidance on which tags apply to which features, there is no centralized authority that authenticates these contributions. For example, street networks in OSM may include tags where contributors denote functional classification, number of lanes, one-way classification, speed limits, presence of sidewalks, and the type of bicycle facility that might be present on the network. While OSM is not always accurate, but it has been benchmarked against comparable map data sources such as Google and found to have comparable or better accuracy for bike paths depending on the type of error (3). Multiple non-profits, academics, and practitioners have found OSM to be an acceptable base for initial derivation of LTS analysis (4,5,6,7).

for people of all ages and abilities) to high stress (PLTS 4, used only by able-bodied adults with limited route choices). Further details on the methodologies for deriving BLTS can be found below.

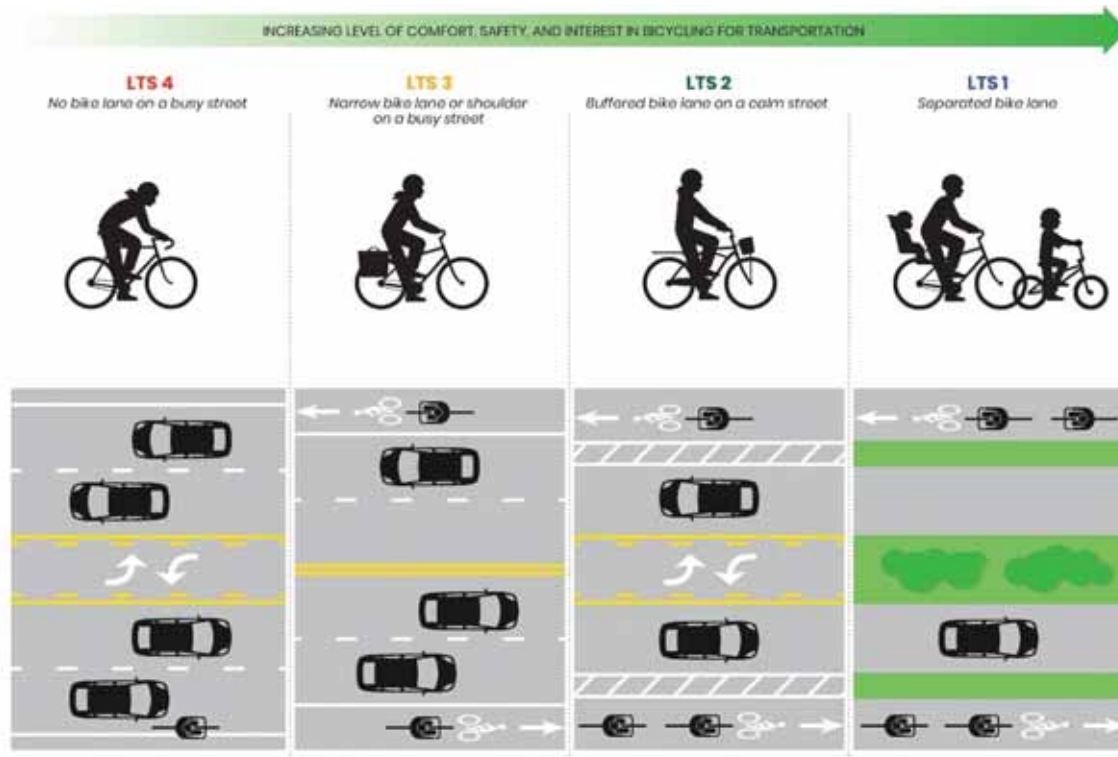


Figure 75: Bicycle Level of Traffic Stress

Once the base input values have been validated, Alta will update the dataset with local data and refresh LTS scores using Alta's LTS calculation scripts. This process will also facilitate the assessment of new scenarios, in addition to standardized network analysis. For instance, Alta can efficiently reevaluate the impact of measures such as reducing speed limits on specific roads or introducing parking lanes.

Data Considerations and Assumptions

The network data was derived from OpenStreetMap (OSM) and updated using existing pedestrian and bicycle infrastructure data provided by the City of Santa Rosa, and its partners.

Intersections were not considered as part of the LTS analyses. Crossings will play a role in experience for people walking, biking, and rolling and should be considered when performing more detailed site and network assessment.

Alta obtained sidewalk data from Ecopia, a data vendor, because it was not available from the City. Alta reviewed data for accuracy and completeness and converted widths from meters to feet. Quality assurance methodology and associated limitations are provided in the following section.

Ecopia Data Quality Assurance

Alta obtained data on crosswalk presence, sidewalk presence, and sidewalk width from Ecopia, a vendor that provides AI-derived data based on aerial imagery. Alta found that the presence of crosswalks and sidewalks was highly accurate.

Sidewalk width data was more complex to review. Alta first addressed anomalies less than three feet or greater than nine feet with a manual review and edits. There were very few segments that needed edits due to extreme values.

Most sidewalk widths reported by Ecopia were within a normal range, but Alta spot-checked by using the Measure function in ArcGIS Pro against aerial imagery. As demonstrated in **Figure 76**, Alta found that Ecopia data often had a measure of error of about plus or minus one foot compared to the value that Alta measured.



Figure 76. A discrepancy is shown between Ecopia-provided sidewalk width (shown in small white text, 1.5 m or 4.9 feet), and Alta-measured width, 1.96 m or 6.4 feet. This difference is equal to about one and a half feet.

Alta determined that one reason for this is that Ecopia's sidewalk width is averaged out over the length of the segment, which in some cases is an entire four-sided block. When sidewalk width is not consistent across a block, errors follow.

Alta determined that for the LTS analysis, the best course of action was to overestimate, rather than underestimate, sidewalk widths. This is because there were several sub-scores that were calculated in the process of calculating the final Pedestrian LTS score, as listed in **Table 22**. Sidewalk width was one sub-score. In the end, the final LTS score was the highest (most stressful) sub-score for that segment. Overestimating sidewalk width improved the final LTS score only if the other sub-scores are at least that low (indicating low-stress streets). If Alta overestimates how wide the sidewalks are but the street is a six-lane arterial with no buffer, sidewalk width does not matter – the poor street conditions will cause another sub-score to be higher, which will override the final LTS score.

Therefore, to provide the benefit of the doubt to the sidewalk widths provided, Alta recommended adding one foot to sidewalk widths less than six feet. Six feet is the highest threshold for sidewalk width that impacts LTS score.

Level of Traffic Stress and OpenStreetMap Derivation Assumptions

Alta used a tiered data collection framework for LTS analysis that derived initial analysis inputs from readily accessible data, to determine where additional data collection will be of the most value to meet project goals. In the case of LTS analysis, Alta derived initial base analysis inputs from OpenStreetMap (OSM) data.³⁸ This section documents how Alta developed the input variables for this analysis.

Where OSM data included values for lanes, posted speeds, bike facilities, sidewalks, parking lanes, and one-way tags, these tags were used to populate a database for LTS inputs. Once that database was populated, Alta used that data to score roadway segments. There are various industry standard methodologies available to score roadway segments based on this data. Alta used the Mineta Institute (2012) methodology, a widely accepted approach. This initial LTS was intended to be augmented by automated or manual review of aerial imagery, local GIS data provided by the City of Santa Rosa, and/or street view data. City-provided data will override OSM data wherever valid data is available. Once the base input values have been validated, the LTS scores can be refreshed using Alta's LTS calculation scripts.

OpenStreetMap Processing

When using OSM networks for LTS analysis, there were several considerations for creating a useful network for visualization and analysis. The following sections outline how Alta processes OSM data for LTS and related network analyses:

Tag Processing

In many cases, OSM data includes tags for attributes such as lanes, posted speed, bicycle infrastructure, and other facility information recorded in the database. This data is more likely to be complete in urbanized areas globally, and on major facilities such as arterials and highways. There can be substantial variance in tag availability from location to location, but the presence of bike paths and a consistent indicator of functional classification is generally well recorded in OSM. In the case of bike lane blockage rates, Alta assumes these instances are rare unless manual review of commercial districts indicates otherwise. When tags are missing from OSM for the purposes of LTS analysis, Alta proposes the assumptions outlined in **Table 15** to be used as proxy values.

³⁸ OSM is a crowdsourced database of geographic features including administrative boundaries, street centerlines, points of interest, building footprints, physical and natural features, and other types of geographic information. OSM is one of the most prominent examples of volunteered geographic information, where community processes drive the contributions of geographic information to a shared database (2). These geographic features are tagged based on their attributes, and while community wiki pages provide guidance on which tags apply to which features, there is no centralized authority that authenticates these contributions. For example, street networks in OSM may include tags where contributors denote functional classification, number of lanes, one-way classification, speed limits, presence of sidewalks, and the type of bicycle facility that might be present on the network. While OSM is not always accurate, it has been benchmarked against comparable map data sources such as Google and found to have comparable or better accuracy for bike paths depending on the type of error (3). Multiple non-profits, academics, and practitioners have found OSM to be an acceptable base for initial derivation of LTS analysis (4,5,6,7).

Table 15. Alta's OpenStreetMap Assumptions for Missing Inputs

Roadway Functional Class	Lanes ^{1,2,3}	Speed Limit ^{1,2,3}	Centerline Present ³	AADT ^{3,4}
Residential	2	25	No	1,500
Living Street	2	25	No	2,000
Unclassified	2	25	Yes	1,500
Track	2	30	Yes	2,000
Tertiary	3	30	Yes	5,000
Secondary	4	35	Yes	10,000
Primary	4	45	Yes	20,000
Trunk	6	65	Yes	30,000
Motorway	6	65	Yes	45,000
OTHER	2	25	Yes	2,000

1. Lane assumptions for one-way streets are halved to reflect an accurate per-segment assumption. In addition, all one-way streets are assumed to have medians for the purposes of LTS computations.

2. These assumptions only apply if there is no tag provided for speed limit or number of lanes.

3. These assumptions were developed based on Wasserman et al. 2019 and Harvey et al. 2019.

4. Supplemental detail on road character assumptions and not utilized in LTS computation.

LTS analyses also required an understanding of other geometric considerations, such as bicycle facility width and parking lane width (if present). Alta will begin the analysis with a “benefit of the doubt” approach for these attributes, meaning that if they are present, they are assumed to be of sufficient width. Validation was recommended for detailed LTS assessments, but this was less important for less rigorous, or large-scale (e.g., county-, region-, or statewide) LTS-based analysis. Bicycle infrastructure-related tags were processed using assumptions outlined in Table 16.

Table 16. Alta's OpenStreetMap Assumptions for Bicycle Facilities

Cycleway Tag ¹	Bicycle Facility Type	Assumed Bicycle Facility Width (Feet)	Is Separated
Shared	Class III - Bike Route	0	No
Shared_lane	Class III - Bike Route	0	No
Lane	Class II - Bike Lane	6	No
Shared_busway	Class II - Bike Lane	6	No
Opposite_lane	Class II - Bike Lane	5	No
Cycleway ²	Class I - Shared Use Path	10	Yes
Path	Class I - Shared Use Path	10	Yes
Track	Class IV - Separated Bike Lane	8	Yes
Opposite_track	Class IV - Separated Bike Lane	8	Yes
Buffered_lane	Class IV - Separated Bike Lane	8	Yes
OTHER	N/A	0	No

1. Alta processes nondirectional cycleway tags and directional cycleway tags as part of its conversion. The final LTS score is the worst-case score based on the direction of facilities.

2. Highway tags including the tag “cycleway” are also considered to be Class I facilities.

When parking lane-related tags are processed, assumptions related to their width and rates of bike lane blockage are outlined in Table 17.

Table 17. Alta's OpenStreetMap Assumptions for Parking Facilities

Parking Lane Tag	Assumed Parking Lane Width (Feet)
Parallel	8
Marked	8
Diagonal	16
Perpendicular	20
OTHER	NA

Bicycle Level of Traffic Stress Analysis

The BLTS analysis estimates the level of comfort for people biking on a given roadway segment. The BLTS analysis identifies where “gaps” or deficiencies in a bike network exist and provides a measure of how likely different types of riders, based on ability and comfort level, are to use the facility.

Alta's BLTS analysis methodology was adapted from the *2012 Mineta Transportation Institute Report 11-19: Low-Stress Bicycling and Network Connectivity* (Mineta Institute, 2012). BLTS was determined by characteristics of a given roadway segment that affect a bicyclist's perception of safety and comfort, including posted speed limit, number of travel lanes, and the presence and character of bicycle lanes. The combination of these criteria classified a road segment into one of four levels of traffic stress:

- **BLTS 1** represents roadways where bicyclists of all ages and abilities would feel comfortable riding. These roadways are generally characterized by low volumes, low speeds, no more than two travel lanes, and traffic control measures at intersections. These roadways may have bicycle facilities; separated shared use paths for bicycles also fall into this category.
- **BLTS 2** represents slightly less comfortable roadways, where most adults would feel comfortable riding.
- **BLTS 3** represents moderately uncomfortable roadways, where most experienced bicyclists would feel comfortable riding.
- **BLTS 4** represents high-stress roadways where only strong and fearless bicyclists would feel comfortable riding. These roadways are generally characterized by high volumes, high speeds, several travel lanes, and complex transitions approaching and crossing intersections.

The results of the BLTS analysis identified existing roadways that are low stress for many bicyclists, as well as the degree to which roadways must be improved to provide a comfortable experience for riders of all ages and abilities. Additionally, scenario testing can be used to determine how a roadway or route's level of stress may change with improvements. **Figure 77** provides an illustration of the different levels of traffic stress and roadway users considered.

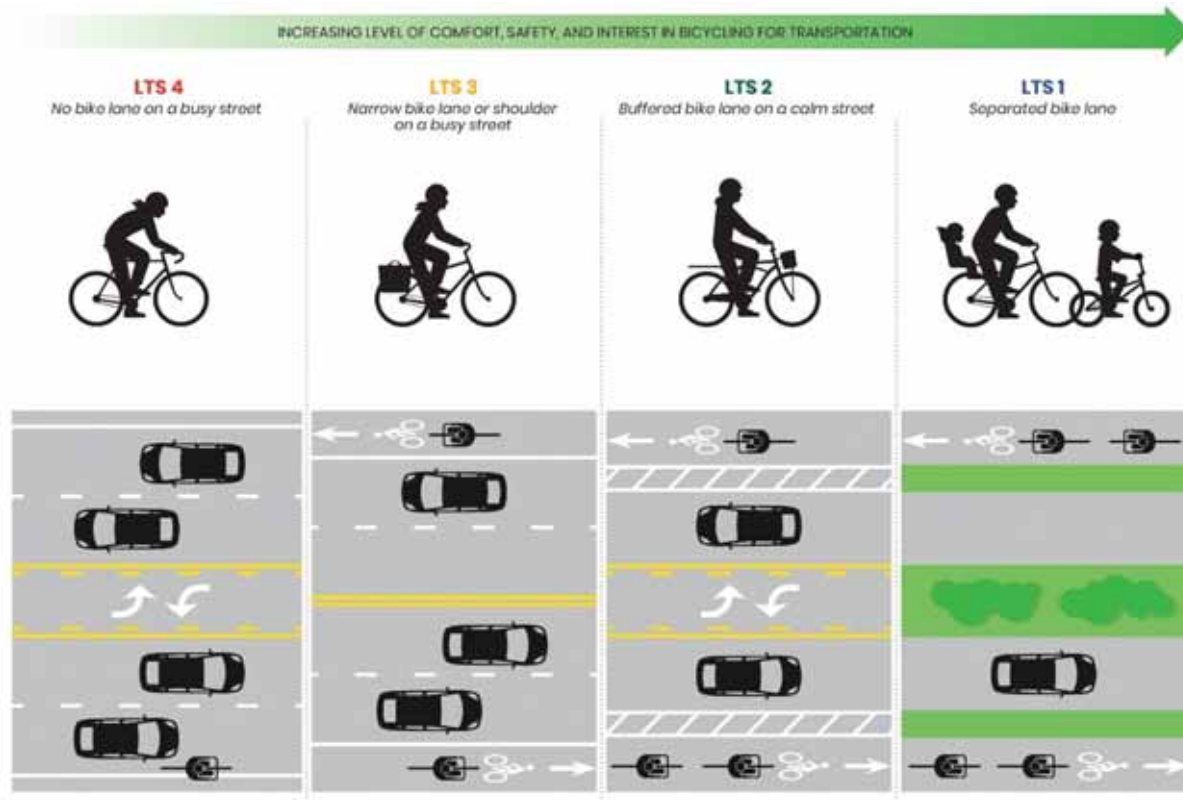


Figure 77: Bicycle Level of Traffic Stress

Methodology

BLTS analysis was completed through an assessment of street segments using spatial data and aerial imagery. Each segment of the roadway is evaluated based on its characteristics; if multiple scores are present within a segment, the highest (most stressful) score is used as the overall segment score. **Figure 78** illustrates the overall BLTS scoring process. Notes on data inputs and assumptions are found in **Table 18**. Segment scores are assigned as shown in **Table 19** through **Table 21**.



Figure 78. Bicycle Level of Traffic Stress Generalized Segment Scoring Process

Table 18. Data Inputs and Assumptions

Inputs	Notes	Assumptions
Bicycle Facilities	Bicycle lanes have a positive impact on BLTS and are a primary input for developing a BLTS model. The width of facilities can have an impact on the associated comfort level. Wider facilities provide greater comfort, especially on high-speed roadways.	For analysis purposes, a standard width of 5 feet was assumed for all bike lanes within the city. Buffered bike lanes, which provide an additional degree of separation from motor vehicles and greater operating space for bicyclists, were considered to be greater than 6 feet, meeting the requirements for a BLTS 1 score as outlined in Table 20 and Table 21.
Speed Limit	High-speed roadways are considered to be less comfortable for bicyclists, particularly in mixed traffic or with minimal separation from motor vehicles. Low-speed roadways are considered more comfortable.	Speed limit data is available for a subset of roadways within the city limits.
Presence and Width of On-Street Parking Adjacent to Bicycle Lanes	On-street parking is particularly important for corridors on which bicycle lanes are present. BLTS is greater on bicycle lanes adjacent to parking than on bicycle lanes not adjacent to parking, due to the potential for “dooring” incidents.	A standard width of 8 feet will be assumed for all parking lanes.
Number of Lanes	The number of travel lanes corresponds with an increase in the roadway width, which has an effect on bicyclists’ level of stress. Roadways with fewer lanes are generally less stressful for bicyclists.	When data was not available or was inadequate, assumptions about number of lanes were made based on the roadway’s functional classification according to OpenStreetMap or other available data.
Presence of Trails	Class I facilities can be a vital component of a municipality’s active transportation network. Increased separation from motor vehicles can improve comfort and safety.	Class I facilities are scored as a BLTS 1.

Table 19 through Table 21 specify the scoring criteria based on roadway configuration, speed, and bike lane/parking lane presence and width. The criteria were adapted from the original 2012 Mineta Institute report. These tables are used in combination to assign an overall BLTS score; if multiple scores are present within a segment, the highest (most stressful) score is used as the overall segment score. These tables are used in combination to create the segment, approach, and intersection scores described previously.

Table 19. Criteria for Bicycle Level of Traffic Stress in Mixed Traffic

Prevailing Speed or Speed Limit (MPH)	Street Width		
	2–3 Lanes	4–5 Lanes	6+ Lanes
≤ 25	BLTS 1 or 2	BLTS 3	BLTS 4
30	BLTS 2 or 3 ¹	BLTS 4	BLTS 4
≥ 35	BLTS 4	BLTS 4	BLTS 4

1. Lower value is assigned to streets without marked centerlines or classified as residential with fewer than three lanes. Residential roadways are identified based on the Open Street Map “highway” tag.

Table 20. Criteria for Bike Lanes Not Alongside a Parking Lane

Criteria	BLTS 1	BLTS 2	BLTS 3	BLTS 4
Street Width (through lanes per direction)	1	2	More than 2	(no effect)
Bike Lane Width	6 feet or more	5.5 feet or less	(no effect)	(no effect)
Speed Limit (MPH)	30 MPH or less	(no effect)	35 MPH	40 MPH or more
Bike lane blockage ¹	Rare	(no effect)	Frequent	(no effect)

1. Bike lane blockage is part of Alta's analysis methodology but is assumed to be rare by default.

Table 21. Criteria for Bike Lanes Alongside a Parking Lane

Criteria	BLTS 1	BLTS 2	BLTS 3	BLTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of Bike Lane Width + Parking Lane Width	15 feet or more	14 or 14.5 feet	13.5 feet or less	(no effect)
Speed Limit (MPH)	25 MPH or less	30 MPH	35 MPH	40 MPH or more
Bike Lane Blockage ¹	Rare	(no effect)	Frequent	(no effect)

1. Bike lane blockage is part of Alta's analysis methodology but is assumed to be rare by default.

Note that all bicycle facilities separated from traffic by a physical buffer or barrier are scored as LTS 1.

Appendix C: Pedestrian Level of Traffic Stress Methodology

The pedestrian level of traffic stress (PLTS) analysis estimates the level of comfort for people walking on a given roadway segment. The PLTS analysis identifies where “gaps” or deficiencies in a pedestrian network exist and provides a measure of how likely pedestrians are to use the facility, based on ability and comfort level.

Alta’s PLTS analysis methodology was adapted from the Oregon Department of Transportation’s *Analysis Procedures Manual* (ODOT 2020) and was intended as a companion for BLTS. PLTS was determined by characteristics of a given roadway segment that affect a pedestrian’s perception of safety and comfort including sidewalk presence and width, sidewalk buffer width and type, posted speed limit, and number of travel lanes. PLTS scores classify road segments into one of four levels of traffic stress and, while similar to BLTS scores, PLTS considered the level of attention required in addition to the user experience:

- **PLTS 1** represents roadways where pedestrians of all ages and abilities would feel comfortable walking and require little attention to traffic.
- **PLTS 2** represents slightly less comfortable roadways that require more attention to traffic and are suitable for children over 10, teens, and adults.
- **PLTS 3** represents moderately uncomfortable roadways, where most able-bodied adults would feel uncomfortable but safe.
- **PLTS 4** represents high traffic stress and would be used only by able-bodied adults with limited route choices.

Figure 79 provides an illustration of the different levels of traffic stress and roadway users considered.



Figure 79: Pedestrian Level of Traffic Stress

The results of the PLTS analysis identified existing roadways that are low stress for pedestrians, as well as the degree to which roadways must be improved to provide a comfortable experience for people walking of all ages

and abilities. Additionally, scenario testing can be used to determine how a roadway or route's level of stress may change with improvements. The analysis is intended for use in urban areas specifically; while it can be used in rural conditions where pedestrian facilities exist, the methodology will yield a high PLTS score (greatest discomfort) where high-speed traffic is present.

Methodology

PLTS analysis was completed through an assessment of street segments using spatial data and aerial imagery. Each segment of the roadway was evaluated based on its characteristics; if multiple scores were present within a segment, the highest (most stressful) score is used as the overall segment score.

PLTS considered elements of the pedestrian environment both individually (e.g., buffer type), and in combinations that are known to influence each other (e.g., sidewalk width and pavement quality). The analysis used the following overall guiding principles:

- The presence of a complete sidewalk serves as the foundation of the pedestrian network.
- As the sidewalk width increases and sidewalk condition improves, the level of stress of the pedestrian environment decreases.
- Buffering width is the total distance between the sidewalk and motor vehicle travel lanes. As width increases, the amount of separation between pedestrians and motor vehicles increases, and the pedestrian environment becomes less stressful.
- Buffer type describes the quality of the buffer that separates the sidewalk from the travel lanes. The presence of a buffer itself provides both actual and perceived safety benefits for the pedestrian, thus decreasing the stress of the pedestrian environment. A buffer with vertical elements is especially effective at increasing the safety of the pedestrian. Landscaping serves to enhance the pedestrian's travel experience.

Scores for each element of the pedestrian environment were assigned to each segment of the sidewalk centerline, and the most stressful (highest scoring) of the elements is used. If two sidewalks are present on a street, the most stressful (highest scoring) result is mapped to the centerline.

Figure 80 illustrates the overall PLTS scoring process. Notes on data inputs and assumptions are found in **Table 22**. Segment scores were assigned as shown in **Table 23** through **Table 26**.

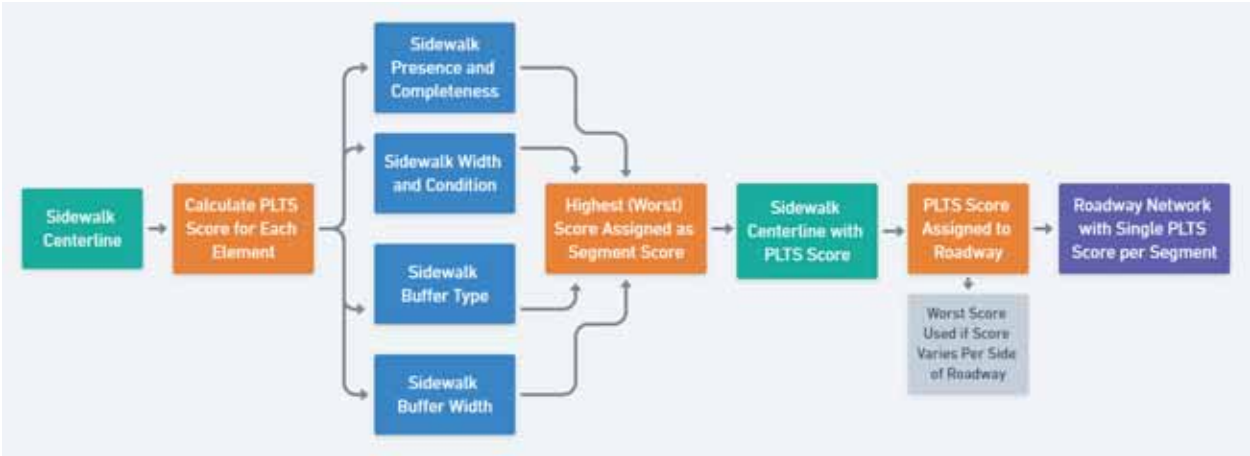


Figure 80. The Pedestrian LTS Scoring Process

Table 22. Data Inputs and Assumptions

Pedestrian Element	Rationale	Data Inputs
Sidewalk Presence and Completeness (Table 23)	The presence and completeness of sidewalk facilities are the baseline for measurement. At a minimum, sidewalks should be present and complete on most roadways to facilitate pedestrian travel.	Based on OpenStreetMap (OSM) data and supplemented by manual review within the study area.
Sidewalk Width and Condition (Table 24)	The width of the sidewalk can have an impact on the associated comfort level. Wider sidewalks provide greater comfort, especially on high-speed roadways. The condition of the sidewalk is primarily based on concrete quality.	Based on OSM data and supplemented by manual review within the study area.
Sidewalk Buffer Type (Table 25))	The buffer type changes the pedestrian experience as it can offer a range of perceived and actual levels of protection. High-speed roadways are considered less comfortable, and a more substantial buffer increases pedestrian comfort.	Based on OSM data and supplemented by manual review within the study area.
Sidewalk Buffer Width (Table 26)	Total buffering width is the summation of the width of the buffer, width of parking, width of shoulder, width of curb and gutter, and width of the bike lane on the same side of the roadway as the pedestrian facility being evaluated.	Based on OSM data and supplemented by manual review within the study area.

Table 23 through Table 26 specify the scoring criteria based on sidewalk presence, sidewalk width and condition, buffer type, and buffer width, in relation to the existing roadway condition (factors such as speed and number of lanes). The criteria are adapted from the Oregon Department of Transportation Analysis Procedures Manual. These tables are used in combination to assign an overall PLTS score; if multiple scores are present within a segment, the highest (most stressful) score is used as the overall segment score.

Table 23. Pedestrian Level of Traffic Stress Based on Sidewalk Presence and Completeness

Number of Travel Lanes	Posted or Prevailing Speed				
	≤ 25 MPH		30–35 MPH		≥ 40 MPH
	2 Lanes	> 2 Lanes	2 Lanes	> 2 Lanes	2 Lanes
Complete Sidewalk on Both Sides ¹	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3
Complete Sidewalk on One Side	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
No Sidewalk ²	LTS 2	LTS 4	LTS 4	LTS 4	LTS 4

1. Partial sidewalk coverage on a block is not considered complete.
2. Residential (OSM Highway class local) roadways without sidewalks default to LTS 2; roadways without sidewalks default to LTS 4.

Table 24. Pedestrian Level of Traffic Stress Based on Sidewalk Width and Condition

		Sidewalk Condition ³			
		Good	Fair	Poor	Very Poor
Actual/Effective Width (feet) ^{1,2}	< 4	LTS 4	LTS 4	LTS 4	LTS 4
	≥ 4 to < 5	LTS 3	LTS 3	LTS 3	LTS 4
	≥ 5	LTS 2	LTS 2	LTS 3	LTS 4
	≥ 6	LTS 1	LTS 1	LTS 2	LTS 3

1. Effective width is the available/usable area for the pedestrian clear of obstructions. Effective width does not include areas occupied by storefronts or curbside features.
2. For analysis purposes, a standard width of five feet was assumed for all sidewalks.
3. Sidewalk condition is assumed to be good unless other information is available.

Table 25. Pedestrian Level of Traffic Stress Based on Physical Buffer Type

Buffer Type ¹	Prevailing or Posted Speed			
	≤ 25 MPH	30 MPH	35 MPH	≥ 40 MPH
No Buffer (curb tight)	LTS 2 ²	LTS 3	LTS 3	LTS 4
Solid Surface	LTS 2 ²	LTS 2	LTS 2	LTS 2
Landscaped	LTS 1	LTS 2	LTS 2	LTS 2
Landscaped with Trees	LTS 1	LTS 1	LTS 1	LTS 2
Vertical	LTS 1	LTS 1	LTS 1	LTS 2

1. Combined buffer: If two or more of the buffer conditions apply, use the most appropriate (typically the lower-stress type).
2. If no centerline is present (residential street) or the street is traffic calmed (including sporadic vertical separation such as street furniture, street trees, lighting, planters, surface change, and so on), then the PLTS can be lowered by one PLTS level.

Table 26. Pedestrian Level of Traffic Stress Based on Physical Buffer Width¹

Total Number of Travel Lanes (both directions) ³	Total Buffering Width (feet) ²				
	< 5	≥ 5 to < 10	≥ 10 to < 15	≥ 15 to < 25	≥ 25
≤ 2	LTS 2 ⁴	LTS 2	LTS 1	LTS 1	LTS 1
3	LTS 3 ⁴	LTS 2	LTS 2	LTS 1	LTS 1
4–5	LTS 4 ⁵	LTS 3	LTS 2	LTS 1	LTS 1
6 ≥	LTS 4 ⁵	LTS 4 ⁵	LTS 3	LTS 2	LTS 2

1. Source: Based on ODOT (2020) Table 14-23.
2. Total buffering width is the summation of the width of the buffer, width of parking, width of shoulder, width of curb and gutter, and width of the bike lane on the same side of the roadway as the pedestrian facility being evaluated.
3. One-way facilities are assumed to have their lanes multiplied by two to represent exposure to lane crossing.
4. If no centerline is present (residential street) or the street is traffic calmed (including sporadic vertical separation such as street furniture, street trees, lighting, planters, surface change, and so on), then the PLTS can be lowered by one PLTS level.
5. Sections with a substantial physical barrier/tall railing between the travel lanes and the walkway (such as might be found on a bridge) can be lowered to PLTS 3.

Citations

1. Conveyal. Better measures of Bike Accessibility. <https://medium.com/conveyal-blog/better-measures-of-bike-accessibility-d875ae5ed831>.
2. Hochmair, H. H., D. Zielstra, and P. Neis. Assessing the Completeness of Bicycle Bike Path and Lane Features in OpenStreetMap for the United States. *Transactions in GIS*, Vol. 19, No. 1, 2014, pp. 63–81. <https://doi.org/10.1111/tgis.12081>.
3. Mineta Institute. Mekuria M., Furth P., Nixon H. *Low-Stress Bicycling and Network Connectivity*. 2012. <https://transweb.sjsu.edu/research/Low-Stress-Bicycling-and-Network-Connectivity>
4. Mineta Institute. Chester Harvey, Kevin Fang, Daniel A. Rodriguez. Evaluating Alternative Measures of Bicycling Level of Traffic Stress Using Crowdsourced Route Satisfaction Data. 2019. https://scholarworks.sjsu.edu/mti_publications/276/
5. Mocnik, F.-B., A. Mobasher, and A. Zipf. Open-Source Data Mining Infrastructure for Exploring and Analysing OpenStreetMap. *Open Geospatial Data, Software and Standards*, Vol. 3, No. 1, 2018, p. 7. <https://doi.org/10.1186/s40965-018-0047-6>.
6. Oregon Department of Transportation (ODOT), Transportation Development Division Planning Section: Transportation Planning Analysis Unit. 2020. *Analysis Procedures Manual* Version 2. <https://www.oregon.gov/odot/Planning/Pages/APM.aspx>.
7. PeopleForBikes. Bicycle Network Analysis. PeopleForBikes. <https://bna.peopleforbikes.org/#/>
8. Wasserman D, Rixey A, Zhou X (Elynor), Levitt D, Benjamin M. Evaluating OpenStreetMap's Performance Potential for Level of Traffic Stress Analysis. *Transportation Research Record*. 2019;2673(4):284-294.

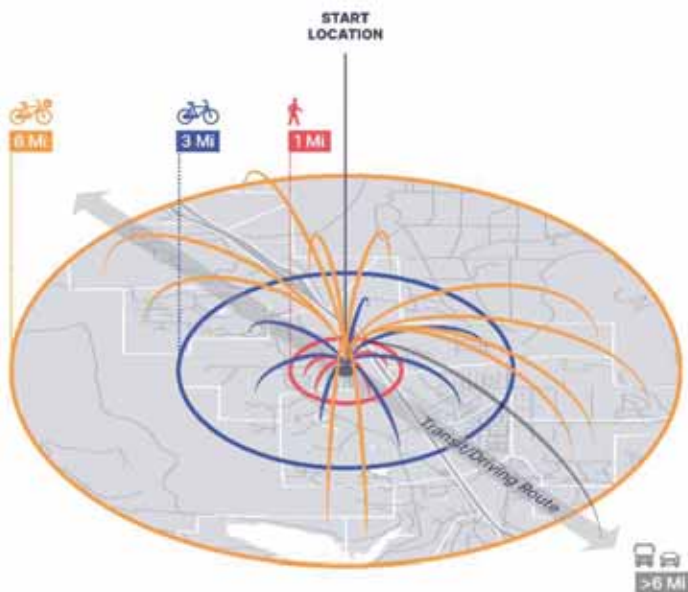
Appendix C: Active-Trip Potential Methodology

Understanding demand for active transport helps the City of Santa Rosa identify where facilities may be needed to support walking, biking, rolling, bike share, scooter share, and first- and last-mile transit trips. Not all locations can support active transportation modes easily because of unsupportive infrastructure or long trip distances. While emerging technologies, such as e-bikes and e-scooters provide new options, ranges, and convenience, their ability to affect change is still contextual. The approach for this analysis is illustrated in **Figure 81**.

The methodology for this analysis was designed to employ an origin-destination (OD) matrix enriched with trip distances, travel modes, and pertinent demographic information. While this analysis can be conducted with the outputs of any activity-based model, Alta leveraged *Replica Places* data for this analysis.

Alta used a series of custom-built scripts to process the *Replica Places*, an activity-based travel demand model, or similar OD data and create interactive desire line visualizations to help understand areas that already have high concentrations of existing walking, biking, and rolling trips as well as areas with high numbers of vehicle trips whose trip distances indicate they could conceivably be served by walking, biking, rolling, or other micromobility options. Alta used the typical trip distances for walking and bicycling trips reported in the Replica Model to weight all short vehicle trips reported in the analysis. For example, **Figure 82** and **Figure 83** depict typical trip distances for walking and biking in Santa Rosa, as calculated by Replica Places. Based on the model, 58.2% of walking trips that start, end, or pass through Santa Rosa are less than ½ mile. We weighted the potential for walking and biking trips using the modeled trip distances.

Active Trip Potential



Active Trip Potential (ATP)

Identifies trips whose distances are short enough to be accommodated by walking or biking.

Our evaluation of ATP includes looking at the number of trips less than three miles.

Different modes are suitable for different trips based on the transportation options that support them.



ATP Zonal Summary

When we look at all the activity occurring within a zone, we scrutinize both the estimated number of trips in the zone and their lengths. Locations with high rates of short trips are potential candidates for active transportation investments.

ATP TRIPS

% of Trips less than or equal to 3mi

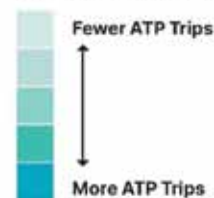


Figure 81. Active-Trip Potential Explainer helps illustrate the concept behind stratifying trips by trip distance to understand whether they could be met by Walking, Biking, or E-Biking.

Trip Distance (Miles)

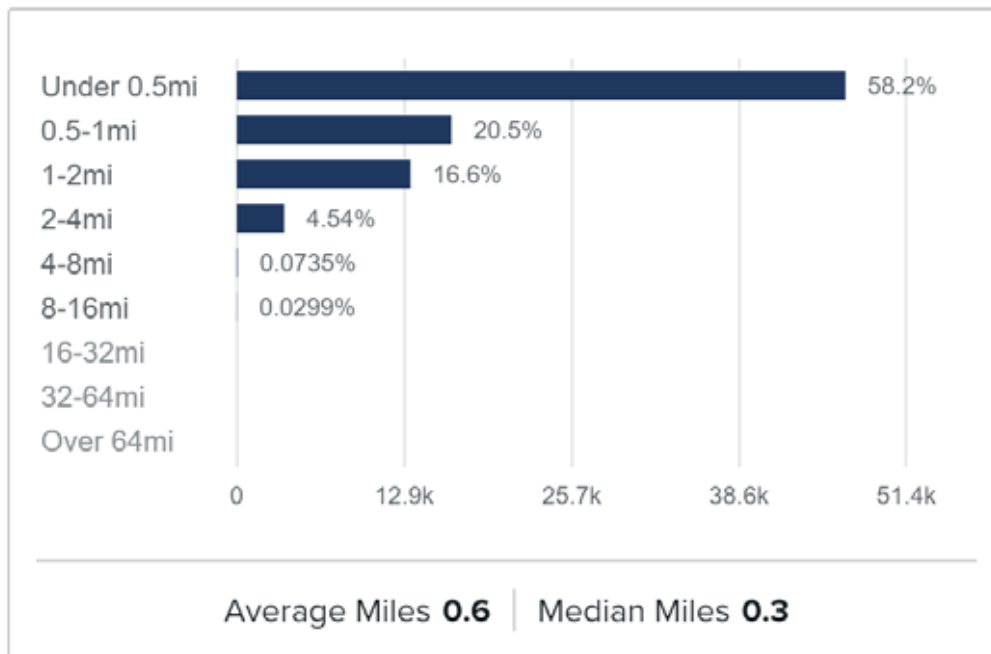


Figure 82. Distances of walking trips in Santa Rosa. Source: Replica Places, Spring 2023

Trip Distance (Miles)

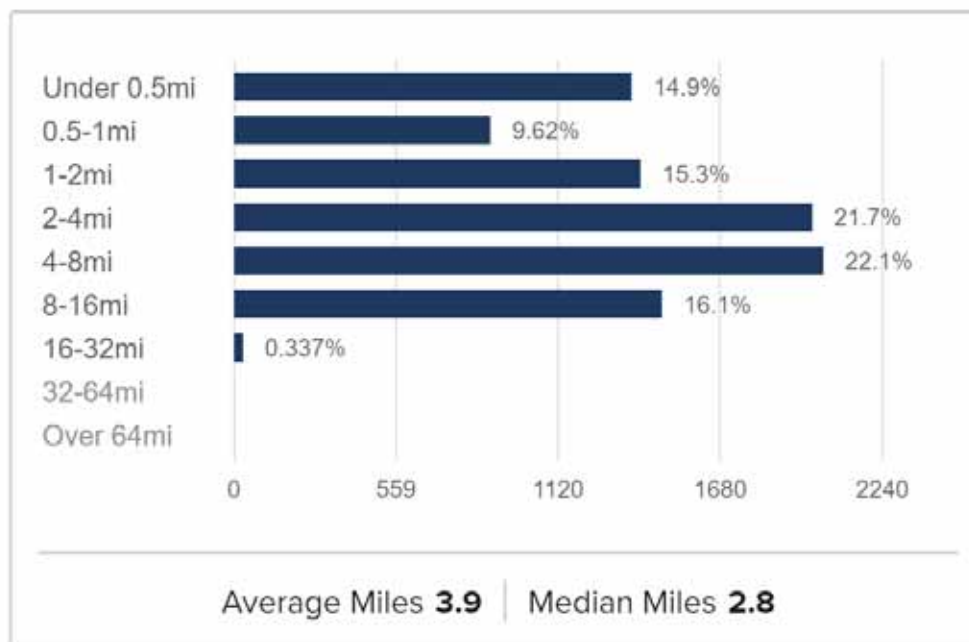


Figure 83. Distances of biking trips in Santa Rosa. Source: Replica Places, Spring 2023

Methodology

Alta used Replica Places model data specific to the California-Nevada Megaregion from spring 2023 for this analysis. The data was filtered for private vehicle or Transportation Network Company (TNC) trips that intersect the city boundary, whether or not the trips started or ended in the city. Data was aggregated and analyzed based on the block group level geometries and focused on the typical patterns observed during weekdays except where otherwise noted.

Alta used a series of custom-built scripts to process the Replica Places data to help understand areas that already have high concentrations of existing walking, biking, and rolling trips as well as areas with high numbers of vehicle trips whose trip distances indicate they could conceivably be served by walking, biking, rolling, or other micromobility options.

Alta used Replica data summarized by block group origin to understand the starting points of vehicle trips under five miles. Private vehicle trips made by a passenger were excluded, but the driver's trip was counted. These results were further divided by trip distance to approximate trips that could be replaced by one of three active modes based on typical trip distances for those modes:

- Trips 0-1 miles: potential walking trips
- Trips 1-3 miles: potential bike trips
- Trips 3-5 miles: potential e-bike trips

To create OD lines, Alta used a custom-built tool to plot lines between block group centroids and symbolize them based on the number of trips.

Limitations

While short trips are indicators of trips that can be met using active modes, it is unrealistic to expect all short trips can be converted to active transportation. Even if supportive infrastructure is provided, there are various reasons why a trip would still be made by non-active modes, including:

- **Heavy Loads.** In many cases, some bikes (ex. cargo bikes) may support many types of grocery or shopping trips, but some heavy loads are often bulky or heavy enough to warrant the use of the vehicle.
- **Multiple Passengers.** While some bikes (ex. cargo bikes, tandem bicycles) can accommodate small children, people carrying multiple passengers or who do not feel comfortable navigating a loaded cargo bike (which can make it more difficult to maintain balance) may still opt for a vehicle.
- **Trip Chaining.** Some trips are chained in a way that make it difficult to envision using active transportation for the entire tour/trip. For example, if one leg of a trip that is part of a chain of trips is too long to consider using an active mode, the entire tour/trip may be better made using a vehicle. For example, a pedestrian typically walks half a mile to work on most days but on occasion needs to travel from work to a doctor's appointment that is two miles away. On these days, they might drive rather than walk.
- **Physical Impairment.** Some members of the community may have an impairment that prevents them from comfortably walking or may not know how to ride a bicycle.
- **Seasonal Weather.** Active trips become more difficult to accomplish in some weather conditions. While walking, biking, and rolling trips may still be viable in many instances, there may be sometimes where it is inadvisable, such as in heavy rain, a heat wave, or unhealthy air conditions.
- **Formal Occasions.** If someone needs to wear formal clothing for an event, including work, they may be less inclined to walk or ride a bike if they would need to shower or change clothes at their destination.

- **Structural Barriers.** Some people experience structural barriers to active travel, regardless of the specific trip. These include concerns about the security of one's bike while parked, harassment from police or passerby, or street crime.
- **Personal Preference.** Some members of the community may elect to never bike or walk even if an all ages and ability network is provided in a community.

Appendix D: Collision Severity Index Methodology

Alta used collision data from 2017 to 2021 from TIMS to analyze the locations and severities of bicycle and pedestrian collisions. For each analysis, Alta filtered to either bicyclist-involved or pedestrian-involved collisions. Alta also used a prepared roadway network including all public roadways within the City limits, segmented into quarter-mile sections.

To perform the collision severity analysis, Alta assigned collision weights to each collision as follows, based on the severity noted in TIMS:

- Fatal: 15
- Injury (Severe): 5
- Injury (Complaint of Pain) or Injury (Other Visible): 1

Alta then used the spatial join tool in ArcGIS Pro to sum the total weight of all collisions that occurred on each road segment. For example, a segment that had three serious injury collisions ($3 \times 5 = 15$ pts) and one minor injury collision (1 pt) would have a weighted sum of 16. Alta used a rolling-window approach that summed collisions not only on the segment but 300 feet in either direction on neighboring segments. This process allows rolling-window statistics to be calculated on each road segment. The benefits of rolling-window analysis are that they reduce the impact that segment breakpoints or anomalous collisions have on the final collision severity index.

With a sum of collision weights assigned to each segment, Alta divided each segment's score by the length of the segment to achieve a weighted score per linear mile. This score is known as the Collision Severity Index. This index allows segments of different lengths to be compared equally to understand which corridors, mile for mile, are experiencing the most severe pedestrian or bicyclist-involved collisions.



activa

santa rosa

City of Santa Rosa

Active Transportation Plan

Appendix C: Summaries of Public Engagement



To: Torina Wilson, Transportation Planner. City of Santa Rosa
From: Mauricio Hernández; Alta Planning + Design
CC: Charlie Simpson; Alta Planning + Design
Date: February 26, 2025
Re: City of Santa Rosa Active Transportation Plan – Community Engagement Summary

Introduction

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.

The following community engagement summary provides an overview of each outreach event/strategy, followed by a summary of individual events.

Outreach Strategies

The Santa Rosa ATP used a variety of outreach strategies to engage with the community. The outreach methods combined opportunities to engage the general public through digital and in-person events. These strategies are summarized below.

Table 1. Outreach Strategies

Outreach Strategy	Description	Number of Events / Meetings	Number of Participants/Comments
Bicycle and Pedestrian Advisory Board 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.	<ul style="list-style-type: none"> Phase 1: Two (2) Phase 2: One (1) Other (not associated with a phase): Six (6) 	N/A
Project Webpage	<p>Alta worked with city staff to provide content updates to the City's project webpage (https://www.srcity.org/3906/Active-Transportation-Plan) for every phase of the project. The webpage provided a location to:</p> <ul style="list-style-type: none"> Promote outreach and education materials Host the proposed public surveys Document workshops, public events, and other in-person engagement opportunities Allow members of the public to view the final Task deliverables throughout the project (ex. Final existing conditions memo) Allow members of the public to provide feedback on the Draft Plan using an online interactive PDF and eventually view the Final Plan. 	N/A	N/A

Outreach Strategy	Description	Number of Events / Meetings	Number of Participants/Comments
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. The interactive map for both phases was available in English and Spanish.	N/A	<p>Phase 1:</p> <ul style="list-style-type: none"> 1,956 interactions 488 unique comments 109 comments on unique comments 1,349 votes on unique comments <p>Phase 2:</p> <ul style="list-style-type: none"> 2,508 interactions 230 unique comments 181 comments on unique comments 1,865 votes on unique comments
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.	<ul style="list-style-type: none"> Phase 1: Eleven (11) Phase 2: Two (2) 	<p>Phase 1:</p> <ul style="list-style-type: none"> 548 participants 343 comments <p>Phase 2:</p> <ul style="list-style-type: none"> 75 participants 55 comments

Outreach Strategy	Description	Number of Events / Meetings	Number of Participants/Comments
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.	<ul style="list-style-type: none"> Phase 1: two (2) Phase 2: two (2) 	N/A
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.	<ul style="list-style-type: none"> Phase 1: one (1) Phase 2: one (1) 	<p>Phase 1:</p> <ul style="list-style-type: none"> 20 participants 70 comments <p>Phase 2:</p> <ul style="list-style-type: none"> 7 participants 15 comments

Phase 1 Outreach Event / Strategy Summaries



To: Torina Wilson, Transportation Planner, City of Santa Rosa

From: Mauricio Hernandez, Alta Planning + Design

Date: September 17, 2024

Re: Santa Rosa Public Engagement Phase 1 – Public Workshop

Overview

As part of phase 1 of community engagement for the Santa Rosa Active Transportation Plan (*Activa Santa Rosa*), the City of Santa Rosa and Alta held a Community meeting on **May 10th, 2024, from 6:00 PM to 8:00 PM at the Sonoma Clean Power Customer Center**. Project staff presented findings from the existing conditions analysis followed by a Question and Answer discussion. Following the presentation, the project team sought input from community members through different stations. The stations, similar to the pop-up events, included large, printed boards with general information about the plan goals and timeline and maps showing the existing bicycle facilities in different areas of the city.

Residents were encouraged to provide direct feedback with sticky notes and color-coded dots on the large boards representing different areas of the city. In addition to the boards, residents interested in learning more about the project were provided a QR code leading to the project website and online interactive input map.

Participants were encouraged to identify locations on the printed maps of the city to outline:

- **Green dots** – destinations where community members would like to go (On the Map: "Place green dots on places you would like to go by bike, on foot, or by transit if it were safer or more convenient.")
- **Yellow dots** – destinations where community members go to (On the Map: "Place yellow dots on the places you travel to most often in Santa Rosa.")
- **Red dots** – Areas that are challenging for walking, biking and rolling. (On the Map: "Place red dots on areas where it is challenging to bike, walk, or roll.")

The following memo provides a summary of the location, general number of attendees, and general feedback gathered from the Community Meeting.

Event Details

Event Details

Location: 741 4th St, Santa Rosa, CA 95404

Project Team Staff

- Torina Wilson, City of Santa Rosa
- Alexander Ocegüera, City of Santa Rosa
- Rob Sprinkle, City of Santa Rosa
- Ana Horta, City of Santa Rosa
- San Hennessey, City of Santa Rosa
- Mauricio Hernandez, Alta
- Charlie Simpson, Alta
- Barry Bergman (WTrans)

- William Andrews (WTrans)

Community Meeting attendance: 20 community members

Translation Provided: Spanish

Other services provided: Childcare, food, and drink

Feedback Summary

Overall Themes

General themes emerged from the feedback:

- Creating safe routes for active travel to school.
- Enhancing connections to trails and across freeways.
- Improving crossings at major intersections.
- Upgrade existing painted bike lanes, which feel unsafe and narrow.
- Separating bikes and motor vehicles along major arterials.
- Improve pavement conditions on all City roads.

Location-Specific Feedback

Comments by Quadrant

Downtown

- Enhance path connection around SMART Trail Tracks.
- Close gaps along SMART Trail.
- Install a bridge over Santa Rosa Creek at Shortt Rd.

Northeast

- Add separated bike lanes along Hwy 12.
- Install a separate bike/ped connection from the Bush Creek Trail to Haworth Park
- Install protected bike lanes to connect the US 101 Overcrossing to Downtown along Armory Dr, Carrillo St, Morgan St, and 9th St.

Northwest

- Enhance bike connection between SMART trail to the Children's Museum
- Square out offset trail crossings along the SMART Trail.
- Improve trail crossings at Guerneville Rd.
- Add a connection between the Santa Rosa Creek Trail and the Finley Community Center.
- Add a connection between Santa Rosa Creek Trail and A Place to Play.
- Enhance signal timing and restrict right on red at Range Ave and Steele Ln.
- Add protected bike lanes on Fulton Rd.
- Implement a road diet on College Ave from Dutton Ave to Fulton Rd
- Reconfigure Yulupa Ave as a Complete Street.

Southwest

- People on bikes ride on the opposite side of the street on Hearn Ave and Sebastopol Rd.

- Making left turns on a bicycle is dangerous all along Stony Point Rd.
- Drivers speeding on Stony Point Rd.
- Enhance the connection between Mitote Food Park and Joe Rodota Trail.
- Safer connection from Joe Rodota Trail to Olivers Market across the freeway.

Outreach Boards

A summary of locations is listed below based on the color of the dot utilized on the outreach boards.

- Destinations where the community would like to go (green dots) include:
 - Cesar Chavez School
 - Sonoma Academy
 - The Bridge Church, Fulton Rd and Occidental Rd
 - Finley Community Center, W College Ave and Tyara Way
 - Hwy 12 and Mission Blvd
- Destinations where the community members go to (yellow dots):
 - Montecito Pine Apartments
 - Park Manor Apartments
 - Camacho Market
 - Roseland Regional Library
 - FoodMax, Stony Point Rd and Sebastopol Rd
 - Monroe Hall, W College Ave and Borden Villa Dr
 - Finley Community Center, W College Ave and Tyara Way
 - Steele Ln and Santa Rosa Creek Trail
 - Youth Community Park, Fulton Rd and Jenes Ln
 - Taylor Mountain Regional Park
 - Sonoma Ave Park
 - Park Trail Open Space
 - Santa Rosa Junior College
 - Summerfield Rd and Sonoma Ave
- Areas that are challenging for walking, biking and rolling (red dots):
 - Sonoma Highway
 - Sonoma Highway and Calistoga Rd
 - Summerfield Rd and Mission Blvd
 - Montecito Blvd and Mission Blvd
 - Fountaingrove Pkwy and Chanate Rd
 - Sleepy Hollow Dr and Bonita Vista Ln
 - Colgan Ave and Colgan Creek Park
 - Dutton Ave and Sebastopol Rd
 - Fulton Rd and Santa Rosa Creek Trail
 - Guerneville Rd and Santa Rosa Creek Trail
 - W College Ave and Link Ln
 - SMART Trail and Guerneville Rd
 - Steele Ln and Range Ave
 - Santa Rosa Creek and SMART Railroad Track
 - Coffey Ln and Piner Rd
 - SMART Rail and Windrose Ln
 - Future US 101 Overcrossing
 - Franklin Ave and North St



MEMORANDUM

- Fravel Open Space
- Stony Point Rd and Hwy 12
- Hearn Ave and US 101

To: Torina Wilson, Transportation Planner, City of Santa Rosa

From: Mauricio Hernandez, Alta Planning + Design

Date: March 15, 2024

Re: Santa Rosa Public Engagement Phase 1 - Stakeholder Meetings

Overview

As part of phase 1 of community engagement for the Santa Rosa Active Transportation Plan (*Activa Santa Rosa*), the project team held two virtual stakeholder meetings in June 2024. During the virtual meetings, the project team introduced the project, presented the findings from the Existing Conditions analysis, and engaged in a discussion and Question & Answer session to solicit feedback from stakeholders. The events and dates are listed below:

- Stakeholder Meeting with Community-based Organizations and Advocates, June 5, 2024
- Stakeholder Meeting with Partner Agencies, June 6, 2024

The following memo provides a summary of the feedback gathered from the Stakeholder Meetings.

Feedback Summary

Overall Themes

- Stakeholders identified the following places as needing better connectivity:
 - Santa Rosa Junior College, Hospitals, County Center, shopping centers, post offices, transit stops, Downtown, Sonoma County Event Center at the Fairgrounds, priority development areas from General Plan, schools, libraries, parks, schools
- Stakeholders identified the following major barriers:
 - Lack of protected bikeways and bikeway gaps
 - sidewalk gaps (i.e. near Meadow View Elementary School and Helen Lehman Elementary School)
 - Lack of secure bike parking (especially at grocery stores)
 - Long crossing distances and perceived speeding on major roadways
 - Bikeway and sidewalk maintenance issues (i.e. shared use paths and bikeway adjacent to Santa Rosa Junior College)
- Opportunities
 - Interest in considering e-bikes in the recommendations
 - Interdepartmental collaboration needed for the plan's implementation
 - Community bike rides
 - Youth can be drivers of mode share shift to active modes.
 - Coordinate City recommendations with County ATP recommendations.
 - Desire to prioritize a recommended bike and pedestrian network that is comfortable for all users. For bikeways, this should include a connected network of protected bikeways that serve all neighborhoods.
 - Coordinate this ATP with other Citywide planning and design efforts, including:
 - Community Based Transportation Planning Project
 - Comprehensive Transportation Plan Update (Summer 2024)
 - VMT Mitigation Banking and Exchange Program
 - SMART path plans and wayfinding plans along paths.



MEMORANDUM

- Bike share program expecting to roll out in late summer/fall.
- Grant applications (SS4A, ATP Cycle 7, ETC)



To: Torina Wilson, Transportation Planner, City of Santa Rosa

From: Mauricio Hernandez, Alta Planning + Design

Date: March 15, 2024

Re: Santa Rosa Public Engagement Phase 1 – Cinco de Mayo Pop-Up Event

Overview

As part of phase 1 of community engagement for the Santa Rosa Active Transportation Plan (*Activa Santa Rosa*), the City of Santa Rosa and Alta held a pop-up event at the Cinco de Mayo Celebration on Sebastopol Road. The event was held on **May 5th, 2024 from 3:00 PM to 9:00 PM**. This location was selected to prioritize feedback from the highest need communities in Santa Rosa, as identified by the City of Santa Rosa's Equity Priority Areas.

The pop-up events included large, printed boards with general information about the plan goals and timeline and maps showing the existing bicycle facilities in different areas of the city. Residents were encouraged to provide direct feedback with sticky notes and color-coded dots on the large boards representing different areas of the city. In addition to the boards, residents interested in learning more about the project were provided a QR code leading to the project website and online interactive input map.

Participants were encouraged to identify locations on the printed maps of the city to outline:

- **Green dots** – destinations where community members would like to go (On the Map: "Place green dots on places you would like to go by bike, on foot, or by transit if it were safer or more convenient.")
- **Yellow dots** – destinations where community members go to (On the Map: "Place yellow dots on the places you travel to most often in Santa Rosa.")
- **Red dots** – Areas that are challenging for walking, biking and rolling. (On the Map: "Place red dots on areas where it is challenging to bike, walk, or roll.")

The following memo provides a summary of the location, general number of attendees, and general feedback gathered from the pop-up event.

Event Details

Location	Date	Time	Interpretation Provided	Estimated Participants
Sebastopol Rd, between West Ave and Avalon Ave, near Mitote Food Park	Sunday, May 5th	3:00-9:00pm	Spanish	116

Feedback Summary

Overall Themes

Given the event's location at the Cinco de Mayo celebration in the Roseland neighborhood, most feedback was provided by residents regarding the areas of southeast and southwest Santa Rosa.

General themes emerged from the feedback:

- Many existing crossings of major roadways—such as Sebastopol Rd, College Ave, and Stony Point Rd—can be difficult to cross due to long crossing distances, perceived speeding, and vehicles failing to yield to pedestrians.
- There is a perception that motorized vehicles frequently drive over the speed limit, run red lights and stop signs, or drive too fast along many major roadways (collectors and arterials).
- There is a lack of connectivity to and between existing trails and on-street bike facilities.
- Safety challenges exist when crossing under freeway overpasses and/or interchanges.

Location-Specific Feedback

Comments by Quadrant

Downtown

- A bike facility along 4th Street would be great to connect with Rincon Valley Middle School.
- Gaps exist along the 6th Street bike lane
- Biking on Montgomery feels dangerous and the existing bike facility isn't fully continuous

Northeast

- The following intersections along College Ave feel unsafe: Orchard St, Beaver St, and Mendocino Ave

Northwest

- The bike lane on Dutton Avenue ends at 3rd Street and feels too narrow.
- Dutton Avenue and 3rd Street feels dangerous for people walking and biking

Southeast

- No sidewalks exist on Bennett Valley Road.
- The bike lane along Santa Rosa Ave feels unsafe and the roadway serves as a barrier to access trails.
- Summerfield Rd bike lane seems too narrow.

Southwest

- The intersection of West Hearn Ave and Stony Point Rd feels unsafe.
- The intersection of Stony Point Rd and Sebastopol Rd feels unsafe.
- Need more connections to South Park
- Bellevue Ave has incomplete sidewalks
- The following conditions make Stony Point Rd a barrier to biking and walking:
 - Poor sidewalk conditions
 - Roots lifting up the bike lane
 - Limited number of crossings
 - Existing crossings feel unsafe (poor lighting, long crossing distance, drivers fail to yield to pedestrians)
- The following conditions make Hearn Ave a barrier to biking and walking:
 - No sidewalks

- Drivers perceived to be speeding
 - Barrier for accessing trails.
 - Hearn Ave is an important connection to downtown and the existing bike lane feels unsafe.
- The following conditions make Sebastopol Rd a barrier to biking and walking:
 - No crossing exists at Goodman Ave
 - Few crossings along the corridor
 - Existing Crossings feel unsafe
 - No crossing exists at Cesar Chavez School
 - Missing sidewalk

Outreach Boards

A summary of locations is listed below based on the color of the dot utilized on the outreach boards.

- Destinations where the community would like to go (green dots) include:
 - Oliver's Market – Stony Point (Stony Point Rd/W 3rd St)
 - Empire College (Russell Ave/US 101)
 - Santa Rosa Charter School for the Arts (Benton St/Humboldt St)
 - Julliard Park
 - Benton St and Orchard St
 - 6th Street Playhouse (Jefferson St and 6th St)
 - Howarth Park
 - Stony Point Rd and Rodota Trail
 - Bennett Valley Rd near Lazzini's Market
 - Quest Forward High School (Farmers Ln and Bennett Valley Road)
 - Spring Lake
 - Cesar Chavez High School
 - Sebastopol Rd and McMinn Ave
 - West Junior College
- Destinations where the community members go to (yellow dots):
 - Bellevue Ave and SMART Trail
 - Bicentennial Park
 - Garner Ave and Lombardi Ln
 - Stony Point Griffen Ave
 - Santa Rosa High School
 - Cesar Chavez High School
 - Sebastopol Rd and McMinn Ave
 - Stony Point Rd and Sebastopol Rd
 - Mixtote Food Park (Sebastopol Rd/West Ave)
 - Lola's Market and restaurant (Dutton Ave/Sebastopol Rd)
 - Julliard Park
 - Colgan Park
 - B St and 5th St
 - Benton St and Orchard St
 - Bennett Valley Rd near Lazzini's Market
 - West Junior College
 - Punchdown Cellars (Hopper Ave/Piner Creek Trail)
- Areas that are challenging for walking, biking and rolling (red dots):
 - Stony Point Rd and Rodota Trail
 - Stony Point Rd and SMART Trail
 - Stony Point Rd and Sebastopol Rd



- Stony Point Rd at Stony Point Plaza entrance
- Sebastopol Rd at Cesar Chavez High School
- Dutton Ave and Sebastopol Rd
- Earl St and Olive St
- Hearn Ave and SMART Trail
- Santa Rosa Creek Trail and Fulton Rd
- W 8th St and Link Ln
- W 9th St and N Dutton Ave
- College Ave and US 101
- Steel Ln and Iroquois St
- Mendocino Ave and Ridgeway Ave
- 4th Street and College Ave
- 3rd Street and Brookwood Ave
- 3rd St and Dutton Ave
- 4th Street/Hwy 12 east of Farmers Ln
- Sonoma Hwy and Acacia Ln
- Farmers Ln and Bennett Valley Road
- Yolanda Ave east of Santa Rosa Ave
- Santa Rosa Ave and Bellevue Ave
- Coffey Ln and Hopper Ave
- Kawana Springs Rd and Santa Rosa Ave
- Bennett Valley Rd near Lazzini's Market
- Hern Avenue at National Fitness
- Bellevue Ave at Elsie Allen High
- SMART Trail at 6th Street
- 6th St and Davis St
- 6th St and US 101
- Prince Memorial Greenway and Santa Rosa Ave
- B St and 7th St
- College Ave and Beaver St
- College Ave and Orchard St
- College Ave and Dutton Ave
- Mendocino Ave and College Ave

To: Torina Wilson, Transportation Planner, City of Santa Rosa

From: Mauricio Hernandez, Alta Planning + Design

Date: September 17, 2024

Re: Santa Rosa Public Engagement Phase 1 – City-led Pop-up Events

Overview

As part of phase 1 of community engagement for the Santa Rosa Active Transportation Plan (*Activa Santa Rosa*), the City of Santa Rosa held seven culturally relevant pop-up engagement events at planned community gatherings and at existing transit facilities or other prominent locations during the months of April – June in 2024. The events were held in different parts of the city so that a wide range of residents, commuters, and visitors had an opportunity to engage with the project. Moreover, events were strategically selected to connect with people of all ages and abilities, including students, seniors, people with disabilities, immigrant communities, and low-income residents. The project team provided Spanish translation at each of the seven events. Across each of the city-led events, the City passed out about 500 pencils, 250 stress balls, over 1400 rack card flyers, about 400 business cards and about 400 stickers. Overall, 263 comments were received from all city-led pop-up engagement events. The events, dates, and locations are listed below:

- Earth Day Celebration, April 20th from 12 - 4 PM at Courthouse Square
- YMCA Healthy Kids Day, April 27th from 11 AM – 2 PM at the Santa Rosa YMCS
- MLK Park Healthy Kids Day
- CityWorks Festival, May 22nd from 5 – 7 PM at Courthouse Square
- CHOPS Teen Club
- Pride Parade, June 1st from 11 AM – 5 PM at Courthouse Square
- Child in the Wild, June 2nd from 12 – 4 PM at Howarth Park

The pop-up events included large, printed boards with general information about the plan goals and timeline and maps showing the existing bicycle facilities in different areas of the city. Residents were encouraged to provide direct feedback with sticky notes and color-coded dots on the large boards representing different areas of the city. In addition to the boards, residents interested in learning more about the project were provided a QR code leading to the project website and online interactive input map.

Participants were encouraged to identify locations on the printed maps of the city to outline:

- **Green dots** – destinations where community members would like to go (On the Map: “Place green dots on places you would like to go by bike, on foot, or by transit if it were safer or more convenient.”)
- **Yellow dots** – destinations where community members go to (On the Map: “Place yellow dots on the places you travel to most often in Santa Rosa.”)
- **Red dots** – Areas that are challenging for walking, biking and rolling. (On the Map: “Place red dots on areas where it is challenging to bike, walk, or roll.”)

The following memo provides a summary of the location, general number of attendees, and general feedback gathered from the pop-up events.

Feedback Summary

Overall Themes

General themes emerged from the feedback:

- Residents would like safer routes for walking and biking to downtown, schools, parks, and trails throughout Santa Rosa.
- Many trail crossings feel unsafe at major roads (i.e. Joe Rodota Trail and Stony Point Rd).
- Intersections near US 101 and Highway 12 feel unsafe.
- Missing sidewalks in the Roseland Neighborhood.
- Missing bike connections between east Santa Rosa and Downtown, particularly at Farmers Lane.
- Homeless encampments along trails, including the Joe Rodota Trail and Santa Rosa Creek Trail, discourage some residents from using them.
- Many major roadways can be difficult to cross due to long crossing distances, perceived speeding, and vehicles failing to yield to pedestrians.
- Many major roadways feel unsafe for biking, even when there is an existing bike facility, due to perceived speeding and lack of separation between motor vehicles and bikes.

General Comments

Other general comments included:

- Support for a Ciclovía (Open Streets) event in Santa Rosa

Location-Specific Feedback

Comments by Quadrant

Southeast

- The bike lanes on Brookwood Ave feel unsafe.
- Complete bike network to Petaluma Hill Rd, Dauenhauer Park and Fairgrounds Golf Course.
- Improve access to MLK Park, Southwest Park, and RCP Elementary and slow down traffic on surrounding streets.
- The following intersections feel unsafe to bike and/or walk: Santa Rosa Ave and Todd Rd, Bennett Valley Rd and Santa Rosa Ave, Hendley St and Pressley St, Santa Rosa Ave and Bellevue Ave.
- Perceived speeding drivers along Hendley St and Brookwood Ave.
- Connect Colgan Creek Path across US 101.
- The bike lanes along Bennett Valley Rd are discontinuous.
- Missing sidewalks on Kawana Springs Rd
- Santa Rosa Ave feels unsafe for biking

Southwest

- Residents feel unsafe on shared-use paths due to houseless encampments.
- Improve bike safety along Stony Point Rd and Sebastopol Rd.
- Missing sidewalks in the Roseland Neighborhood, on Burbank Ave, Olive St, Barham Ave, Aston Ave, Corby Ave, Stony Point Rd, Sebastopol Rd, and Peterson Rd.

- The following intersections feel unsafe to bike and/or walk: Joe Rodota Trail and Stony Point Rd, Stony Point and Sebastopol Rd, Corby Ave and Hearn Ave, Fulton Rd to Wright Rd, Hearn Ave and Corby Ave, Hearn Ave and US 101, Dutton Ave and Hwy 12.
- Residents would like to see more investment in the Roseland neighborhood.
- Poor pavement conditions on South Ave.
- Complete bike network between Fulton Rd and Sunset

Downtown

- Increase separation between cars and bikes along Sonoma Ave.
- Improve biking conditions along Montgomery Dr.
- Complete SMART Trail.
- Missing sidewalks on 4th Street near Hwy 12.
- Enhance crosswalk visibility with high-visibility crosswalks or rectangular-rapid flashing beacons.
- The following intersections feel unsafe to bike and/or walk: 4th St and Montgomery Dr, 4th St and Hwy 12, and at Sonoma Ave and Brookwood Ave.
- Improve walking and biking routes to Santa Rosa Middle.
- Consider closing 4th Street to vehicles.

Northwest

- Bike lanes feels unsafe on Piner Rd and Fulton Rd.
- Missing sidewalks on College Ave, Cleveland Ave, Dennis Ln, 6th St, Peterson Ln, Guerneville Rd, Link Ln and Piner Rd.
- Widen sidewalks around Coffey Park.
- Improve walking and biking routes to Multi-Cultural Child Development Pre-School and French American Charter.
- Pave all unpaved shared-use paths.
- The following intersections/crossings feel unsafe to bike and/or walk: Piner Creek trail and Piner Rd, Wilson St and 7th St, across Stony Point Rd, Steele Ln and US 101, Steele Ln and Cleveland Ave, W Third St and Stony Point Rd.
- Consider grade separation for the Santa Rosa Creek Path at Pierson St.
- It feels unsafe to walk along Barnes Rd and Marlow Rd.
- Burnout remnants at W 9th St and Lincoln St.
- Poor sidewalk conditions on Fulton Rd, Ethan Dr, and Teasdale St.

Northeast

- Incomplete bike lanes around Farmers Ln, and along Mendocino Ave and College Ave.
- Add bike and pedestrian connections to Spring Lake, Howarth Park and Proctor Terrace Park.
- Debris in bike facilities on Armory Ave and Ridgeway Dr.
- Improve bike and ped safety along 4th St, Hwy 12, College Ave, Sonoma Ave, Humboldt Blvd, and Wikiup Dr.
- Enhance pedestrian connection between Farmers Ln and Downtown.
- Bethards Dr serves as a barrier for Mesquite Park and Yulpa Elementary.
- Slow down vehicles along Mission Blvd, Montecito Blvd, Hidden Valley Rd, Brush Creek Rd, Humboldt St and Middle Rincon Rd.
- Missing sidewalks on Hoen Ave, Hwy 12, Winding Ridge Rd, Hull Rd and Brush Creek Rd.

- The following intersections/crossings feel unsafe to bike and/or walk: Hahman Ave and Montgomery Dr, 4th St and Mendocino Ave, 15th and North St (RRFB), Chanate Rd and Humboldt St, St Mary's Dr and Montecito Rd, Hoen Ave and Sonoma Ave, Mission Blvd and Hwy 12, Hwy 12 and Brush Creek Path, Mission Blvd and Brush Creek Trail, Montecito Rd and Middle Rincon Rd, Oakmont Dr and White Oak Dr, Summerfield Rd and Montgomery Ave, E St and Maple St and across Farmers Ln.
- Widen bike lanes on Hwy 12 near Oakmont Dr.
- Improve safety along Hoen Ave for students at Spring Lake Middle School, Binkley Elementary, and Maria Carrillo High.
- Add more crossing opportunities along North St.
- Improve the flashing beacon near Spring Lake Middle.
- Enhance crosswalk visibility along College Ave.
- Missing curb ramps on Stone Bridge Rd.
- Poor pavement conditions on Hoen Ave near Farmers Ln.
- Improve pedestrian lighting in Jr College Neighborhood.
- Improve safety on Mendocino Ave in front of Santa Rosa High.
- Hwy 12 is a major barrier into downtown from the eastern part of the city.
- Bike network gap between Calistoga Rd and Spring Lake.

Outreach Boards

A summary of locations is listed below based on the color of the dot utilized on the outreach boards.

- Destinations where the community would like to go (green dots) include:
 - Santa Rosa Creek Trail
- Destinations where the community members go to (yellow dots):
 - Coffee Park
 - Piner Creek Trailhead
 - Spring Lake
 - Taylor Mountain
- Areas that are challenging for walking, biking and rolling (red dots):
 - Santa Rosa Creek Trail near Imwalle Dr
 - Colgan Ave and Petaluma Hill Rd



To: Torina Wilson, Transportation Planner, City of Santa Rosa

From: Mauricio Hernandez, Alta Planning + Design

Date: March 15, 2024

Re: Santa Rosa Public Engagement Phase 1 – Lola’s Market Pop-Up Event

Overview

As part of phase 1 of community engagement for the Santa Rosa Active Transportation Plan (*Activa Santa Rosa*), the City of Santa Rosa and Alta held two pop-up events, one at each of the Lola’s Market locations in Santa Rosa’s Roseland and South Park neighborhoods. In Roseland, Lola’s Market is located at the intersection of Dutton Avenue and Sebastopol Road. In South Park, Lola’s Market is located at the intersection of Petaluma Hill Road and Colgan Avenue.

The events were held on **Tuesday, May 14th, 2024, from 3:00 PM to 6:30 PM**. Project staff were stationed at each location for an hour and a half. These locations were selected to prioritize feedback from the highest need communities in Santa Rosa, as identified by the City of Santa Rosa’s Equity Priority Areas.

The pop-up events included large, printed boards with general information about the plan goals and timeline and maps showing the existing bicycle facilities in different areas of the city. Residents were encouraged to provide direct feedback with sticky notes and color-coded dots on the large boards representing different areas of the city. In addition to the boards, residents interested in learning more about the project were provided a QR code leading to the project website and online interactive input map.

Participants were encouraged to identify locations on the printed maps of the city to outline:

- **Green dots** – destinations where community members would like to go (On the Map: “Place green dots on places you would like to go by bike, on foot, or by transit if it were safer or more convenient.”)
- **Yellow dots** – destinations where community members go to (On the Map: “Place yellow dots on the places you travel to most often in Santa Rosa.”)
- **Red dots** – Areas that are challenging for walking, biking and rolling. (On the Map: “Place red dots on areas where it is challenging to bike, walk, or roll.”)

The following memo provides a summary of the location, general number of attendees, and general feedback gathered from the pop-up events.

Event Details

Location	Date	Time	Interpretation Provided	Estimated Participants
Lola’s Market <ul style="list-style-type: none">• 440 Dutton Avenue• 1680 Petaluma Hill Road	Tuesday, May 14th	3:00-6:30pm	Spanish	32

Feedback Summary

Overall Themes

Given the event's location at a Latino supermarket in Santa Rosa's Roseland and South Park neighborhoods, most feedback was provided by local Spanish-speaking residents. The feedback mainly regarded the areas of southeast and southwest Santa Rosa.

General themes emerged from the feedback:

- Homeless encampments along trails, including the Joe Rodota Trail and Santa Rosa Creek Trail, discourage some residents from using them
- Many locations in the southeast and southwest areas of the City do not have complete sidewalks. Where sidewalks do exist, cars sometimes park on the sidewalk, such as along Dutton Ave near Southwood Dr
- Some roadways, such as West Ave near Bayer Park & Gardens, feel unsafe due to poor lighting, vandalism, and perceived speeding by drivers.
- Some intersections at major roadways, such as Petaluma Hill Rd and Breeze Wy, can be difficult to cross due to long crossing distances, perceived speeding, and vehicles failing to yield to pedestrians.

General Comments

Other general comments included:

- Support for a Ciclovía (Open Streets) event in Santa Rosa

Location-Specific Feedback

The following specific locations were mentioned, either verbally or through written comments:

- Parking on the sidewalk on Dutton Ave near Southwood Dr
- West Ave (near Bayer Park & Gardens) feels unsafe due to poor lighting, lots of vandalism, and speeding drivers
- It feels unsafe to cross at Petaluma Hill Rd and Breeze Way
- Homeless encampments along trails, including the Joe Rodota Trail and Santa Rosa Creek Trail, discourage some residents from using them

Outreach Boards

A summary of locations is listed below based on the color of the dot utilized on the outreach boards.

- Destinations where the community would like to go (green dots) include:
 - Santa Rosa Creek Trail
- Destinations where the community members go to (yellow dots):
 - Coffee Park
 - Piner Creek Trailhead
 - Spring Lake
 - Taylor Mountain
- Areas that are challenging for walking, biking and rolling (red dots):
 - Santa Rosa Creek Trail near Imwalle Dr
 - Colgan Ave and Petaluma Hill Rd
 - Petaluma Hill Rd and Breeze Wy

To: Torina Wilson, Transportation Planner, City of Santa Rosa

From: Mauricio Hernandez, Alta Planning + Design

Date: September 17, 2024

Re: Santa Rosa Webmap Phase 1

Overview

As part of phase 1 of community engagement for the Santa Rosa Active Transportation Plan (*Activa Santa Rosa*), the project team developed an Online Interactive Webmap to provide community members with the opportunity to share feedback related to:

- Destinations that you currently walk, bike, or roll to
- Destinations that you would like to walk, bike, or roll to
- Routes that work well or that you frequent by biking, walking, or rolling
- Routes that you'd like to walk, bike, or roll on
- Barriers to walking, biking, or rolling

The webmap was available for input from March until June. Overall, the webmap received a total of **1,956 interactions** (comments and votes combined). The breakdown of the webmap interactions included:

- 488 unique comments
 - Barriers (286 unique comments)
 - Destinations I currently go to (65 unique comments)
 - Destinations I would like to go to (20 unique comments)
 - Routes that work well or that you frequent (37 unique comments)
 - Routes you'd like to walk, bike, or roll on (80 unique comments)
- 109 comments responding to the above unique comments
- 1,349 Votes ("Like" or "Dislike") of the unique comments

Residents provided feedback on all areas of Santa Rosa but mainly focused in the Downtown. Feedback was collected in the form of points and lines on the Webmap. The following memo provides additional details on the events.

Feedback Summary

Overall Themes

- Destinations
 - Courthouse Square, Santa Rosa Mall, Downtown Transit Center, Montgomery Village, Railroad Square, Senior Center at Finley Center, Howarth Park
- Suggested Walking and Biking Routes
 - Add connection to Spring Lake from the future Southeast Greenway.
 - Separate bikes and cars and complete sidewalks along College Ave.
 - Install protected bike lanes of Farmers Ln.
- Barriers

- Joe Rodota Trail at Hwy 12, Joe Rodota Trail and Stony Point Rd, Houseless encampment one Joe Rodota Trail near 3rd St, Farmers Ln and Sonoma Ave, B St and 7th St.

Location-Specific Feedback

Destinations

- Railroad Square
- Playhouse on 6th St.
- Add bike parking near SMART Stations
- Courthouse Square
- Transit Center
- Montgomery Village
- Shopping center and apartments on Yulpa Ave and Hoen Ave.
- Oliver's Market at Stony Point Rd and Hwy 12.
- Community College.
- Senior Center at the Finley Center
- Howarth Memorial Park
- Brush Creek trail entrance on Mission Blvd.
- Taylor Mountain Regional Park
- Bayer Park and Gardens
- Entrance to Joe Rodota Trail on Stony Point Rd.
- A Place to Play Park

Barriers

- Joe Rodota Trail entrance and continuity at Fulton Rd, Stony Point Rd and 3rd St.
- Houseless encampments along Prince Memorial Greenway.
- Santa Rosa Creek Trail at 3rd St.
- 3rd St and Wilson St.
- Houseless encampments at 6th St and US 101.
- Drivers don't stop for pedestrians around B St and 7th St.
- Narrow sidewalks near 7th St and Mendocino Ave.
- 9th St and US 101.
- College Ave and US 101.
- Mendocino Ave and College Ave.
- Farmers Ln and Sonoma Ave.
- 4th St and Talbot Ave.
- Summerfield Rd and Montgomery Dr.
- Guerneville Rd and Dutton Ave.
- Mendocino Ave and Pacific Ave.
- Steele Ln and Guerneville Rd.
- Mission Blvd and Hwy 12.
- Santa Rosa Ave and Petaluma Hill Rd.
- Sebastopol Rd and Fulton Rd.

Suggested Routes

- Connect future Southeast Greenway and Annadel to Prince memorial Greenway/Joe Rodota Trail ad Doyle Park.
- Improve bike and pedestrian facilities along College Ave from 4th St and Marlow Rd.



- Protected bike lane on Farmers, or a foot/bike bridge over the Santa Rosa Creek connecting Shortt Road and Rogers Way to enhance connection between Montgomery Village to the Safeway shopping area on 4th St and Farmers Ln.
- Bike lanes on Yulupa Ave connecting Galvin Park to Montgomery Dr
- Brookwood Ave from Kawana Springs Park to Sonoma Ave.
- Hwy 12 along Howarth Memorial Park.
- Mendocino Ave from the Community College to Fountain Grove Parkway.
- Pave path along Piner Creek.
- Elliot Ave to Edwards Ave.
- Sebastopol Rd to 3rd St connection into downtown.
- Stony Point Rd across Hwy 12.
- San Miguel Ave from Fulton Rd to Coffey Ln.
- Spencer Ave to W 9th St.
- 4th St.
- Hoen Ave to Sonoma Ave to Downtown.

Phase 2 Outreach Event / Strategy Summaries



To: Torina Wilson, Transportation Planner, City of Santa Rosa

From: Mauricio Hernandez, Alta Planning + Design

Date: June 10, 2024

Re: Santa Rosa Public Engagement Phase 2 – Public Workshop

Overview

As part of phase 2 of community engagement for the Santa Rosa Active Transportation Plan (*Activa Santa Rosa*), the City of Santa Rosa and Alta held a virtual Public Workshop on **October 15th, 2024, from 6:00 PM to 8:00 PM**. Project staff presented a recap of Phase 1 of the Plan, followed by a presentation of the draft infrastructure recommendations and a Question and Answer discussion.

The following memo provides a summary of the location, general number of attendees, and general feedback gathered from the Community Meeting.

Event Details

Event Details

Location: Virtual

Project Team Staff

- Torina Wilson, City of Santa Rosa
- Rob Sprinkle, City of Santa Rosa
- Mauricio Hernandez, Alta
- Charlie Simpson, Alta

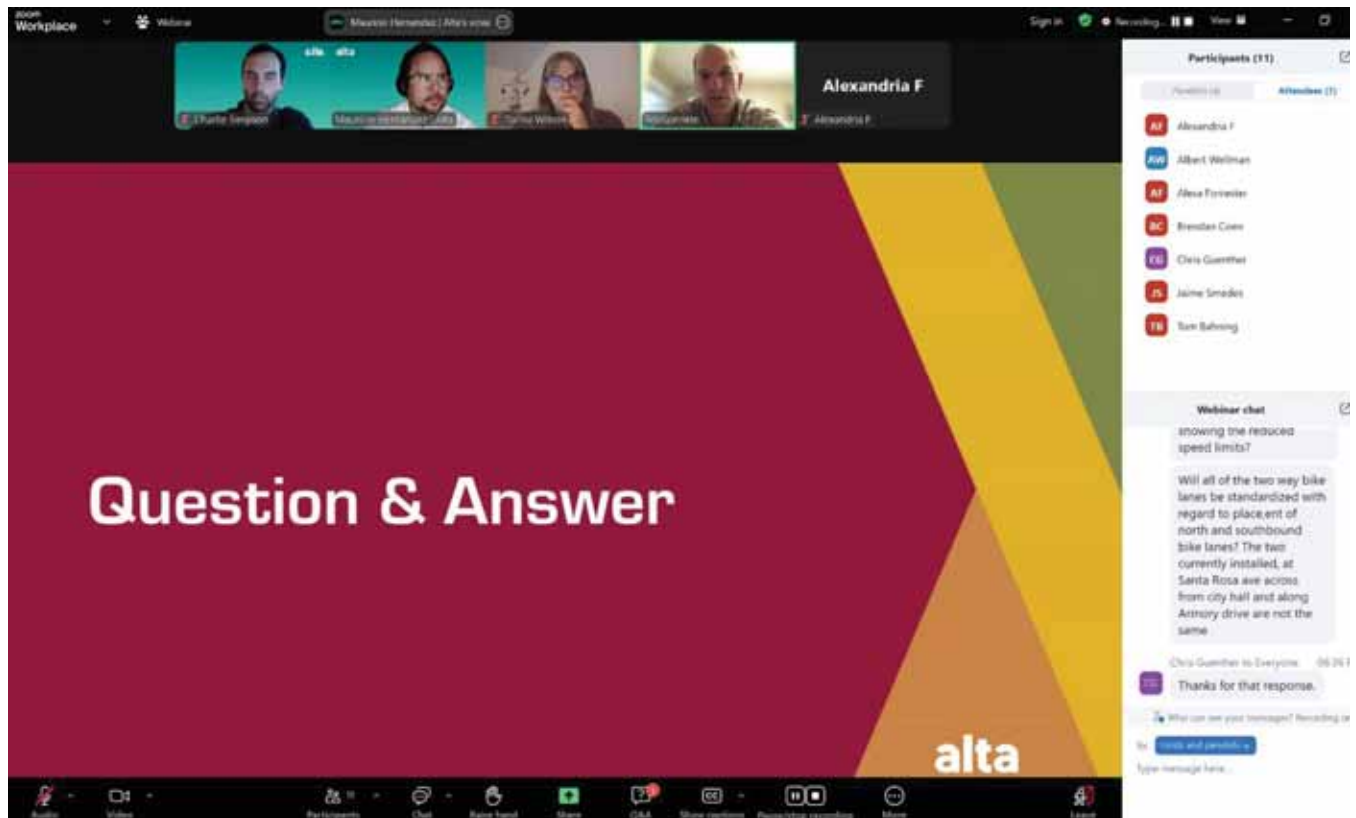
Community Meeting attendance: 7 community members

Feedback Summary

Overall Themes

General themes emerged from the feedback:

- Excitement about the focus of the recommendations on “All Ages and Abilities”
- Questions about bike facility design standards
- Questions about which projects may be implemented in the short-term
- Desire for improved bike facility along Mendocino Avenue
- Curiosity about potential traffic calming measures to be implemented
- Desire to fill in small gaps in the bike network to make them more comfortable





To: Torina Wilson, Transportation Planner, City of Santa Rosa

From: Mauricio Hernandez, Alta Planning + Design

Date:

Re: Santa Rosa Public Engagement Phase 2 – Stakeholder Meetings

Overview

As part of phase 2 of community engagement for the Santa Rosa Active Transportation Plan (*Activa Santa Rosa*), the project team held two virtual stakeholder meetings in October 2024. During the virtual meetings, Project staff presented a recap of Phase 1 of the Plan, followed by a presentation of the draft infrastructure recommendations and a Question and Answer discussion. The events and dates are listed below:

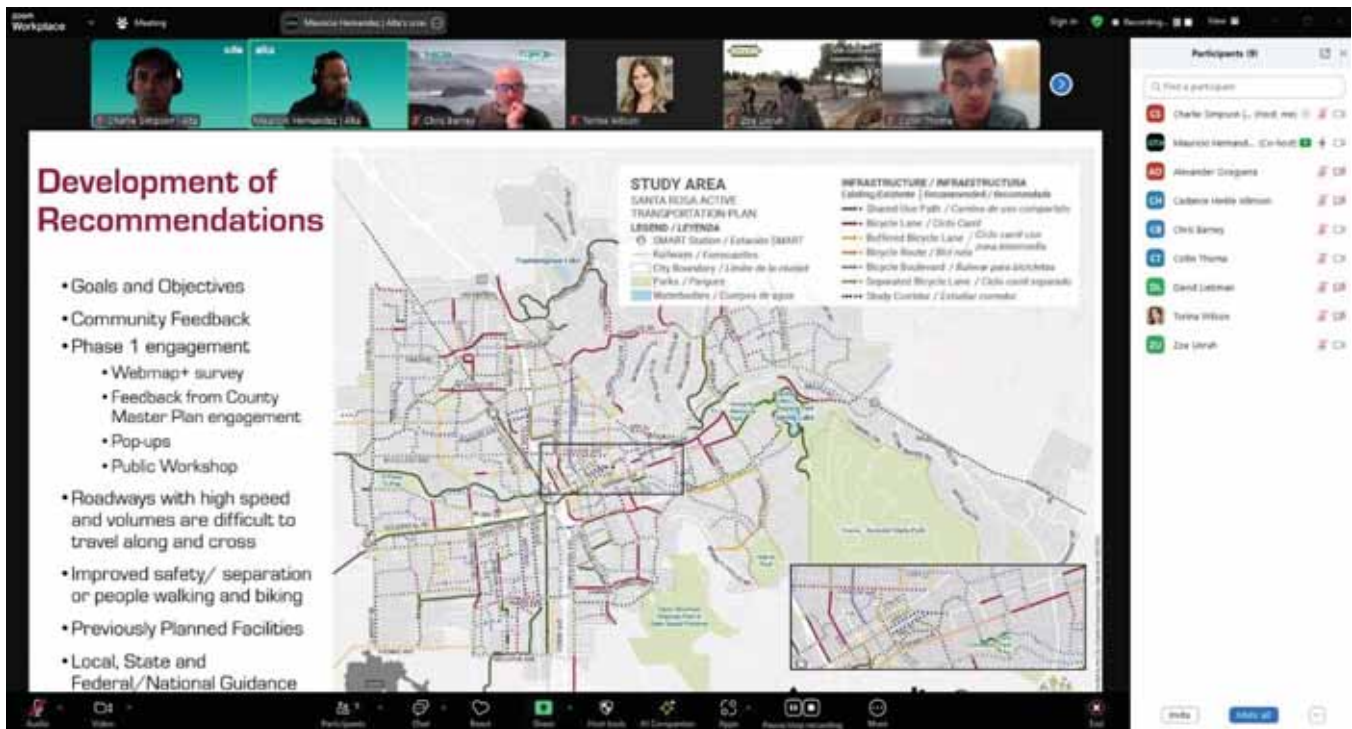
- Stakeholder Meeting with Partner Agencies, October 16, 2024
- Stakeholder Meeting with Community-based Organizations and Advocates, October 17, 2024

The following memo provides a summary of the feedback gathered from the Stakeholder Meetings.

Feedback Summary

Overall Themes

- Interest in lining the City recommendations with the County recommendations/facilities and neighboring jurisdictions
- Interest in the prioritization to look into timing (short-term vs. long-term)
- Importance of considering the aging population for recommendations
- Desire for explicit definition of 'study corridor'
- Interest in exploring Quick-Build projects, but with a focus on maintenance and high-quality design over time
- Desire for emphasis on designing and planning recommendations, keeping people with disabilities in mind.
- The Santa Rosa Junior College is very interested in making biking safer and more comfortable for students. Desire for safer facilities on Mendocino Avenue, Elliot Avenue, and Sebastopol Road. Desire for improvement of Class I trails to feel safer and better maintained.
- Desire to fill in small gaps in the bike network to make them more comfortable.
- Excitement for the low stress bike connections in the plan



Development of Recommendations

- Goals and Objectives
- Community Feedback
- Phase 1 engagement
 - Webmap+ survey
 - Feedback from County Master Plan engagement
 - Pop-ups
 - Public Workshop
- Roadways with high speed and volumes are difficult to travel along and cross
- Improved safety/ separation or people walking and biking
- Previously Planned Facilities
- Local, State and Federal/National Guidance

STUDY AREA
SANTA ROSA ACTIVE TRANSPORTATION PLAN

LEGEND / LENDIA

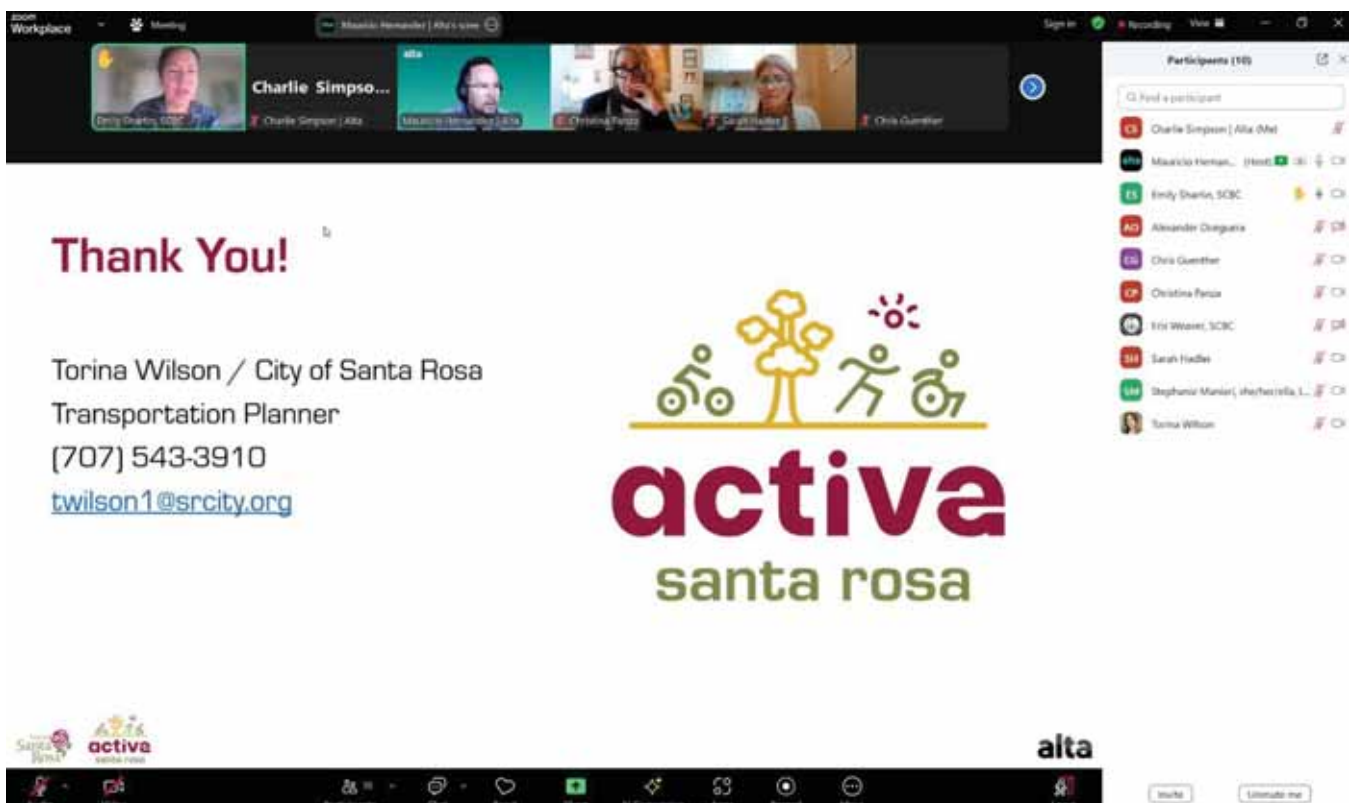
- SMART Station / Estación SMART
- Roadways / Carreteras
- City Boundary / Límite de la ciudad
- Parks / Parques
- Pavement / Pavedura
- Waterbodies / Cuerpos de agua

INFRASTRUCTURE / INFRAESTRUCTURA

- Shared Use Path / Camino de uso compartido
- Bicycle Lane / Ciclo Cam
- Buffered Bicycle Lane / Ciclo camil con zona amortiguada
- Bicycle Route / Ruta ciclo
- Bicycle Boulevard / Bulvar para bicicletas
- Separated Bicycle Lane / Ciclo camil separado
- Study Corridor / Corredor de estudio

Participants (16)

- Charlie Simpson [Alta (Met)]
- Mauricio Hernandez [Alta (Met)]
- Alexander Orogana
- Carlene Haddad
- Chris Barney
- Colin Thomas
- Daniel Ledman
- Torina Wilson
- Zoe Vlahos



Thank You!

Torina Wilson / City of Santa Rosa
Transportation Planner
(707) 543-3910
twilson1@srcity.org

active santa rosa

Participants (16)

- Charlie Simpson [Alta (Met)]
- Mauricio Hernandez [Alta (Met)]
- Emily Sharke, SCBC
- Alexander Orogana
- Chris Guenther
- Christina Pappa
- Erin Weaver, SCBC
- Sarah Haddad
- Stephanie Munier, shefnerella, L.
- Torina Wilson

alta



Memorandum

Date: October 30, 2024
Project: SRO631
To: Mr. Mauricio Hernandez
Alta Planning + Design
From: Barry Bergman
bbergman@w-trans.com
Subject: Santa Rosa Public Engagement Phase 2, 10/8/2024 Mitote Food Park Pop-Up Event Summary

Overview

As a part of Phase 2 of community engagement for the City of Santa Rosa's Santa Rosa Active Transportation Plan a pop-up event was held at the Mitote Food Park on Sebastopol Road with staff from the City of Santa Rosa, Alta, and W-Trans. The event was held on October 8, 2024, from 6:00 p.m. to 8:30 p.m. This location was selected as the weekly Santa Rosa Taco Tuesday Ride makes a stop at the Mitote Food Park.

The pop-up event featured presentation of maps of the potential pedestrian and bicycle improvements in Santa Rosa, including both a citywide map well as an enlarged map of southwest Santa Rosa including the Roseland neighborhood, where the event was held. Images were also provided to illustrate the various types of pedestrian and bicycle improvements being proposed. Attendees of the pop-up event were encouraged to provide feedback by talking with staff from the City of Santa Rosa, Alta, and W-Trans, sticking Post-It notes to the maps, and using a business card with a QR code and link to the project website and the online interactive map.

A summary of the event is provided in Table 1. Images of the event are provided in Plates 1 through 4.

Table 1 – Event Summary				
Location	Date	Time	Interpretation Provided	Estimated Participants
Mitote Food Park, 665 Sebastopol Road	Tuesday, October 8	6:00–8:30 p.m.	Spanish	45

Feedback Summary

Overall Themes

Given the pop-event's location in the Roseland neighborhood and the timing of the event to coincide with the Santa Rosa Taco Tuesday Ride, most comments focused on bike facilities and connections from Roseland to nearby land uses. The comments provided by participants followed several general themes: residential neighborhoods need better access to commercial areas, traffic is too fast on major streets which makes it feel dangerous for cyclists, and that existing trails and major streets lack adequate bicycle facilities.

Feedback

Feedback largely fell into one of three categories, access, safety, and general infrastructure improvements, and is summarized below:

Access

- Protected bike lanes should connect the Roseland neighborhood to the Joe Rodota trail, nearby creek trails, and Oliver's Market on Stony Point Road.
- Montgomery Drive should have bike lanes near the Lakeside Shopping Center, and sidewalks are needed on Montgomery Drive along the shopping center frontage.
- The Children's Museum should have better bike access to the surrounding neighborhood.
- The fairgrounds should have better pedestrian and bicycle access.
- Improved bike/ped access should be provided to the farmer's market (near Rite Aid).

Safety

- The creek trails need more lighting to improve safety, currently people avoid using the trails at night.
- Pacific Avenue feels dangerous for cyclists.
- Traffic is too fast on Franklin Avenue north of North Street and along Maple Avenue.
- 4th Street from Farmers Lane to Bryden Lane feels dangerous.
- There should be more road safety education.

General Infrastructure

- Sonoma Avenue should have a buffered bike lane.
- Guerneville Road should have a separated bike lane.
- 4th Street should be closed to vehicle traffic.
- The intersection of Montecito Avenue/Brush Creek Trail should have "Keep Clear" pavement markings.

**Photo 1** – Community event**Photo 2** – Community event**Photo 3** – Community event**Photo 4** – Community event



Memorandum

Date: October 30, 2024

Project: SRO631

To: Mr. Mauricio Hernandez
Alta Planning + Design

From: Barry Bergman
bbergman@w-trans.com

Subject: Santa Rosa Public Engagement Phase 2, 10/10/2024 Green Living Fair Pop-Up Summary

Overview

As a part of Phase 2 of community engagement for the City of Santa Rosa's Santa Rosa Active Transportation Plan, a pop-up event was held at the Santa Rosa Junior College's Green Living Fair with staff from the City of Santa Rosa and W-Trans. The event was held on October 10, 2024, from 4:00 p.m. to 6:00 p.m.

The pop-up event included maps of the potential improvements for the City of Santa Rosa's pedestrian and bicycle facilities and descriptions of various pedestrian and bicycle improvements. These maps included maps of the Northeast quadrant of the city where the event was located, and citywide maps. Attendees of the pop-up event were encouraged to provide feedback by talking with Santa Rosa and W-Trans staff, providing comments on Post-it notes and adding them to the maps, and providing feedback online using a business card with a QR code and link to the project website and online interactive map from the pop-up event.

A summary of the event is provided in Table 1. Images of the event are provided in Plates 1 and 2.

Table 1 – Event Summary				
Location	Date	Time	Interpretation Provided	Estimated Participants
Santa Rosa Junior College, Bertolini Quad	Thursday, October 10	6:00–8:30 p.m.	Spanish	30

Feedback Summary

Overall Themes

Due to the event's location at the Santa Rosa Junior College Green Living Fair, feedback appeared to be primarily provided by junior college students and staff.

Feedback

Feedback largely fell into one of three categories, access, safety, and general infrastructure improvements, and is summarized below:

Access

- Provide additional connectivity between facilities along popular biking routes and to destinations in and around downtown.

- During construction projects, maintaining access for pedestrians and bicyclists should be the highest priority. Avoid sidewalk closures when streets are open to motor vehicles. There have been cases where detours or alternative routes were either not in place or poorly communicated.
- Biking from Sebastopol to Santa Rosa could be made easier with improved connectivity, the paths currently taken can be inconvenient or not straightforward.
- Entering or exiting Class IV bike lanes with concrete barriers can be difficult or impossible for certain users if the rider is entering midblock or in segments without entrance/exit points.
- Class IV design – recommended order of facilities is bike, pedestrian, parking, then traffic
- Provide additional crosswalks along major streets with infrequent crossings, such as Mendocino Avenue.

Safety

- Traffic calming should be implemented on high-speed streets, like Mendocino Avenue as the speeds make pedestrians and cyclists feel less safe.
- Vehicles sometimes don't stop for pedestrians at a crossing or slow down very late. Additionally, vehicles occasionally creep into crosswalks (either to prepare for moving into the intersection, lack of sufficient sightlines, or impatience with pedestrians).
- Pedestrians feel wide roads are dangerous to cross. Additions such as pedestrian islands or curb bulb outs (such as those found on Santa Rosa Avenue) would make crossing wide streets easier and safer.
- On higher speed roads, separation between bike lanes and vehicle lanes would improve comfort and safety for both bicyclists and drivers.
- Class IV bike lanes with concrete barriers are perceived to be dangerous in certain scenarios. If bicyclists ride in both directions in the same lane (regardless of whether the lane is designed to be two-way or not), attempting to move out of the way with concrete barriers may lead to collisions either from lack of space or from catching the barrier. Entering or exiting can also be unsafe due to lack of entering/exiting space.

General Infrastructure

- Create a better transition for 4th Street and Bryden Lane.
- Install a roundabout at the intersection of College Avenue and Mendocino Avenue.
- Implement road diet on College Avenue from US 101 to 4th Street, with one lane in each direction, center turn lane, and bike lanes.
- Install protected bike lanes on E Street and Brookwood Avenue from Sonoma Avenue to Vallejo Street.
- More and better crosswalks near Santa Rosa Junior College.
- Connect Flat Rock Park to downtown.
- Improved facilities near downtown and SRJC.



Photo 1 – Community event



Photo 2 – Community event

To: Torina Wilson, Transportation Planner, City of Santa Rosa

From: Mauricio Hernandez, Alta Planning + Design

Date: February 26, 2025

Re: Santa Rosa Webmap Phase 2

Overview

As part of phase 2 of community engagement for the Santa Rosa Active Transportation Plan (*Activa Santa Rosa*), the project team developed an Online Interactive Webmap to provide community members with the opportunity to share feedback related to:

- Bike network recommendations
- Bike spot recommendations
- Pedestrian network recommendations
- Pedestrian spot recommendations

The webmap was available for input throughout October 2024. Overall, the webmap received a total of **2,508 interactions** (comments and votes combined). The breakdown of the webmap interactions included:

- 488 unique comments
 - Bike network recommendations (83 unique comments)
 - Bike spot recommendations (173 unique comments)
 - Pedestrian network recommendations (32 unique comments)
 - Pedestrian spot recommendation (115 unique comments)
 - Comment on a unique comment (181 unique comments)

Residents provided feedback on all areas of Santa Rosa but mainly focused in the Downtown and around the US 101 and Hwy 12 intersection. Feedback was collected in the form of points and lines on the Webmap. The following memo provides additional details on the events.

Feedback Summary

Overall Themes

- Bike Network Recommendations
 - Increased separation between bikes and motor vehicles along major roadways.
 - Traffic diversion to reduce vehicle traffic on neighborhood bike routes.
 - Expanding the City's trail network with new trail, neighborhood connections, and crossings over creeks.
 - Creating safe bike routes to school with separated bikeways and enhanced traffic calming.
- Bike Spot Recommendations
 - Crossing enhancements where trails meet roadways.
 - Crossing enhancement where roadways meet US 101 and Hwy 12.
 - Crossing enhancements at major roadways such as Sebastopol Rd, Santa Rosa Ave, Stony Point Rd, Guerneville Rd, Farmers Ln, Montgomery Dr, and Mendocino Ave.
- Pedestrian Network Recommendations

- Completing the sidewalk network where there are gaps
 - Reduce vehicle volumes on neighborhood streets and in the downtown area.
- Pedestrian Spot Recommendations
 - New marked crosswalks and crossing enhancements to parks, schools, and shopping centers.
 - Enhancing visibility of people waiting to cross an intersection.
 - Using pedestrian beacons to enhance mid-block crossings.

Location-Specific Feedback

Bike Network Recommendations

- Increased separation between bikes and motor vehicles along:
 - Stony Point Rd
 - Sebastopol Rd
 - Mendocino Ave
 - Farmers Ln
 - Guerneville Rd
 - Santa Rosa Ave
 - College Ave
 - Dutton Ave
 - 4th St
 - Sonoma Ave
 - Montgomery Dr
- Neighborhood bike route enhancements
 - Pacific Ave
 - Spencer Ave
 - Boyd St
 - South Ave
 - Lombardi Ln

Bike Spot Recommendations

- Guerneville Rd and Range Ave
- Guerneville Rd and US 101
- Joe Rodota Trail and Stony Point Rd
- Joe Rodota Trail and Dutton Ave
- Stony Point Rd and Sebastopol Rd
- Fulton Rd and Hwy 12
- Hearn Ave and Hwy 12
- Hearn Ave and Santa Rosa Ave
- Steele Ln and US 101,
- Mendocino Ave and Steel Ln
- College Ave and Humboldt St
- College Ave and Cleveland Ave
- Mission Blvd and Montgomery Dr

Pedestrian network recommendations

- Complete missing sidewalk
 - S Wright Rd
 - McConnell Ave
 - Boyd St

- Haman Dr
- Francisco Ave
- Summerfield Rd
- Wilson St
- Corby Ave
- Summerfield Rd
- Widen sidewalks
 - Franquette Ave
 - Cleveland Ave
 - Sebastopol Rd
 - Lewis Rd
 - Morgan St
 - Middle Rincon Rd

Pedestrian spot recommendations

- Crossing enhancements
 - Franklin Ave and Monroe St
 - Sebastopol Rd and Leddy Ave
 - Monte Verde Dr and Saint Francis Rd
 - Dutton Ave and Hewett St
 - Fulton Rd and Wishing Well Way
 - Farmers Ln and Magowan Dr
 - Franklin Ave and Monroe St
 - Hearn Ave and US 101
 - A St and 6th St



activa

santa rosa

City of Santa Rosa

Active Transportation Plan

Appendix D: Development of Recommendations Memo

To: Torina Wilson, Transportation Planner; City of Santa Rosa

From: Mauricio Hernández, Alta Planning + Design; Barry Bergman, W-Trans

CC: Charlie Simpson, Alta Planning + Design

Date: June 24, 2024

Re: Santa Rosa Active Transportation Plan - Recommendation Development Approach and Data

Introduction

This memo outlines the approach and methodology for developing recommendations for the City of Santa Rosa Active Transportation Plan. This methodology relies on using consistent data and a clear process to apply federal, state, and city design guidance in an objective and context sensitive manner. The outcome of this methodology will be a set of maps depicting existing, funded, and newly proposed projects, along with a project list with the project name, proposed facility type, and location for each recommended improvement. Proposed improvements will prioritize the development of a complete active transportation network that improves equitable outcomes, safety, access, and comfort for people of all ages and abilities.

Guidelines and Standards

Local¹, state, and federal guidelines and standards to follow for developing recommendations includes:

- City of Santa Rosa [Traffic Standards](#) (2008)
 - Defines standards for roadway signage, markings, and equipment in addition to those set forth in the California MUTCD.
- City of Santa Rosa [Street Design & Construction Standards](#) (2004)
 - Informs design of public infrastructure, including standards for different roadway types and includes pedestrian facilities and bike lanes
- City of Santa Rosa [Public Storm Drain Standards](#) (2005)
 - Defines minimum standards for drainage for projects in the public right-of-way and requirements of private property owners
- City of Santa Rosa [Park and Landscape Construction Standards](#) (1997)
 - Provides standards and requirements for landscaping on public property including parks, roadways, and parkways
- City of Santa Rosa [Construction Specifications for Public Improvements](#) (1979)

¹ All City Standards listed here are in the process of being updated. The Santa Rosa Active Transportation Plan process and recommendations will inform the City Standards update.

- Provides direction regarding construction materials and procedures for facilities including streets, sidewalks, curbs, pedestrian ramps, and street trees
- Caltrans 7th Edition Highway Design Manual (HDM) – [Chapter 1000 Bicycle Transportation Design](#) (2015)
 - Informs the design and implementation of bicycle facilities. References FHWA Bikeway Selection Guide
- Caltrans [Design Information Bulletin Number 94 – Complete Streets Contextual Design Guidance](#) (2024)
 - Informs decision to maximize the use of the public right of way to achieve sustainable and equitable mobility
- Caltrans [Design Information Bulletin Number 89-02 – Class IV Bikeway Guidance](#) (2022)
 - Informs the design and implementation of Class IV bicycle facilities
- Caltrans [Traffic Calming Guide](#) (2023)
 - Informs design and implementation of different traffic calming treatments
- FHWA [Bikeway Selection Guide](#) (2019)
 - Informs facility type recommendation based on roadway speed, volume, and urban/rural context.
- FHWA [Small Town and Rural Multimodal Networks](#) (2016)
 - Informs rural bicycle and pedestrian recommendations
- FHWA [Safe Transportation for Every Pedestrian \(STEP\)](#)
 - Informs pedestrian improvements
- FHWA STEP: [Improving Visibility at Trail Crossings](#) (2021)
 - Informs pedestrian and bicycle improvements at trail crossings
- FHWA [Proven Safety Countermeasures](#)
 - Supplements pedestrian and bicycle recommendations as needed based on location
- FHWA [Road Diet Informational Guide](#)
 - Informs road diet feasibility determination

Recommendations Development Phases

Infrastructure recommendations will be developed in two main phases. The first phase will build directly on the Existing Conditions memo, using key data to build out an initial “backbone” network of bicycle and pedestrian improvements. This will include a desktop review of existing facilities (ex. sidewalk, marked crosswalks, and bike infrastructure) to identify clear network deficiencies. Additionally, the first phase will focus on streets and intersections identified as collision hotspots, streets with transit routes and high-ridership bus stops, and areas near schools, commercial corridors, large employment sites, senior facilities, recreation sites, government buildings, and medical facilities.

The second round will be focused on identifying additional improvements across the rest of the city, based on the considerations and criteria listed below. This round will also incorporate feedback received during public engagement activities, as appropriate, such as specific locations or infrastructure types requested using the online mapping tool and during in-person outreach events. Community input will be evaluated by the project team to identify feasible, cost-effective solutions to community concerns and ideas.

Recommendations Development Approach

Bicycle Recommendations Considerations

Alta will identify context-sensitive bike facility recommendations using a multi-step approach that allows us to evaluate feasibility while meeting the needs of people bicycling in Santa Rosa. Following the guidelines and standards described above, such as the Caltrans DIB 94, Alta will use the following high-level process for determining proposed bicycle projects:

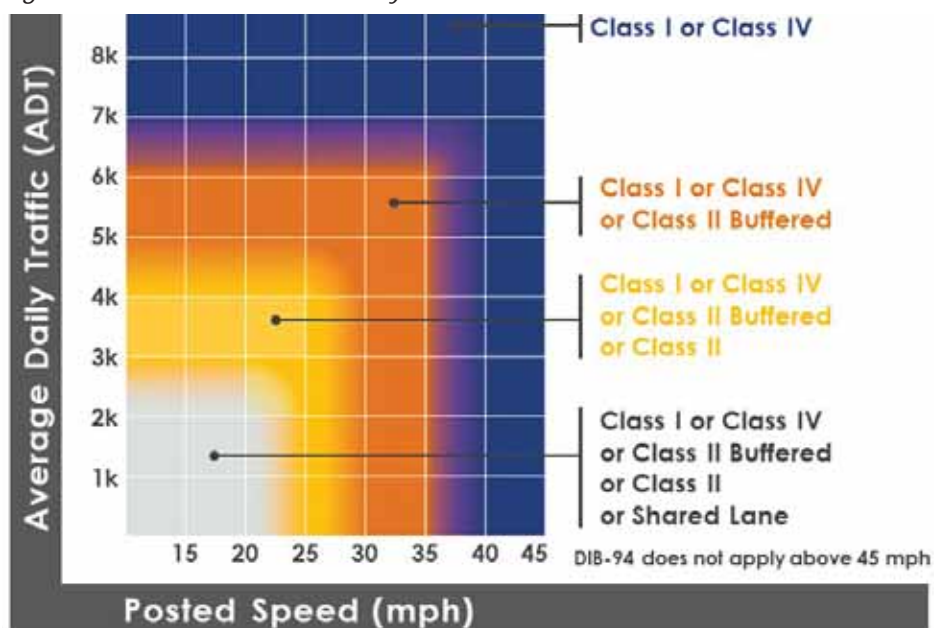
1. Identify potential improvements (i.e., corridors and intersections)
2. Identify desired bike facility type (class)
3. Evaluate desired bike facility type (class) for feasibility using various criteria (described below)
4. Recommend preferred bike facility based upon feasibility evaluation (step 3 above)
5. If necessary, explore feasible alternatives or the “next best” facility if the preferred bike facility is not determined to be feasible.

The three main criteria that Alta will use to vet bicycle network recommendations for feasibility are:

Criterion 1. Roadway Context

First, Alta will consider what facility is most appropriate for different roadways based on their motor vehicle *speeds*, using the City’s radar enforceable speed limit data, and *traffic volumes*, using Replica average daily traffic (ADT) data. State and Federal guidance indicate that, in general, the higher the speed and volume of a roadway, the more separated and protective the recommended bike facility should be. Class III bicycle routes and boulevards are most appropriate for lower speeds and volumes, such as along local, residential streets; Class II bike lanes or buffered bike lines are best for streets with lower speeds and low- to moderate volumes; and Class IV separated bike lanes or Class I shared use paths are best for moderate to high speeds and high volumes. The graphic below shows general guidance for how vehicle volumes and speeds can be taken into consideration to determine a preferred bike facility type.

Figure 1: Caltrans DIB-94 Bikeway Selection Chart



It is important to note that the suggested parameters in this graphic assume that actual speeds are close to posted speed limits. If, however, there is data indicating that actual speeds are higher than posted speed limits (e.g., from consistent community input or police data), then we consider the actual speed rather than the posted speed.

Criterion 2. Planned/Funded Projects

This criterion builds on planned/funded and already under-design projects that the City has in the pipeline over the next five years. This information will help us:

- Avoid redundant or conflicting projects between the Active Transportation Plan recommendations and previous or concurrent efforts, and
- Identify potential connections to planned/funded projects to avoid bicycle network deficiencies.

Please note that this criterion is dependent on City data to advance the analysis and we hope to obtain the most up to date data related to the next 5 years of project implementation.

Criterion 3. Roadway Reconfiguration Feasibility Index & Usable Space

Using ADT data from Criterion 1, Alta will also identify roadways which may be candidates for a roadway reconfiguration ("road diet") based on current traffic volumes, number of lanes, and identified need for greater accommodation for active transportation modes (i.e., people walking, biking, or rolling). The most common application of a road diet consists of converting four lanes to three lanes – two traffic lanes, one for each direction, and one two-way left-turn lane – but there are other configurations that can work for different contexts. Per FHWA and Caltrans guidelines, ADT provides a good first determination of whether to consider a road diet. Typically, roadways with an ADT of 20,000 or less are good candidates for road diets, though this can vary for different jurisdictions, and can be further evaluated for feasibility using other considerations listed in the next section. We will work with City staff to determine what thresholds are most appropriate for Santa Rosa. When removing a travel lane is not feasible, lane narrowing (e.g., down to 10 feet) may be an appropriate alternative for creating more space for dedicated bicycle facilities.

Other Considerations

In addition to the three primary criteria described above, Alta will consider other factors when determining bicycle recommendations, including but not limited to:

- Equity
- Community input
- Collision hotspots
- Previously proposed but not yet planned/funded bicycle facilities
- High Stress (Level of Traffic Stress 4) roadway segments according to the Bicycle Level of Traffic Stress (BLTS) analysis
- Unique environment conditions like topography and landscape
- Physical constraints including available right of way
- Barriers such as railroads, highways, and waterways
- Traffic vehicle mix (e.g., whether roadways have a lot of bus or freight/truck traffic)
- Frequency of driveways and intersections

Pedestrian Recommendations Considerations

The intent of the proposed evaluation is to update the network developed for the 2018 *Santa Rosa Bicycle and Pedestrian Master Plan (BPMP) Update* and support the land use vision as currently presented in the Draft *Santa Rosa General Plan 2050*.

Pedestrian Crossings Typologies

- **Develop Intersection Typologies:** W-Trans will work with the City to develop pedestrian crossing treatment typologies for intersections based on the City's street functional classifications – for example, arterial/arterial, arterial/collector, and other combinations, as well as facilities such as highway on/off ramps and mid-block crossings. The typologies will include recommended crossing enhancement strategies, for which multiple options could potentially be used in tandem, depending on the context. Examples of treatments to be incorporated into the typologies for unsignalized crossings include, but may not be limited to, high visibility striping, curb extensions, Rectangular Rapid Flashing Beacons (RRFB), High Intensity Activated Crosswalks (HAWK), median refuge islands, high visibility pedestrian crossing signs, and advance yield markings ("shark's teeth"). Typologies will also be developed for signalized intersections, including design features such as leading pedestrian intervals (LPIs), striping recommendations, and signal phasing recommendations to avoid vehicle-pedestrian conflicts.

The specific mix of recommended treatments will be developed based on demonstrated effectiveness from guidance including FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, FHWA, 2017, Caltrans' Traffic Calming Guide, Caltrans DIB 94, and FHWA's STEP: Improving Visibility at Trail Crossings. Draft typologies will be prepared and presented to staff for refinement to reflect local conditions and needs. Typologies are not intended to be "one size fits all", but to provide a starting point for further analysis and to develop a systematic, consistent approach for use of these treatments throughout the City.

- **Compile Previous Project Recommendations:** This component of the analysis will be based on the City's previous planning efforts and project recommendations as a starting point for identifying intersections for potential enhancements. Key documents include the BPMP, Santa Rosa General Plan 2050, City of Santa Rosa Local Road Safety Plan, Sonoma County Vision Zero Action Plan, and more focused efforts such as the Downtown Station Area Specific Plan and Stony Point Road Corridor Study for Active Transportation Modes. Plans completed prior to 2018 are assumed to have been incorporated into the BPMP. The consultant team will meet with City staff to help identify and confirm previously proposed pedestrian infrastructure projects that have been completed or have been funded.
- **Identify Additional Candidate Intersections:** To develop a list of candidate project locations, intersections of arterials and/or collector streets will be identified within a one-quarter mile buffer around public schools, SMART rail stations, major bus stops, and selected large employers. Other locations will include the on- and off-ramps at the SR 12 and US 101 interchanges as well as intersections in the High Injury Network. This step will also incorporate feedback received during public engagement activities, as appropriate, such as specific locations or infrastructure types requested using the online mapping tool and during in-person outreach events.

- **Assign Typologies to Candidate Intersections and Integrate with Previous Data Collection:** The locations identified in the previous two steps will be classified according to the pedestrian crossing typologies. The information in the GIS database will be used to identify the known features of these intersections, such as traffic controls and presence of crosswalks.

Sidewalks Gaps and Connectivity

- **Assess Sidewalk Network:** Major sidewalk gaps will be identified from the GIS map prepared for the existing conditions analysis, focusing on arterials and collectors. Sidewalks should be on both sides of the roadway if located within one-quarter mile of the following: large-scale commercial/residential land use; SMART station; schools; or high-ridership bus stop as identified in the existing conditions analysis. Consideration will also be given to barriers that require a circuitous path of travel between key origins and destinations, including railroad tracks, creeks, and highways; this could be quantified by establishing a minimum diversion threshold such as the degree to which trip lengths are increased due to the presence of the barrier. Consideration will also be given to gaps near the boundary between the City and unincorporated Sonoma County to identify interjurisdictional connectivity issues.

Data Needs

Alta will use the following data files to support recommendation development under this task:

Data	Recommended Source
Posted Speed Limit	Open Street Map (OSM)
Average Daily Traffic Volumes	Replica
Existing/Available Right-of-Way	Parcel Based Analysis (Alta)
Existing Bike Facilities	City data, Alta analysis
Collisions	SWITRS
Public Input	Input map (Alta), notes from outreach events (Alta)



activa
santa rosa

**City of Santa Rosa
Active Transportation Plan**

**Appendix E:
Policy and
Programs Memo**



To: Torina Wilson, Transportation Planner, City of Santa Rosa
From: Mauricio Hernandez, Alta Planning + Design
Date: November 5, 2024
Re: Santa Rosa Active Transportation Plan | Policy and Program Recommendations (FINAL)

This memo summarizes recommended policies and programs to support and complement the expansion of Santa Rosa's Active Transportation network. The document has been organized using the 6'Es of transportation planning (i.e., Engineering, Encouragement, Education, Evaluation, Equity, and Engagement). The document includes a summary of previously proposed and existing programs/policies, and identifies specific goals supported by each recommended program and policy.

It is important to note that some recommendations reaffirm policies and programs proposed in previously approved plans (e.g., General Plan, Bicycle and Pedestrian Master Plan update, etc.). The City may not have had the opportunity to expand existing programs or policies as recommended or may not have had the available funding to implement recommended policies and programs.

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 part of the addition of Equity, the Enforcement "E" was reassessed to focus on community approaches to safety, understanding the deep issues that exist in many communities with law enforcement. 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 (ex. Stop signs, HAWKS, rectangular rapid flashing beacons) should still be considered. To that end, this memo seeks to present ideas within the engineering "E" to solve many of the common challenges historically addressed through enforcement, such as speeding and bike lane encroachment. This Plan also supports City collaboration with the Santa Rosa Police Department on active transportation safety education and encouragement activities.¹

¹ [Dropping Enforcement from the Safe Routes to School 6 E's Framework | Safe Routes Partnership](#)

Previously Proposed/Existing Programs and Policies

Table 1 provides a summary of existing and previously proposed programs and policies in support of active transportation in the City of Santa Rosa. The table references the *2018 City of Santa Rosa Bicycle and Pedestrian Master Plan Update* and has been organized by the aforementioned themes.

Table 1: Previously Proposed / Existing Programs and Policies (by Theme)

Theme	Policies/Programs	
	Proposed in 2018 Plan	Existing
Engineering	<ul style="list-style-type: none"> • Vision Zero Policy • School Zone Speed Limits • Wayfinding Sign Program • Pedestrian Scale Lighting • Bicycle & Pedestrian Amenities • Maintenance Program (Street Sweeping, Vegetation Maintenance through MySantaRosa) 	<ul style="list-style-type: none"> • Adoption of Sonoma County Vision Zero Action Plan (2022) • Wayfinding Signage Program • MySantaRosa dashboard for reporting problems in the community and accessing services. This has included bike lane restriping, potholes, sidewalk damage, vegetation, and traffic signals • Complete Streets Policy
Education	<ul style="list-style-type: none"> • Updated “StreetSmarts” Campaign • Bicycle Safety Education for Adults • Safe Routes to School • Waste Bin Placement 	<ul style="list-style-type: none"> • Sonoma County Safe Routes to School Program
Encouragement	<ul style="list-style-type: none"> • Hire a Bicycle and Pedestrian Coordinator • Social Walks/Rides • Walking & Biking Ambassadors • Adopt-A-Trail Program • Bike Rack Program • Bicycle Friendly Business Program • SMART Corridor Bike Share • Bicycle Parking at Large Events 	<ul style="list-style-type: none"> • Bike Rack Request Form • Bike Rack Installation Guide • Bike to Wherever Day • Adopt a Green Space Program • Sonoma Marin Bike Share Pilot (Under Development) • Bike Valet Service at large events (Sonoma County Bicycle Coalition) • Hired a transportation planner focusing on bicycle and pedestrian infrastructure
Enforcement	<ul style="list-style-type: none"> • Bait Bike Program • Targeted Enforcement 	<ul style="list-style-type: none"> • Bait Bike Program • Targeted Enforcement at locations with high incidence of red light running
Evaluation	<ul style="list-style-type: none"> • Annual Report Card • Vehicle Miles Traveled 	<ul style="list-style-type: none"> • Active Transportation Online Dashboard • Safe Routes to School Travel Plans (Sonoma Safe Routes Program) • Vehicle Miles Traveled Transition • Annual Workplan Process (report to BPAB)
Engagement	<ul style="list-style-type: none"> • No specific engagement-focused policies/programs recommended in the 2018 Plan 	<ul style="list-style-type: none"> • Bicycle and Pedestrian Advisory Board (BPAB) • City webpage for reporting Walking/Biking Issues • Community Empowerment Plan and Principles of Community Engagement

Proposed Programs and Policies

This section describes proposed new or expanded programs and policies supporting active transportation. Where appropriate and available, each section presents examples of existing policies and programs within the city and best practices from other cities.

Engineering and Infrastructure

Support facilities that provide increased comfort and ease for people who bike, walk and roll. **Table 2** summarizes proposed engineering programs and policies that work with existing bicycle infrastructure to improve user experience.

Table 2: Recommended Engineering Programs and Policies

Support Program/Policy	Description	Plan Goal	Examples
Vision Zero Policy	Adopt a local Vision Zero policy to better understand local collisions and collaborate across City Departments to improve safety for walking, biking, and rolling in Santa Rosa.	<ul style="list-style-type: none"> • Make Safety the Default Option • Increase Access and Comfort 	<ul style="list-style-type: none"> • Sonoma County, CA • Fremont, CA • Santa Clara, CA
Banning Implement “No Right Turn on Red” policy	<p>The City will evaluate restrictions banning motor vehicles from turning right while they have a red-light signal on a case-by-case basis.</p> <p>Specifically at high pedestrian/bicycle traffic intersections and near schools as projects move into the design phase.</p>	<ul style="list-style-type: none"> • Make Safety the Default Option • Increase Access and Comfort 	<ul style="list-style-type: none"> • Ann Arbor, Michigan
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 these improvements at high-traffic bicycle locations with bicycle detection at these locations.	<ul style="list-style-type: none"> • Create a Sustainable City • Make Safety the Default Option 	<ul style="list-style-type: none"> • Santa Clara County, CA • Huntsville, Alabama White Paper
Leading Pedestrian Interval Policy	Create a policy that standardizes Leading Pedestrian Intervals (LPI) 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.	<ul style="list-style-type: none"> • Make Safety the Default Option • Increase Access and Comfort • Promote Equity and Social Justice 	<ul style="list-style-type: none"> • CA AB 2264 (2022)

Support Program/Policy	Description	Plan Goal	Examples
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 ADA Standards for Accessible Design and Public Right-of-Way Accessibility Guidelines (PROWAG).	<ul style="list-style-type: none"> • Make Safety the Default Option • Increase Access and Comfort • Create a Sustainable City 	<ul style="list-style-type: none"> • NACTO Urban Street Design Guide
Rapid Implementation & Piloting	<p>To streamline project delivery, the City should consider implementation of Quick-Build or Tactical Urbanism strategies.</p> <p>The City should prioritize Quick-Build projects, especially in historically under-invested/disadvantaged communities and at high-collision locations.</p> <p>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.</p>	<ul style="list-style-type: none"> • Make Safety the Default Option • Increase Access and Comfort • Promote Equity and Social Justice • Create a Sustainable City 	<ul style="list-style-type: none"> • CalBike Quick Build Street Design
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, and/or signage.	<ul style="list-style-type: none"> • Make Safety the Default Option • Increase Access and Comfort • Create a Sustainable City 	<ul style="list-style-type: none"> • Fremont, CA
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.	<ul style="list-style-type: none"> • Make Safety the Default Option 	<ul style="list-style-type: none"> • Santa Monica, CA

Support Program/Policy	Description	Plan Goal	Examples
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.	<ul style="list-style-type: none"> • Increase Access and Comfort • Make Safety the Default Option 	<ul style="list-style-type: none"> • Oakland, CA
Expanding City's Tree Canopy	Consider planting shade trees and other greening elements along bike and pedestrian corridors and within school zones. 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.	<ul style="list-style-type: none"> • Increase Access and Comfort • Create a Sustainable City 	<ul style="list-style-type: none"> • San Jose, CA • San Rafael, CA

Encouragement

Encouragement programs help to create a lasting active transportation culture and can encourage overall mode share shifts. **Table 3** provides an overview of recommended bicycle and pedestrian encouragement programs.

Table 3: Recommended Encouragement Programs

Support Program/Facility	Description	Plan Goal	Examples
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	<ul style="list-style-type: none"> • Create a Sustainable City 	<ul style="list-style-type: none"> • League of American Bicyclists • WalkFriendly Communities
Open Streets	Start a regular Open Streets program to encourage biking, walking, and rolling and strengthen local bike culture.	<ul style="list-style-type: none"> • Create a Sustainable City • Increase Access and Comfort 	<ul style="list-style-type: none"> • Viva Calle SJ • CicLAvia
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. Plan may include identifying additional metrics for businesses to count active transportation-supportive policies towards their TDM plans and goals.	<ul style="list-style-type: none"> • Create a Sustainable City • Increase Access and Comfort 	<ul style="list-style-type: none"> • Denver, CO • Metropolitan Transportation Commission, Commuter Benefits Program
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.	<ul style="list-style-type: none"> • Increase Access and Comfort • Promote Equity and Social Justice 	<ul style="list-style-type: none"> • Sonoma County Safe Routes to School

Support Program/Facility	Description	Plan Goal	Examples
Trail Maintenance	Work with the City's Encampment Team to regularly maintain and address community safety concerns around houseless encampments on shared use paths.	<ul style="list-style-type: none"> • Increase Access and Comfort • Promote Equity and Social Justice 	<ul style="list-style-type: none"> • Richmond Greenway - Richmond, CA • Rails-to-Trails: Maintenance Basics
Social Walks/Rides	Continue to support local organizations who wish to host social rides or walks or that advocate on behalf of Vision Zero initiatives.	<ul style="list-style-type: none"> • Create a Sustainable City • Increase Access and Comfort 	<ul style="list-style-type: none"> • Taco Tuesday • Sonoma County Bicycle Coalition • Bikeable Santa Rosa
Waste Bin Placement	<p>Provide clear instructions on the City Website and in utility bills mailed to residents about properly placing waste bins. Where on-street parking exists, bins should be placed near the curb within the parking aisle. Residents should be instructed to place bins against the curb where no on-street parking exists to minimize intrusion into the bicycle lane.</p> <p>Work with waste management companies to add reflective marking to waste bins to increase their visibility at night and reduce the risk of a bicycle collision with a misplaced waste bin, in addition to stenciling "Do Not Place In Bicycle Lane" on the waste bins to remind residents of proper placement.</p>	<ul style="list-style-type: none"> • Increase Access and Comfort • Make Safety the Default Option 	<ul style="list-style-type: none"> • Pomona, CA
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 must provide secure, attended bicycle parking for attendees at no charge.	<ul style="list-style-type: none"> • Create a Sustainable City • Increase Access and Comfort 	<ul style="list-style-type: none"> • Oakland, CA

Education

Bicycle and pedestrian education programs help those interested in active transportation 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.

Table 4: Recommended Education Programs

Support Program/Facility	Description	Plan Goal	Examples
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.	<ul style="list-style-type: none"> • Create a Sustainable City • Increase Access and Comfort • Make Safety the Default Option 	<ul style="list-style-type: none"> • Sonoma County Bicycle Coalition • Huntington Beach, CA
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.	<ul style="list-style-type: none"> • Create a Sustainable City • Increase Access and Comfort • Promote Equity and Social Justice 	<ul style="list-style-type: none"> • Mountain View, CA
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 to obtain funding for ongoing long-term programs throughout Santa Rosa.	<ul style="list-style-type: none"> • Create a Sustainable City • Increase Access and Comfort • Make Safety the Default Option 	<ul style="list-style-type: none"> • Alameda County, CA • Safe Routes to School: West Sacramento – WALKSacramento

Support Program/Facility	Description	Plan Goal	Examples
Bike repair Clinics	<p>Offer bike repair clinics at big events and advertise repair and maintenance shops on the City Website.</p> <p>Repair clinics could be conducted in partnership with Community Bikes Santa Rosa.</p>	<ul style="list-style-type: none"> • Increase Access and Comfort • Promote Equity and Social Justice 	<ul style="list-style-type: none"> • Sacramento Bicycle Kitchen • Oakland, CA Library • Bay Area BikeMobile
Bike Repair Station	<p>Install bike repair stations along trails that include bike maintenance tools, air pumps, and water fountains.</p> <p>The City can partner with Eagle Scouts, which already provides bike repair stations nearby.</p>	<ul style="list-style-type: none"> • Increase Access and Comfort • Create a Sustainable City 	<ul style="list-style-type: none"> • UC Davis
Rider/Driver Education Program	<p>Create a program that educates drivers on how to anticipate and respond to people biking and walking.</p> <p>These classes could be held in partnership with the Safe Routes to School Program to advertise bicycle-friendly training to high school students.</p> <p>The City should consider advertising the program in conjunction with Bike to Everywhere Month in May.</p>	<ul style="list-style-type: none"> • Increase Access and Comfort • Make Safety the Default Option 	<ul style="list-style-type: none"> • League of American Bicyclists – Bicycle Friendly Driver Program
New Infrastructure Education Campaign	<p>Implement an education campaign to provide materials for local residents to increase awareness about how to use and travel through traffic control and active transportation improvements, which may be new to the area and which residents may not be familiar with.</p>	<ul style="list-style-type: none"> • Increase Access and Comfort • Make Safety the Default Option 	<ul style="list-style-type: none"> • E-Bike Education Campaign, New York City, NY • How to Use a Two-Stage Turn Box, Pittsburgh, PA

Evaluation

Programs to help evaluate and track progress toward reaching the Plan's goals are important for measuring long-term success of project implementation. **Table 5** lists proposed programs and policies supporting Evaluation efforts.

Table 5: Recommended Evaluation Programs

Support Program/Facility	Description	Plan Goal	Examples
Annual Bicycle and Pedestrian Collision Reports	Conduct annual reviews of bicycle and pedestrian collisions to assess traffic safety issues and track progress toward a safer community for bicyclists and pedestrians.	<ul style="list-style-type: none"> • Create a Sustainable City • Increase Access and Comfort • Make Safety the Default Option 	<ul style="list-style-type: none"> • SFMTA Collision Report
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.	<ul style="list-style-type: none"> • Create a Sustainable City • Increase Access and Comfort 	<ul style="list-style-type: none"> • BikePed Info – Counting and Estimating Volumes • SACOG Bike/ Ped Counting Equipment
End of Year Workplan Reporting	As part of the year end reporting to city BPAB, catalog all finished projects from the previous fiscal year and calculate number of miles of new and/or upgraded bicycle and pedestrian facilities installed.	<ul style="list-style-type: none"> • Create a Sustainable City • Increase Access and Comfort 	<ul style="list-style-type: none"> • Santa Rosa BPAB

Equity

Equity helps ensure that resources are redistributed to the City's communities that have historically experienced disinvestment. **Table 6** lists proposed programs that help bring the focus toward creating healthy, thriving communities for people of all ages, races, ethnicities, incomes, and abilities.

Table 6: Recommended Equity Programs

Support Program/Facility	Description	Plan Goal	Examples
Bicycle and Bicycle Accessories Giveaway Program	Subsidize or provide free bicycles and bicycle equipment through a voucher program to residents who qualify for CalFresh or SCE CARE/FERA utility discount. Consider working with local bike shops to implement this program.	<ul style="list-style-type: none"> Promote Equity and Social Justice Increase Access and Comfort 	<ul style="list-style-type: none"> Victorville, CA
Bicycle and Pedestrian Infrastructure Equity Program	<p>Prioritize implementing bicycle and pedestrian safety projects in equity priority communities.</p> <p>Continually review implementation to ensure equitable distribution of infrastructure in support of people biking, walking, and rolling, especially in areas with a disproportionate number of pedestrian or bicycle-related crashes.</p>	<ul style="list-style-type: none"> Promote Equity and Social Justice 	
E-bike Rebates and Incentives	Create a program to provide additional funding for e-bike purchases for low-income individuals.	<ul style="list-style-type: none"> Promote Equity and Social Justice Create a Sustainable City Increase Access and Comfort 	<ul style="list-style-type: none"> City of Berkeley A guide to Denver's e-bike rebate program (denverite.com)
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.	<ul style="list-style-type: none"> Promote Equity and Social Justice Increase Access and Comfort Make Safety the Default Option 	<ul style="list-style-type: none"> Texas DOT – Mobility35 Pedestrian Safety Program

Support Program/Facility	Description	Plan Goal	Examples
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 who are new to traveling by bicycle.	<ul style="list-style-type: none"> • Promote Equity and Social Justice • Increase Access and Comfort 	<ul style="list-style-type: none"> • Long Beach, CA

Engagement

Engagement creates a communication channel between the City and the communities it serves to ensure investments are community-driven. **Table 7** lists proposed programs that promote engagement efforts that include Santa Rosa's diverse residents.

Table 7: Recommended Engagement Programs

Support Program/Facility	Description	Plan Goal	Examples
Targeted Outreach and Programs	Advertise and promote all programs in languages residents use, such as English and Spanish. Offer programs specifically for women, families, non-English speaking communities, and other specific demographic groups.	<ul style="list-style-type: none"> Promote Equity and Social Justice 	
Attend Community Events	Budget time for City staff to attend community events to build relationships with community members.	<ul style="list-style-type: none"> Promote Equity and Social Justice 	
Provide Family Services at Engagement Activities	Provide funding for family services such as childcare at community engagement activities to increase the participation of underrepresented voices in the planning process.	<ul style="list-style-type: none"> Promote Equity and Social Justice Increase Access and Comfort 	
Partnerships with Bicycle Organizations and other Community-Based Organizations	<p>Continue to partner with local bike groups (ex. Community Bikes Santa Rosa, Sonoma County Bike Coalition, Bikeable Santa Rosa) to support rides and the local bike culture.</p> <p>Forming strong relationships with local bicycle advocates and bicycle clubs may encourage mutually beneficial collaboration and help the City reach its plan goals. When possible, compensate community-based organizations for their time when partnering with them to conduct outreach.</p>	<ul style="list-style-type: none"> Promote Equity and Social Justice 	<ul style="list-style-type: none"> Let's Bike Oakland, Oakland, CA CalBike
Early Community Involvement	Identify and involve stakeholders (e.g., residents, community leaders, businesses, etc.) early in the decision-making processes. Community members are involved in framing issues before any conclusions have been drawn, requiring early and ongoing communication with participants through each phase in the process.	<ul style="list-style-type: none"> Promote Equity and Social Justice Create a Sustainable City 	

Support Program/Facility	Description	Plan Goal	Examples
Implement recommendations from the Community Empowerment Plan	Implement the findings from the Community Empowerment Plan with regard to staff training, community engagement, and equity.	<ul style="list-style-type: none"> Promote Equity and Social Justice Create a Sustainable City 	
Coffee with Transportation & Public Works Staff	On a quarterly basis, host a informal meetings at neutral locations between community members and city staff (Transportation & Public Works) to talk about various transportation related concerns and upcoming projects.	<ul style="list-style-type: none"> Promote Equity and Social Justice Create a Sustainable City 	



activa

santa rosa

City of Santa Rosa

Active Transportation Plan

Appendix F: Prioritization Methodology and List of Projects

To: Torina Wilson, Transportation Planner; City of Santa Rosa

From: Mauricio Hernández, Alta Planning + Design

CC: Charlie Simpson, Alta Planning + Design

Date: November 5, 2024

Re: Santa Rosa Active Transportation Plan – Prioritization Methodology (FINAL)

Prioritization

The following memorandum summarizes the proposed metrics and methodology used to weigh projects to develop a planning-level assessment for the prioritization of projects and programs as part of the Santa Rosa Active Transportation Plan.

The approach to enhancing and expanding the City's active transportation network must consider what is realistic given historic and anticipated funding, while also providing the City 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. It is recommended that the City re-evaluate the proposed projects and rankings **every five years**. Over time as development occurs or other changes to land uses and Santa Rosa'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, a low-priority spot improvement may be completed ahead of a high-priority corridor 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.

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. This project used a weighted prioritization process for pedestrian and bicycle improvements. Each prioritization scheme included mode specific analysis such as bicycle/ pedestrian levels of traffic stress and larger community metrics including health and equity needs. As shown in **Tables 1, 2, and 3** below, the safety metric was awarded the most prominent score weighting to focus on high-collision intersections and segments for both pedestrian and bicycle projects. The project prioritization process also placed a high priority on projects located in high equity and health need areas. These areas have historically had under-investment in public infrastructure. To address historical inequities, projects in these areas are prioritized for improvements as part of this plan.

Interpretation Prioritization Results

The overall prioritization rankings will provide an order of which projects may provide the greatest community benefit by improving safety and connectivity. The projects will be sorted into high, medium, and opportunity-priority categories based on the distribution of scores. Implementation for high-priority projects is recommended for a timeframe of 0-2 years. Medium-priority projects should be considered for implementation between 3-5 years. Opportunity projects should be considered for implementation after 5 years or when funding and other opportunities like repaving or development projects occur.

Overall project rankings can help select projects for Active Transportation Program (ATP) grant applications or for projects to add to the City's next Capital Improvement Plan (CIP). Breaking down the scores of the different inputs can provide guidance for more specific needs. The rankings are not intended to be a hardened list but rather a guide for staff to select projects based on a variety of factors that present opportunities to move projects forward.

Table 1. Linear Bicycle Project Prioritization Matrix

Goal	Criteria	Metric (Source)	Scoring	Max Score	Total score
Safety	Collision History	Roadway segment scores on the Bike Crash Severity Index (Alta Existing Conditions: Bike Crash Severity Index - FIGURE 69)	20 pts: >29 crash severity index score 15 pts: 12.1 - 29 crash severity index score 10 pts: 5.1-12 crash severity index score 5 pts: 1-5 crash severity index score 0 pts: none	20	35
	Facility Upgrade	Recommended Bicycle Facility upgrade from existing conditions (Alta Bikeway Network Recommendations)	15 pts: No facility to Class I 14 pts: Class III or IIIB to Class I 13 pts: No facility to Class IV 12 pts: Class III or IIIB to Class IV 8 pts: No facility to Class II 7 pts: Class II to Class I 5 pts: Class II to Class IV 2 pts: Class IV to Class I 1 pt: No facility to Class IIIB	15	
Health and Equity	Health & Equity Analyses	Segment borders or travels within region with high socio-economic needs (Alta Existing Conditions: Equity Priority Community analysis - FIGURE 10)	20 pts if project borders or travels through census tract within MTC Equity Priority Community or Santa Rosa Equity Priority Area; 0 pts if not	20	30
		Segment borders or travels within region with high Environmental and Health Burden (Alta Existing Conditions: Environmental & Public Health Index Analysis- FIGURE 18)	10 pts: project borders or travels through census tract with high environmental burden & high public health burden score; 8 pts: project borders or travels through census tract with either high environmental burden and medium public health burden or high public health burden and medium environmental burden score; 0 pts if not	10	
Access and Comfort; Sustainable City	Transit	Presence of major transit stops along the roadway (Alta Existing Conditions: Transportation Profile - FIGURE 40)	5 pts for 1-mile proximity to major transit stops (SMART stations, Downtown Transit Mall, Coddingtontown Transit Hub) 0 pts if not.	5	25
	Demand	Roadway has high active trip potential (Alta Existing Conditions: Active Trip Potential Analysis - FIGURE 71)	10 pts: 65-77% share of short trips (Red on map) 5 pts: 54-64% share of short trips (Orange on map) 0 pts: <54% share of short trips	10	
	Low stress connectivity	Segment connects to an existing or already planned/approved low stress bike facility (Class IV, Class I).	5 pts if segment connects to a low stress bike facility (Class IV, Class I) 0 pts if no connection to a low stress bike facility	5	
	School Access	School located nearby (School polygon data)	5 pts if project is within ¼ mile of schools; 0 pts if not	5	
Feasibility	Parking Removal	Potential need for parking removal based upon aerial imagery	10 pts - if no parking removal is needed to implement project 0 pts - parking removal is needed to implement project	10	10
TOTAL MAXIMUM POINTS					100

Table 2. Pedestrian Spot Improvement Project Prioritization Matrix

Goal	Criteria	Metric (Source)	Scoring	Max Score	Criteria Max Score
Safety	<i>Collision History</i>	Roadway segment scores on the Pedestrian Crash Severity Index (Alta Existing Conditions: Pedestrian Crash Severity Index - FIGURE 65)	20 pts: >29 crash severity index score 15 pts: 12.1 - 29 crash severity index score 10 pts: 5.1-12 crash severity index score 5 pts: 1-5 crash severity index score 0 pts: none	20	35
	<i>Stress Level</i>	Max score from pedestrian LTS analysis (Alta Existing Conditions: PLTS Analysis - FIGURE 49)	15 pts: PLTS 4; 10 pts: PLTS 3; 0 pts: PLTS 2 or 1	15	
Health and Equity	<i>Health & Equity Analyses</i>	Segment borders or travels within region with high socio-economic needs (Alta Existing Conditions: Equity Priority Community analysis - FIGURE 10)	20 pts if project borders or travels through census tract within MTC Equity Priority Community or Santa Rosa Equity Priority Area; 0 pts if not	25	35
		Segment borders or travels within region with high Environmental and Health Burden (Alta Existing Conditions: Environmental & Public Health Index Analysis- FIGURE 18)	10 pts: project borders or travels through census tract with high environmental burden & high public health burden score; 8 pts: project borders or travels through census tract with either high environmental burden and medium public health burden or high public health burden and medium environmental burden score; 0 pts if not	10	
Access and Comfort; Sustainable City	<i>Transit</i>	Presence of transit stops along the roadway (Alta Existing Conditions: Transportation Profile - FIGURE 40)	10 pts for crossing improvements that link two or more transit stops together (within 300 feet of two or more stops); 5 pts for crossing improvements within 300 feet of one transit stop; 0 pts if not.	10	30
	<i>Park Access</i>	Park located nearby (Alta Existing Conditions: Park polygon data)	10 pts if project is within ¼-mile of parks; 0 pts if not	10	
	<i>School Access</i>	School located nearby (School polygon data)	10 pts if project is within 500 feet of school boundary; 0 pts if not	10	
TOTAL MAXIMUM POINTS					100

Table 3. Linear Pedestrian Improvement Project Prioritization Matrix

Goal	Criteria	Metric (Source)	Scoring	Max Score	Criteria Max Score
Safety	Collision History	Roadway segment scores on the Pedestrian Crash Severity Index (Alta Existing Conditions: Pedestrian Crash Severity Index - FIGURE 65)	20 pts >29 crash severity index score 15 pts: 12.1 - 29 crash severity index score 10 pts: 5.1-12 crash severity index score 5 pts: 1-5 crash severity index score 0: none	20	35
	Stress Level	Max score from pedestrian LTS analysis (Alta Existing Conditions: PLTS Analysis - FIGURE 49)	15 pts: BLTS 4; 10 pts: BLTS 3; 0 pts: BLTS 2 or 1	15	
Health and Equity	Health & Equity Analyses	Segment borders or travels within region with high socio-economic needs (Alta Existing Conditions: Equity Priority Community analysis - FIGURE 10)	20 pts if project borders or travels through census tract within MTC Equity Priority Community or Santa Rosa Equity Priority Area; 0 pts if not	20	30
		Segment borders or travels within region with high Environmental and Health Burden (Alta Existing Conditions: Environmental & Public Health Index Analysis- FIGURE 18)	10 pts: project borders or travels through census tract with high environmental burden & high public health burden score; 8 pts: project borders or travels through census tract with either high environmental burden and medium public health burden or high public health burden and medium environmental burden score; 0 pts if not	10	
Access and Comfort; Sustainable City	Transit	Presence of transit stops along the roadway (Alta Existing Conditions: Transportation Profile - FIGURE 40)	5 pts for 500 feet proximity to all transit stops; 0 pts if not.	5	25
	Park Access	Park located nearby (Alta Existing Conditions: Park polygon data)	5 pts if project is within ¼-mile of parks; 0 pts if not	5	
	School Access	School located nearby (School Polygon Data)	5 pts if project is within ¼-mile of schools; 0 pts if not	5	
	Existing city and regional networks	Fills facility gap within a segment (Alta Project Identification)	10 pts if gap filled on both sides of segment, 5 pts if gap filled on one side of segment, 0 pts if no gap filled	10	
TOTAL MAXIMUM POINTS					90

Table 4. Intersection Improvements by Typology and Prioritization

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 - Roadway 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 - Roadway Improvements	High-Priority
DUTTON AVE	SEBASTOPOL RD	Typology C - Roadway 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 - Roadway 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 - Roadway Improvements	High-Priority

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
5TH ST	MENDOCINO AVE	Typology C - Roadway Improvements	High-Priority
RANGE AVE	W STEELE LN	Typology C - Roadway Improvements	High-Priority
CHANATE RD	MENDOCINO AVE	Typology C - Roadway 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 - Roadway 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 - Roadway Improvements	High-Priority
3RD ST	E ST	Typology C - Roadway Improvements	High-Priority
3RD ST	SANTA ROSA AVE	Typology C - Roadway Improvements	High-Priority
MARLOW RD	JENNINGS AVE	Typology C - Roadway Improvements	High-Priority
N DUTTON AVE	9TH ST	Typology C - Roadway 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 - Roadway 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 - Roadway Improvements	High-Priority

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
COUNTY CENTER DR	STEELE LN	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	High-Priority
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

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
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 - Roadway 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
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 - Roadway Improvements	High-Priority

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
CLEVELAND AVE	STATE FARM DR	Typology C - Roadway 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
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
MAXWELL CT	RAILROAD		Opportunity Project
CLEVELAND AVE	10TH ST		Opportunity Project
9TH ST	DONAHUE ST		Opportunity Project
7TH	RILEY ST		Opportunity Project
B ST	ROSS ST		Opportunity Project
4TH ST	OLD COURTHOUSE SQ		Opportunity Project
1ST ST	A ST		Opportunity Project
SANTA ROSA AVE	JULLIARD PARK DR		Opportunity Project
SEBASTOPOL RD	RAILROAD		Opportunity Project
MELITA RD	LOS ALAMOS RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
OAK LEAF DR	FAIRFIELD DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
SEBASTOPOL RD	BURBANK AVE	Typology C - Roadway Improvements	Opportunity Project
PETALUMA HILL RD	SANTA ROSA AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
SANTA ROSA AVE	BENNETT VALLEY RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
W BARHAM AVE	DUTTON AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
BROOKWOOD AVE	ALLAN WAY	Typology A - Crossing and Accessibility Improvements	Opportunity Project
BELLEVUE AVE	MOORLAND AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
YULUPA AVE	BENNETT VALLEY RD	Typology C - Roadway Improvements	Opportunity Project
S WRIGHT RD	FINLEY AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
S WRIGHT RD	PRICE AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
S WRIGHT RD	LUDWIG AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
STONY POINT RD	BELLEVUE AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
DUTTON AVE	HEARN AVE	Typology C - Roadway Improvements	Opportunity Project
STONY POINT RD	LUDWIG AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
B ST	5TH ST	Typology C - Roadway Improvements	Opportunity Project
1ST ST	B ST	Typology C - Roadway Improvements	Opportunity Project
COLGAN AVE	PETALUMA HILL RD	Typology C - Roadway Improvements	Opportunity Project
PINER RD	CLEVELAND AVE	Typology C - Roadway Improvements	Opportunity Project
PINER RD	RANGE AVE	Typology C - Roadway Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
ELLIOTT AVE	ARMORY DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
SAN MIGUEL AVE	FULTON RD	Typology C - Roadway Improvements	Opportunity Project
MENDOCINO AVE	ELLIOTT AVE	Typology C - Roadway Improvements	Opportunity Project
SPEERS RD	BENJAMINS RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
MIDDLE RINCON RD	BADGER RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
MISSION BLVD	MONTECITO BLVD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
BARNES RD	DENNIS LN	Typology A - Crossing and Accessibility Improvements	Opportunity Project
COFFEY LN	DENNIS LN	Typology A - Crossing and Accessibility Improvements	Opportunity Project
MOUNTAIN HAWK DR	SAN RAMON WY	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
BARNES RD	HOPPER AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
CANYON DR	BENJAMINS RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
MONTECITO AVE	CHANATE RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
MIDDLE RINCON RD	RINCONADA DR	Typology A - Crossing and Accessibility Improvements Typology C - Traffic Control Improvements	Opportunity Project
AIRWAY DR	PINER RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
VENTURA AVE	ADMINISTRATION DR	Typology A - Crossing and Accessibility Improvements Typology C - Traffic Control Improvements	Opportunity Project
CLEVELAND AVE	FRANCES ST	Typology C - Roadway Improvements	Opportunity Project
4TH ST	COLLEGE AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
HIDDEN VALLEY DR	PARSONS DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
PACIFIC AVE	MONTECITO AVE	Typology C - Roadway Improvements	Opportunity Project
ROGERS WAY	E FOOTHILL DR	Typology A - Crossing and Accessibility Improvements	Opportunity Project
4TH ST	B ST	Typology C - Roadway Improvements	Opportunity Project
4TH ST	BRYDEN LANE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
RIDGWAY AVE	ARMORY DR	Typology A - Crossing and Accessibility Improvements	Opportunity Project
RIDGWAY AVE	MENDOCINO AVE	Typology C - Roadway Improvements	Opportunity Project
MELITA RD	QUEEN ANNE DR	Typology A - Crossing and Accessibility Improvements	Opportunity Project
MONTGOMERY DR	SOTOYOME ST	Typology C - Roadway Improvements	Opportunity Project
D ST	SONOMA AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
1ST ST	D ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
MISSION BLVD	RINCONADA DR	Typology A - Crossing and Accessibility Improvements	Opportunity Project
OCCIDENTAL RD	BRITTAIN LN	Typology A - Crossing and Accessibility Improvements	Opportunity Project
W COLLEGE AVE	RIDLEY AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
HEARN AVE	SANTA ROSA AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
VALLEY OAKS DR	OAKMONT DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
SONOMA AVE	SOTOYOME ST	Typology C - Roadway Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
TACHEVAH DR	BETHARDS DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
OAK LEAF DR	VALLEY OAKS DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
S WRIGHT RD	SEBASTOPOL RD	Typology C - Roadway Improvements	Opportunity Project
FAIRFIELD DR	WHITE OAK DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
TALBOT AVE	4TH ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
EXETER DR	PUTNEY DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
BENNETT VALLEY RD	S E ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
OAKMONT DR	PYTHIAN RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
SPENCER AVE	HUMBOLDT ST	Typology A - Crossing and Accessibility Improvements	Opportunity Project
HUMBOLDT ST	PACIFIC AVE	Typology C - Roadway Improvements	Opportunity Project
YOLANDA AVE	PETALUMA HILL RD	Typology C - Roadway Improvements	Opportunity Project
CORBY AVE	HEARN AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
CORBY AVE	BARHAM AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
LAZZINI AVE	STONY POINT RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
BAKER AVE	CORBY AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
ASTON AVE	PETALUMA HILL RD	Typology C - Roadway Improvements	Opportunity Project
DOWD DR	KENTON CT	Typology C - Roadway Improvements	Opportunity Project
TALMADGE DR	DOWD DR	Typology A - Crossing and Accessibility Improvements	Opportunity Project
GIFFEN AVE	STONY POINT RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
STONY POINT RD	HEARN AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
DUTTON AVE	BELLEVUE AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
7TH ST	A ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
B ST	7TH ST	Typology C - Roadway Improvements	Opportunity Project
SANTA ROSA AVE	SONOMA AVE	Typology C - Roadway Improvements	Opportunity Project
SANTA ROSA AVE	1ST ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
CLEVELAND AVE	WILSON ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
VALLEJO ST	FARMERS LN	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
PINER RD	FULTON RD	Typology C - Roadway Improvements	Opportunity Project
BICENTENNIAL WAY	VENTURA AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
SAN MIGUEL AVE	PETERSON LN	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
HUMBOLDT ST	7TH ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
COLLEGE AVE	HUMBOLDT ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
PACIFIC AVE	NORTH ST	Typology C - Roadway Improvements	Opportunity Project
MENDOCINO AVE	BICENTENNIAL WAY	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
MENDOCINO AVE	PACIFIC AVE	Typology C - Roadway Improvements	Opportunity Project
PETERSON LN	PINER RD	Typology C - Roadway Improvements	Opportunity Project
WALTZER RD	SAN MIGUEL AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
BRUSH CREEK RD	BADGER RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
GRAHN DR	NORTE WAY	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
MONTECITO BLVD	MIDDLE RINCON RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
SUMMERFIELD RD	MONTGOMERY DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
WALTZER RD	PINER RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
DELAMERE AVE	FRANCISCO AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
COFFEY LN	PINER RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
HOPPER AVE	COFFEY LN	Typology A - Crossing and Accessibility Improvements	Opportunity Project
BADGER RD	BAIRD RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
CHANATE RD	HIDDEN VALLEY DR	Typology C - Roadway Improvements	Opportunity Project
CHANATE RD	BELVEDERE WY	Typology C - Roadway Improvements	Opportunity Project
AIRWAY DR	HOPPER AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
AIRWAY DR	INDUSTRIAL DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
5TH ST	E ST	Typology C - Roadway Improvements	Opportunity Project
COFFEY LN	SAN MIGUEL AVE	Typology C - Roadway Improvements	Opportunity Project
JENNINGS AVE	RIDLEY AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
YERBA BUENA RD	SAN RAMON WAY	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
E ST	4TH ST	Typology C - Roadway Improvements	Opportunity Project
HUMBOLDT ST	LEWIS RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
4TH ST	D ST	Typology C - Roadway Improvements	Opportunity Project
TERRACE WAY	PARSONS DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
SPENCER AVE	NORTH ST	Typology A - Crossing and Accessibility Improvements	Opportunity Project
PACIFIC AVE	MCDONALD AVE	Typology C - Roadway Improvements	Opportunity Project
SAN MIGUEL RD	SANTIAGO DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
PETERSON LN	MARSH CT	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
N DUTTON AVE	W COLLEGE AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
GUERNEVILLE RD	N DUTTON AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
RIDLEY AVE	GUERNEVILLE RD	Typology C - Roadway Improvements	Opportunity Project
W STEELE LN	COFFEY LN	Typology C - Roadway Improvements	Opportunity Project
MORGAN ST	COLLEGE AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
SONOMA AVE	SUMMERFIELD RD	Typology C - Roadway Improvements	Opportunity Project
FARMERS LN	HOEN AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
CYPRESS WAY	CREEKSIDE RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
SONOMA AVE	E ST	Typology C - Roadway Improvements	Opportunity Project
SONOMA AVE	FRANQUETTE AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
3RD ST	D ST	Typology C - Roadway Improvements	Opportunity Project
MONTGOMERY DR	FRANQUETTE AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
4TH ST	MENDOCINO AVE	Typology A - Crossing and Accessibility Improvements Typology C - Traffic Control Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
YULUPA AVE	MONTGOMERY DR	Typology C - Roadway Improvements	Opportunity Project
SONOMA AVE	YULUPA AVE	Typology C - Roadway Improvements	Opportunity Project
W COLLEGE AVE	PUTNEY DR	Typology C - Roadway Improvements	Opportunity Project
N DUTTON AVE	JENNINGS AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
YULUPA AVE	CREEKSIDE RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
YULUPA AVE	TACHEVAH DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
SUMMERFIELD RD	HOEN AVE	Typology C - Roadway Improvements	Opportunity Project
FARMERS LN	BENNETT VALLEY RD	Typology C - Roadway Improvements	Opportunity Project
YULUPA AVE	HOEN AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
YULUPA AVE	BETHARDS DR	Typology C - Roadway Improvements	Opportunity Project
OCCIDENTAL RD	FULTON RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
STONY POINT RD	SEBASTOPOL RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
VALLEJO ST	BROOKWOOD AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
4TH ST	ROGERS WAY	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
SUMMERFIELD RD	BETHARDS DR	Typology A - Crossing and Accessibility Improvements	Opportunity Project
CORPORATE CENTER PKWY	SEBASTOPOL RD	Typology C - Roadway Improvements	Opportunity Project
COUNTY CENTER DR	ADMINISTRATION DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
3RD	BRITTAIN	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
BENNETT VALLEY RD	HOLLAND DR	Typology C - Roadway Improvements	Opportunity Project
BENNETT VALLEY RD	BETHARDS DR	Typology C - Roadway Improvements	Opportunity Project
CALISTOGA RD	DUPONT DR	Typology C - Roadway Improvements	Opportunity Project
FRANKLIN AVE	LEWIS RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
GUERNEVILLE RD	CLEVELAND AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
MONTGOMERY DR	FARMERS LN	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
RANGE AVE	GUERNEVILLE RD	Typology C - Roadway Improvements	Opportunity Project
BROOKWOOD AVE	SONOMA AVE	Typology C - Roadway Improvements	Opportunity Project
GUERNEVILLE RD	STEELE LN	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
THOMAS LAKE HARRIS DR	FOUNTAINGROVE PKWY	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
BRUSH CREEK RD	FOUNTAINGROVE PKWY	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
FOUNTAINGROVE PKWY	MENDOCINO AVE	Typology C - Roadway Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
MONTECITO BLVD	BEAUMONT WAY	Typology C - Roadway Improvements	Opportunity Project
FOUNTAINGROVE PKWY	THOMAS LAKE HARRIS DR	Typology C - Roadway Improvements	Opportunity Project
STONY POINT RD	NORTHPOINT PKWY	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
MARLOW RD	STEELE LN	Typology C - Roadway Improvements	Opportunity Project
4TH ST	BROOKWOOD AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
MARLOW RD	GUERNEVILLE RD	Typology C - Roadway Improvements	Opportunity Project
W 3RD ST	WILSON ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
WHITE OAK DR	OAKMONT DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
FARMERS LN	SONOMA AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
STONE BRIDGE RD	OAKMONT DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
FARMERS LN	4TH ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
FULTON RD	W COLLEGE AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
SAINT FRANCIS RD	YERBA BUENA RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
GUERNEVILLE RD	PETERSON LN	Typology C - Roadway Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
GUERNEVILLE RD	GAMAY ST	Typology C - Roadway Improvements	Opportunity Project
CORPORATE CENTER PKWY	NORTHPOINT PKWY	Typology C - Roadway Improvements	Opportunity Project
FULTON RD	HALL RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
FULTON RD	GUERNEVILLE RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
CHANATE RD	FOUNTAINGROVE PKWY	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
BICENTENNIAL WAY	US 101 RAMP	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
BICENTENNIAL WAY	US 101 RAMP	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
STONTY POINT RD	STONTY POINT RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
COLGAN AVE	SANTA ROSA AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
MENDOCINO AVE	US 101 RAMP	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
US 101 RAMP	BICENTENNIAL WAY	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
COLLEGE AVE	US 101 RAMP	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
BENNETT VALLEY RD	SR 12 RAMP	Typology A - Crossing and Accessibility Improvements Typology C - Traffic Control Improvements	Opportunity Project
N DUTTON AVE	SR 12 RAMP	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
N DUTTON AVE	SR 12 RAMP	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
MAPLE AVE	SR 12 RAMP	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
FARMERS LN	SR 12 RAMP	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
YOLANDA AVE	US 101 RAMP	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
HWY 12	PYTHIAN RD	Typology A - Crossing and Accessibility Improvements Typology C - Traffic Control Improvements	Opportunity Project
HWY 12	MIDDLE RINCON RD	Typology A - Crossing and Accessibility Improvements Typology C - Traffic Control Improvements	Opportunity Project
HWY 12	BUSH CREEK RD	Typology A - Crossing and Accessibility Improvements Typology C - Traffic Control Improvements	Opportunity Project
SAINT FRANCIS RD	HWY 12	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
HWY 12	CALISTOGA RD	Typology A - Crossing and Accessibility Improvements Typology C - Traffic Control Improvements	Opportunity Project
LOS ALAMOS RD	HWY 12	Typology A - Crossing and Accessibility Improvements Typology C - Traffic Control Improvements	Opportunity Project
HWY 12 E	FULTON RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
HWY 12	MISSION BLVD	Typology A - Crossing and Accessibility Improvements Typology C - Traffic Control Improvements	Opportunity Project
MOUNTAIN HAWK	HWY 12	Typology A - Crossing and Accessibility Improvements Typology C - Traffic Control Improvements	Opportunity Project
RANGE AVE	CODDINGTON MALL DRIVEWAY	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
BEACHWOOD DR	ARROWOOD DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
S WRIGHT RD	FINLEY AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
SANTA ROSA AVE	COURT ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
HOWARD ST	MENDOCINO AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
OLD PETALUMA HILL RD	WINTERHAVEN AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
WEST AVE	MCMASTER LN	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
MONTGOMERY DR	JACQUELINE DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
GUERNEVILLE RD	LANCE DR	Typology C - Roadway Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
FULTON RD	FULTON PL	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
MELITA RD	MONTGOMERY DR	Typology A - Crossing and Accessibility Improvements	Opportunity Project
CHICO AVE	WRINGHT RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
TALMADGE DR	CORBY AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
WILJAN CT	BELLEVUE AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
BELLEVUE AVE	DUTTON MEADOW	Typology A - Crossing and Accessibility Improvements	Opportunity Project
HEARN AVE	DUTTON MEADOW	Typology C - Roadway Improvements	Opportunity Project
BRITTA LN	SEBASTOPOL RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
JENNINGS AVE	CLEVELAND AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
WEST AVE	HEARN AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
BADGER RD	CALISTOGA RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
PARKER HILL RD	CHANATE RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
B ST	HEADLSBURG AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
YERBA BUENA RD	CALISTOGA RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
GAMAY ST	JENNINGS AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
DUPONT DR	SAINT FRANCIS RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
TERRACE WAY	FRANKLIN AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
TALBOT AVE	SONOMA AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
MONTECITO AVE	NORTE WY	Typology A - Crossing and Accessibility Improvements	Opportunity Project
VALLEJO ST	E ST	Typology A - Crossing and Accessibility Improvements	Opportunity Project
HOEN AVE	SONOMA AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
PARKHURST DR	CALISTOGA RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
EXETER DR	JENNINGS AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
CREEKSIDE RD	BETHARDS DR	Typology A - Crossing and Accessibility Improvements	Opportunity Project
YUBA DR	STONY POINT RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
SAINT ANDREWS DR	THOMAS LAKE HARRIS DR	Typology A - Crossing and Accessibility Improvements	Opportunity Project
ALDERBROOK DR	MONTGOMERY DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
TALBOT AVE	MONTGOMERY DR	Typology A - Crossing and Accessibility Improvements	Opportunity Project
MONTGOMERY DR	MISSION BLVD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
MARSH RD	MARLOW RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
MORGAN ST	CARRILLO ST	Typology A - Crossing and Accessibility Improvements	Opportunity Project
HOEN AVE	FARMERS LN	Typology C - Roadway Improvements	Opportunity Project
S E ST	MAPLE AVE	Typology C - Roadway Improvements	Opportunity Project
BELLEVUE AVE	MOORLAND AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
GUERNEVILLE RD	HERBERT LN	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
FOUNTAINGROVE PKWY	STAGECOACH RD	Typology C - Roadway Improvements	Opportunity Project
SEBASTOPOL RD	FRESNO	Typology C - Roadway Improvements	Opportunity Project
PARKER HILL RD	FOUNTAINGROVE PKWY	Typology A - Crossing and Accessibility Improvements	Opportunity Project
W 3RD ST	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
DUTTON AVE	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
DUTTON AVE	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
FRANCISCO AVE	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
BRUSH CREEK RD	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
CHANATE RD	CHANTE RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
DAVIS ST	6TH ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
US 101 RAMP	HOPPER AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
MELITA RD	SR 12	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
LUDWIG AVE	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
MIDDLE RINCON RD	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
MARLOW RD	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
BROOKWOOD AVE	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
SANTA ROSA AVE	MIDBLOCK CROSSING		Opportunity Project
S E ST	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
RANGE AVE	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
FRANQUETTE AVE	MIDBLOCK CROSSING		Opportunity Project
BURBANK AVE	MIDBLOCK CROSSING		Opportunity Project
YUBA DR	MIDBLOCK CROSSING		Opportunity Project
RANGE AVE	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
CALISTOGA RD	MIDBLOCK CROSSING		Opportunity Project
COFFEY LN	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
RINCONADA DR	BENICIA DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
MIDDLE RINCON RD	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
N WRIGHT RD	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
W STEELE LN	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
VALLEJO ST	MIDBLOCK CROSSING		Opportunity Project
D ST	MIDBLOCK CROSSING		Opportunity Project
HOEN AVE	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
HOEN AVE	MIDBLOCK CROSSING		Opportunity Project
FARMERS LN	MIDBLOCK CROSSING		Opportunity Project
GUERNEVILLE RD	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
BELLEVUE AVE	RAILROAD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
MARLOW RD	MIDBLOCK CROSSING		Opportunity Project
HOPPER AVE	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
CLEVELAND AVE	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
GUERNEVILLE RD	RAILROAD		Opportunity Project
MONTGOMERY DR	MIDBLOCK CROSSING		Opportunity Project
SAN MIGUEL RD	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
YULUPA AVE	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
MCCONNELL AVE	MENDOCINO AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
STONY POINT RD	SHOPPING CENTER DRWY		Opportunity Project
W 3RD ST	MIDBLOCK CROSSING		Opportunity Project
FULTON RD	MIDBLOCK CROSSING	Typology C - Roadway Improvements	Opportunity Project
W STEELE LN	APACHE ST	Typology C - Roadway Improvements	Opportunity Project
W STEELE LN	AUDUBON CT		Opportunity Project
MENDOCINO AVE	RUSSEL AVE	Typology C - Roadway Improvements	Opportunity Project
DUTTON AVE	FUNSTON DR	Typology C - Roadway Improvements	Opportunity Project
N DUTTON AVE	MIDBLOCK CROSSING		Opportunity Project
MAPLE ST	MIDBLOCK CROSSING	Typology C - Roadway Improvements	Opportunity Project
BAIRD RD	MONTECITO BLVD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
PARKER HILL RD	STAGECOACH RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
BICENTENNIAL WAY	FOUNTAINGROVER PKWY	Typology A - Crossing and Accessibility Improvements	Opportunity Project
SUMMERFIELD RD	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
HOEN AVE	SIERRA CREEK LN	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
HOEN AVE	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
FRANKLIN AVE	SANTA ROSA MEMORIAL PARK DRIVEWAY	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
NORTH ST	CARR AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
FRANKLIN AVE	MONROE ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
HAHMAN DR	PATIO CT	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
YULUPA AVE	SACRAMENTO AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
HAHMAN DR	ROCK CREEK DRIVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
CHANNEL DR	SPRING LAKE ENTRANCE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
MONTGOMERY DR	JACKSON DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
MIDDLE RINCON RD	HANSEN DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
FOUNTAINGROVE PKWY	ROUND BARN BLVD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
15TH ST	MCDONALD AVE	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
NORTH ST	15TH ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
HENDLEY ST	E ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
MONTGOMERY DR	SHORTT RD	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
SEBASTOPOL RD	MIDBLOCK CROSSING	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
JENNINGS AVE	SMART RAIL	Typology A - Crossing and Accessibility Improvements	Opportunity Project
E ST	BUSH ST	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
WEST FORK PAULIN CREEK	BENT TREE PL		Opportunity Project
PAULIN CREEK	MEYERS DR		Opportunity Project
PINER CREEK	CHEROKEE AVE		Opportunity Project
PAULIN CREEK	CHAPMAN WY		Opportunity Project
PINER CREEK	PAULIN CREEK		Opportunity Project
STEELE CREEK	ZINFANDEL AVE		Opportunity Project
PINER CREEK	STEELE CREEK		Opportunity Project
SANTA ROSA CREEK	CHARRO PL		Opportunity Project
IRWIN CREEK	WEST OF COUNTRYSIDE DR		Opportunity Project
COUNTRYSIDE CREEK	WEST OF COUNTRYSIDE DR		Opportunity Project
SANTA ROSA CREEK	ASPEN MEADOWS CIR		Opportunity Project
ROSELAND CREEK	GRIFFEN AVE		Opportunity Project
ROSELAND CREEK	FRESNO AVE		Opportunity Project
COLGAN CREEK	BELLEVUE AVE		Opportunity Project
KAWANA SPRINGS CREEK	SOUTH OF PETALUMA HILL RD		Opportunity Project
SIERRA PARK CREEK	ALEJANDRO DR		Opportunity Project
SIERRA PARK CREEK	SACRAMENTO AVE		Opportunity Project
SPRING CREEK	IDAHO DR		Opportunity Project
SANTA ROSA CREEK	LELAND ST		Opportunity Project
SANTA ROSA CREEK	EAST OF FAMRERS LN		Opportunity Project
SANTA ROSA CREEK	ROGERS WY		Opportunity Project
SANTA ROSA CREEK	KYLIE LN		Opportunity Project
BRUSH CREEK	SHERBROAK DR		Opportunity Project
DUCKER CREEK	ACACIA LN		Opportunity Project
AUSTIN CREEK	SOUTH OF CHARMIAN DR		Opportunity Project
SKYHAWK CREEK	MYSTIC POINT PL		Opportunity Project
AUSTIN CREEK	ALGIERS CT		Opportunity Project
AUSTIN CREEK	KORBEL PL		Opportunity Project
SANTA ROSA CREEK	SHERWOOD DR		Opportunity Project

Cross Street 1	Cross Street 2	Typology Group	Prioritization Category
SANTA ROSA CREEK	MISSION BLVD		Opportunity Project
WEST AVE	ROSE MEADOW CT	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements	Opportunity Project
EXETER DR	WHITE CHAPEL WY	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
BADGER CREEK	ASPEN MEADOWS CIR		Opportunity Project
KAWANA SPRINGS RD	AMETHYST RD	Typology A - Crossing and Accessibility Improvements	Opportunity Project
BURBANK AVE	MIDBLOCK CROSSING	Typology C - Roadway Improvements	Opportunity Project
MISSION BLVD	MISSION CIR	Typology A - Crossing and Accessibility Improvements	Opportunity Project
SANTA ROSA AVE	COLGAN AVE	Typology A - Crossing and Accessibility Improvements	Opportunity Project
SONOMA AVE	MIDBLOCK CROSSING	Typology B - Roadway Improvements	Opportunity Project
SUMMERFIELD RD	SPRING CREEK DR	Typology A - Crossing and Accessibility Improvements Typology B - Roadway Improvements Typology C - Traffic Control Improvements	Opportunity Project
Hardies Ln	Paulin Creek	Typology A - Crossing and Accessibility Improvements	Opportunity Project
Valdes Ct	Piner Creek	Typology A - Crossing and Accessibility Improvements	Opportunity Project
Mission Blvd	Brush Creek	Typology A - Crossing and Accessibility Improvements	Opportunity Project
Benicia Dr	Ducker Creek	Typology A - Crossing and Accessibility Improvements	Opportunity Project

Table 5. Sidewalk Improvements and Generalized Costs - by street name and prioritization

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
4TH ST	Farmers Ln	Rogers Wy	Sidewalk on 1-side	0.46	\$\$\$	High-Priority
BELLEVUE AVE	Wiljan Ct	Burgess Dr	Sidewalk on 1-side	0.74	\$\$\$	High-Priority
BURBANK AVE	Hearn Ave	Sebastopol Rd	Sidewalk on 1-side	1.00	\$\$\$	High-Priority
BURGESS DR	Bellevue Ave	Flapjack Wy	Sidewalk on 1-side	0.17	\$\$\$	High-Priority
CLEVELAND AVE	Lincoln St	College Ave	Sidewalk on 1-side	0.06	\$\$\$	High-Priority
COLGAN AVE	La Esplanada Pl	Santa Rosa Ave	Sidewalk on 1-side	0.19	\$\$\$	High-Priority
CORBY AVE	550 ft south of Baker Ave	Cottonwood Dr	Sidewalk on 1-side	0.15	\$\$\$	High-Priority
CORBY AVE	Greenwood Dr	Myrtlewood Dr	Sidewalk on 1-side	0.07	\$\$\$	High-Priority
DUTTON AVE	City Limits	Bellevue Ave	Sidewalk on 1-side	0.34	\$\$\$	High-Priority
DUTTON AVE	End of Street	Ohair Ct	Sidewalk on 1-side	0.37	\$\$\$	High-Priority
FRANCES ST	Central Ave	Briggs Ave	Sidewalk on 1-side	0.06	\$\$\$	High-Priority
FRANQUETTE AVE	Hoen Ave	Mayette Ave	Sidewalk on 1-side	0.22	\$\$\$	High-Priority
GUERNEVILLE RD	Coffey Ln	Ridley Ave	Sidewalk on 1-side	0.63	\$\$\$	High-Priority
HEARN AVE	Santa Rosa Ave	Corby Ave	Sidewalk on 1-side	0.22	\$\$\$	High-Priority
HEARN AVE	Railroad	Park Meadow Dr	Sidewalk on 1-side	1.16	\$\$\$	High-Priority
INDUSTRIAL DR	Piner Rd	Industrial Dr	Sidewalk on 1-side	0.38	\$\$\$	High-Priority
KAWANA SPRINGS RD	Petaluma Hill Rd	Santa Rosa Ave	Sidewalk on 1-side	0.50	\$\$\$	High-Priority
N DUTTON AVE	Trowbridge St	W 8th St	Sidewalk on 1-side	0.06	\$\$\$	High-Priority
N DUTTON AVE	Decker St	W 9th St	Sidewalk on 1-side	0.05	\$\$\$	High-Priority
RANGE AVE	Jennings Ave	Edwards Ave	Sidewalk on 1-side	0.10	\$\$\$	High-Priority
S WRIGHT RD	Lancaster Ave	400 ft south of Sebastopol Rd	Sidewalk on 1-side	0.18	\$\$\$	High-Priority
S WRIGHT RD	Ludwig Ave	Finley Ave	Sidewalk on 1-side	1.12	\$\$\$	High-Priority
SANTA ROSA AVE	Yolanda Ave	Hearn Ave	Sidewalk on 1-side	0.14	\$\$\$	High-Priority
SEBASTOPOL RD	Stony Point Rd	Kenmore Ln	Sidewalk on 1-side	0.10	\$\$\$	High-Priority
SEBASTOPOL RD	Joe Rodota Trail	Lombardi Ln	Sidewalk on 1-side	1.72	\$\$\$	High-Priority

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
SONOMA AVE	Village Ct	Farmers Ln	Sidewalk on 1-side	0.05	\$\$\$	High-Priority
STONY POINT RD	Bellevue Ave	Hearn Ave	Sidewalk on 1-side	0.71	\$\$\$	High-Priority
W 3RD ST	500 ft east of Rusch Ct	Dutton Ave	Sidewalk on 1-side	0.35	\$\$\$	High-Priority
W 9TH ST	N Dutton Ave	Saracen Rd	Sidewalk on 1-side	0.09	\$\$\$	High-Priority
W COLLEGE AVE	Sparrow Creek St	Casassa Wy	Sidewalk on 1-side	0.39	\$\$\$	High-Priority
W COLLEGE AVE	550 ft east of Link Ln	Tyara Wy	Sidewalk on 1-side	0.81	\$\$\$	High-Priority
WILSON ST	3rd St	4th St	Sidewalk on 1-side	0.07	\$\$\$	High-Priority
YOLANDA AVE	1600 ft west of Petaluma Hill Rd	Santa Rosa Ave	Sidewalk on 1-side	0.27	\$\$\$	High-Priority
AVALON AVE	End of Street	Sebastopol Rd	Sidewalk on 2-sides	0.17	\$\$\$	High-Priority
BARHAM AVE	Petaluma Hill Rd	Santa Rosa Ave	Sidewalk on 2-sides	0.16	\$\$\$	High-Priority
BENNETT VALLEY RD	Cork Tree Ln	Brookwood Ave	Sidewalk on 2-sides	0.39	\$\$\$	High-Priority
COFFEY LN	650 ft south of Dennis Ln	City Limits	Sidewalk on 2-sides	0.12	\$\$\$	High-Priority
COLGAN AVE	Petaluma Hill Rd	La Esplanada Pl	Sidewalk on 2-sides	0.16	\$\$\$	High-Priority
CORBY AVE	550 ft south of Baker Ave	Baker Ave	Sidewalk on 2-sides	0.10	\$\$\$	High-Priority
DUTTON AVE	Ohair Ct	Bellevue Ave	Sidewalk on 2-sides	0.14	\$\$\$	High-Priority
LANCE DR	End of Street	Iroquois St	Sidewalk on 2-sides	0.08	\$\$\$	High-Priority
OLD PETALUMA HILL RD	Winterhaven Ave	Petaluma Hill Rd	Sidewalk on 2-sides	0.13	\$\$\$	High-Priority
PETALUMA HILL RD	Winterhaven Ave	500 ft south of Kawana Springs Rd	Sidewalk on 2-sides	0.46	\$\$\$	High-Priority
RIDLEY AVE	End of Street	Ridley Ave	Sidewalk on 2-sides	0.18	\$\$\$	High-Priority
S WRIGHT RD	Finely Ave	Lancaster Ave	Sidewalk on 2-sides	0.09	\$\$\$	High-Priority
S WRIGHT RD	400 ft south of Sebastopol Rd	Sebastopol Rd	Sidewalk on 2-sides	0.07	\$\$\$	High-Priority
YOLANDA AVE	1600 ft west of Petaluma Hill Rd	Petaluma Hill Rd	Sidewalk on 2-sides	0.23	\$\$\$	High-Priority

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
ACACIA LN	End of Street	100 ft south of Sorrento Wy	Sidewalk on 1-side	0.07	\$\$\$	Opportunity Project
ALDERBROOK DR	250 ft south of Alderbrook Ln	Bay St	Sidewalk on 1-side	0.08	\$\$\$	Opportunity Project
ALEGRA PL	End of Street	Red Willow Dr	Sidewalk on 1-side	0.05	\$\$\$	Opportunity Project
ANDERSON DR	150 ft north of Badger Rd	Badger Rd	Sidewalk on 1-side	0.03	\$\$\$	Opportunity Project
ANNADEL HEIGHTS DR	Santa Margarita Ct	Old Ranch Pl	Sidewalk on 1-side	0.16	\$\$\$	Opportunity Project
APOLLO WAY	Mercury Wy	Corporate Center Pkwy	Sidewalk on 1-side	0.33	\$\$\$	Opportunity Project
ASPEN LEAF LN	End of Street	Jennings Ave	Sidewalk on 1-side	0.05	\$\$\$	Opportunity Project
ASTON AVE	Meda Ave	Hendley St	Sidewalk on 1-side	0.28	\$\$\$	Opportunity Project
AVOTS DR	Horseshoe Dr	Siskiyou Ave	Sidewalk on 1-side	0.07	\$\$\$	Opportunity Project
BADGER RD	Badger Ct	Middle Rincon Rd	Sidewalk on 1-side	0.31	\$\$\$	Opportunity Project
BADGER RD	Anderson Rd	Petrie Ln	Sidewalk on 1-side	0.12	\$\$\$	Opportunity Project
BAIRD RD	Montecito Blvd	Sunshine Ave	Sidewalk on 1-side	0.08	\$\$\$	Opportunity Project
BARHAM AVE	S Davis St	Corby Ave	Sidewalk on 1-side	0.13	\$\$\$	Opportunity Project
BARHAM AVE	Beachwood Dr	Railroad	Sidewalk on 1-side	0.03	\$\$\$	Opportunity Project
BEAUMONT WAY	End of Street	Montrose Ct	Sidewalk on 1-side	0.21	\$\$\$	Opportunity Project
BELLEVUE AVE	Primrose Ave	Stony Point Rd	Sidewalk on 1-side	0.37	\$\$\$	Opportunity Project
BENICIA DR	Culebra Wy	Driveway	Sidewalk on 1-side	0.30	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
BENJAMINS RD	Speers Rd	Speers Rd	Sidewalk on 1-side	0.41	\$\$\$	Opportunity Project
BENNETT VALLEY RD	Farmers Ln	Cork Tree Ln	Sidewalk on 1-side	0.22	\$\$\$	Opportunity Project
BENNETT VALLEY RD	600 ft west of Yulupa Ave	Yulupa Ave	Sidewalk on 1-side	0.09	\$\$\$	Opportunity Project
BICENTENNIAL WAY	300 ft north of Lake Park Dr	Fountaingrove Pkwy	Sidewalk on 1-side	0.22	\$\$\$	Opportunity Project
BOAS DR	Charmain Dr	Morocco Ave	Sidewalk on 1-side	0.10	\$\$\$	Opportunity Project
BONITA VISTA LN	200 ft north of Bonnie Ln	150 ft south of Sleepy Hollow Dr	Sidewalk on 1-side	0.14	\$\$\$	Opportunity Project
BOYD ST	Barham Ave	Myrsine Wy	Sidewalk on 1-side	0.22	\$\$\$	Opportunity Project
BRUSH CREEK	Hwy 12	Sherbrook Dr	Sidewalk on 1-side	0.78	\$\$\$	Opportunity Project
BRUSH CREEK RD	350 ft north of Trailwood Dr	150 ft south of Jaylee Dr	Sidewalk on 1-side	0.03	\$\$\$	Opportunity Project
BRUSH CREEK RD	Shadowhill Dr	Aslan Lair Ct	Sidewalk on 1-side	0.07	\$\$\$	Opportunity Project
BRUSH CREEK RD	Shadyoak dr	Brush Creek Ln	Sidewalk on 1-side	0.06	\$\$\$	Opportunity Project
BRUSH CREEK RD	Fountaingrove Pkwy	Heimbucher Wy	Sidewalk on 1-side	0.06	\$\$\$	Opportunity Project
BRUSH CREEK RD	Hwy 12	Saint Thomas Ct	Sidewalk on 1-side	0.15	\$\$\$	Opportunity Project
BRUSH CREEK RD - WALLACE RD	450 ft north of Badger Rd	Wild Lilac Ln	Sidewalk on 1-side	0.14	\$\$\$	Opportunity Project
BUCKTHORN CT	Folia Ct	Hwy 12	Sidewalk on 1-side	0.06	\$\$\$	Opportunity Project
BURT ST	Madrus Rosa St	Thistle Creek St	Sidewalk on 1-side	0.06	\$\$\$	Opportunity Project
CALISTOGA RD	Badger Rd	City Limits	Sidewalk on 1-side	0.11	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
CARRINGTON ST	S Davis St	Olive St	Sidewalk on 1-side	0.09	\$\$\$	Opportunity Project
CENTER DR	Airway Dr	Industrial Dr	Sidewalk on 1-side	0.11	\$\$\$	Opportunity Project
CENTRAL AVE	Carrillo St	Frances St	Sidewalk on 1-side	0.23	\$\$\$	Opportunity Project
CHANATE RD	Glen Echo Dr	Cobblestone Dr	Sidewalk on 1-side	0.30	\$\$\$	Opportunity Project
CHANATE RD	350 ft east of Bonita Vista Ln	Fountaingrove Pkwy	Sidewalk on 1-side	0.86	\$\$\$	Opportunity Project
CHANATE RD	Paulin Creek	Mendocino Ave	Sidewalk on 1-side	0.05	\$\$\$	Opportunity Project
CLOVER DR	W College Ave	Jennings Ave	Sidewalk on 1-side	0.37	\$\$\$	Opportunity Project
COMMON WAY	Flapjack Wy	Applejack Wy	Sidewalk on 1-side	0.15	\$\$\$	Opportunity Project
HILLIARD COMSTOCK MIDDLE	End of Street	Larry Dr	Sidewalk on 1-side	0.11	\$\$\$	Opportunity Project
CORPORATE CENTER PKWY	Northpoint Pkwy	Corsair Wy	Sidewalk on 1-side	0.21	\$\$\$	Opportunity Project
CORPORATE CENTER PKWY	Challenger Wy	Sebastopol Rd	Sidewalk on 1-side	0.35	\$\$\$	Opportunity Project
CROSSPOINT AVE	Marlow Rd	Barsugila St	Sidewalk on 1-side	0.08	\$\$\$	Opportunity Project
CULEBRA WAY	Benicia Wy	Sorrento Wy	Sidewalk on 1-side	0.08	\$\$\$	Opportunity Project
DENNIS LN	Elwin Ln	Barnes Rd	Sidewalk on 1-side	0.26	\$\$\$	Opportunity Project
DENNIS LN	Mocha Ln	Bluegrass Ln	Sidewalk on 1-side	0.07	\$\$\$	Opportunity Project
DOWD DR	700 ft north of Bellevue Ave	Kenwood Ct	Sidewalk on 1-side	0.49	\$\$\$	Opportunity Project
DUTTON MEADOW	Bellevue Ave	Hearn Ave	Sidewalk on 1-side	0.86	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
EDWARDS AVE	250 ft west of Raccoon Ln	Cleveland Ave	Sidewalk on 1-side	0.14	\$\$\$	Opportunity Project
FINLEY AVE	Fresno Ave	S Wright Rd	Sidewalk on 1-side	0.52	\$\$\$	Opportunity Project
FOUNTAINGROVE PKWY	Fountaingrove Pkwy	Chanate Rd	Sidewalk on 1-side	0.12	\$\$\$	Opportunity Project
FOUNTAINGROVE PKWY	Chanate Rd	Fountaingrove Pkwy	Sidewalk on 1-side	0.12	\$\$\$	Opportunity Project
FOUNTAINGROVE PKWY	Chanate Rd	Fountaingrove Pkwy	Sidewalk on 1-side	0.14	\$\$\$	Opportunity Project
FOUNTAINGROVE PKWY	Altruria Dr	Round Barn Blvd	Sidewalk on 1-side	0.32	\$\$\$	Opportunity Project
FRANCISCO AVE	850 ft west of Barrel Ln	150 ft north of Delamere Ave	Sidewalk on 1-side	0.36	\$\$\$	Opportunity Project
FRANCISCO AVE	Delamere Ave	Clairborne Cir	Sidewalk on 1-side	0.31	\$\$\$	Opportunity Project
FRANKLIN AVE	Gay St	Lewis Rd	Sidewalk on 1-side	0.15	\$\$\$	Opportunity Project
FRANKLIN AVE	Carr Ave	North St	Sidewalk on 1-side	0.14	\$\$\$	Opportunity Project
FRANKLIN AVE	Pacific Ave	Poppy Dr	Sidewalk on 1-side	0.34	\$\$\$	Opportunity Project
FRANKLIN AVE	Silva Ave	Sillick Ter	Sidewalk on 1-side	0.11	\$\$\$	Opportunity Project
FRESNO AVE	Finley Ave	Sebastopol Rd	Sidewalk on 1-side	0.34	\$\$\$	Opportunity Project
FULTON RD	Joe Rodota Trail	Occidental Rd	Sidewalk on 1-side	0.17	\$\$\$	Opportunity Project
FULTON RD	Piner Rd	Wood Rd	Sidewalk on 1-side	1.00	\$\$\$	Opportunity Project
GARDNER AVE	Kenmore Ln	Keegan Dr	Sidewalk on 1-side	0.07	\$\$\$	Opportunity Project
GLORIA DR	Camellia Ct	Westwood Dr	Sidewalk on 1-side	0.09	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
GOBAR LN	N Village Dr	Sophia Dr	Sidewalk on 1-side	0.08	\$\$\$	Opportunity Project
GOLDEN GATE AVE	250 ft east of Arthur Ashe Cir	Arthur Ashe Cir	Sidewalk on 1-side	0.04	\$\$\$	Opportunity Project
GRANADA DR	Granada Pl	Benicia Dr	Sidewalk on 1-side	0.16	\$\$\$	Opportunity Project
HAHMAN DR	Midway Dr	Montgomery Dr	Sidewalk on 1-side	0.05	\$\$\$	Opportunity Project
HAHMAN DR	Claremont Dr	Sonoma Ave	Sidewalk on 1-side	0.05	\$\$\$	Opportunity Project
HAHMAN DR	Patio Ct	Valley Center Dr	Sidewalk on 1-side	0.12	\$\$\$	Opportunity Project
HARDIES LN	750 ft north of Terry Rd	Russell Ave	Sidewalk on 1-side	0.28	\$\$\$	Opportunity Project
HARVEST LN	End of Street	Occidental Rd	Sidewalk on 1-side	0.08	\$\$\$	Opportunity Project
HEWETT ST	End of Street	Madison St	Sidewalk on 1-side	0.06	\$\$\$	Opportunity Project
HILLTOP CT	End of Street	Murdock Dr	Sidewalk on 1-side	0.07	\$\$\$	Opportunity Project
HOEN AVE	Hoen Ave	Hoen Ct	Sidewalk on 1-side	0.56	\$\$\$	Opportunity Project
HOEN AVE	Hoen Ave	Hoen Ln	Sidewalk on 1-side	0.07	\$\$\$	Opportunity Project
HOEN AVE	Spring Creek	Sonoma Ave	Sidewalk on 1-side	0.11	\$\$\$	Opportunity Project
HOEN AVE FRONTAGE RD	Hoen Ave	Townview Ave	Sidewalk on 1-side	0.30	\$\$\$	Opportunity Project
HOYAL DR	End of Street	Elysse Ln	Sidewalk on 1-side	0.32	\$\$\$	Opportunity Project
HWY 12	Acacia Ln	Cardinal Wy	Sidewalk on 1-side	0.15	\$\$\$	Opportunity Project
HWY 12	200 ft west of Melita Rd	Melita Rd	Sidewalk on 1-side	0.04	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
HWY 12	Peppertree Ln	Melita Rd	Sidewalk on 1-side	0.23	\$\$\$	Opportunity Project
HWY 12	Queen Anne Dr	Saint Francis Rd	Sidewalk on 1-side	0.48	\$\$\$	Opportunity Project
INDIAN CREEK DR	Folia Ct	Hwy 12	Sidewalk on 1-side	0.13	\$\$\$	Opportunity Project
IROQUOIS ST	Lance Dr	Tolar Ave	Sidewalk on 1-side	0.10	\$\$\$	Opportunity Project
JENNINGS AVE	Eardley Ave	Clover Dr	Sidewalk on 1-side	0.21	\$\$\$	Opportunity Project
JENNINGS AVE	Cleveland Ave	Range Ave	Sidewalk on 1-side	0.30	\$\$\$	Opportunity Project
KAWANA SPRINGS RD	Taylor Mountain Pl	Brookwood Ave	Sidewalk on 1-side	0.13	\$\$\$	Opportunity Project
KAWANA SPRINGS RD	Meda Ave	Franz Kafka Ave	Sidewalk on 1-side	0.31	\$\$\$	Opportunity Project
KAWANA SPRINGS RD	Farmers Ln	Rudesill Ln	Sidewalk on 1-side	0.05	\$\$\$	Opportunity Project
KEEGAN DR	End of Street	Gardner Ave	Sidewalk on 1-side	0.22	\$\$\$	Opportunity Project
KENMORE LN	Gardner Ave	Driveway	Sidewalk on 1-side	0.15	\$\$\$	Opportunity Project
KNOLLS LN	150 ft east of Knolls Dr	Knolls Dr	Sidewalk on 1-side	0.03	\$\$\$	Opportunity Project
KNOLLS LN	200 ft east of Knolls Dr	Knolls Dr	Sidewalk on 1-side	0.04	\$\$\$	Opportunity Project
KOWELL RD	End of Street	W College Ave	Sidewalk on 1-side	0.14	\$\$\$	Opportunity Project
LINWOOD AVE	Brookwood Ave	Aston Ave	Sidewalk on 1-side	0.10	\$\$\$	Opportunity Project
LUDWIG AVE	Hobbie Ln	S Wright Rd	Sidewalk on 1-side	0.98	\$\$\$	Opportunity Project
MARSH RD	Robinson Ln	Belair Wy	Sidewalk on 1-side	0.08	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
MARSH RD	Arden Wy	Garrett Ct	Sidewalk on 1-side	0.18	\$\$\$	Opportunity Project
MARSH RD	Marlow Rd	Respite Pl	Sidewalk on 1-side	0.15	\$\$\$	Opportunity Project
MARTHA WAY	Albert Dr	Martha Wy	Sidewalk on 1-side	0.11	\$\$\$	Opportunity Project
MCDONALD AVE	Park St	Terrace Wy	Sidewalk on 1-side	0.12	\$\$\$	Opportunity Project
MCMASTER LN	End of Street	West Ave	Sidewalk on 1-side	0.08	\$\$\$	Opportunity Project
MCMINN AVE	300 ft south of Hughes Ave	Hughes Ave	Sidewalk on 1-side	0.06	\$\$\$	Opportunity Project
MEDA AVE	Sonata Ave	Aston Ave	Sidewalk on 1-side	0.36	\$\$\$	Opportunity Project
MELITA RD	500 ft east of Sharon St	Diane Wy	Sidewalk on 1-side	0.26	\$\$\$	Opportunity Project
MELITA RD	950 ft north of Montgomery Dr	Montgomery Dr	Sidewalk on 1-side	0.18	\$\$\$	Opportunity Project
MELITA RD	1000 ft east of Queen Anne Dr	Queen Anne Dr	Sidewalk on 1-side	0.19	\$\$\$	Opportunity Project
MERCURY WAY	Apollo Wy	Corporate Center Pkwy	Sidewalk on 1-side	0.19	\$\$\$	Opportunity Project
MIDDLE RINCON RD	400 ft north of Sunshine Ave	Badger Rd	Sidewalk on 1-side	0.29	\$\$\$	Opportunity Project
MONTGOMERY DR	1000 ft east of Brey Rd	Channel Dr	Sidewalk on 1-side	0.18	\$\$\$	Opportunity Project
MONTGOMERY DR	750 ft west of Melita Rd	Melita Rd	Sidewalk on 1-side	0.11	\$\$\$	Opportunity Project
MONTGOMERY DR	Greengate Ct	Rocky Wy	Sidewalk on 1-side	0.14	\$\$\$	Opportunity Project
MOROCCO AVE	Boas Dr	Charmian Rd	Sidewalk on 1-side	0.11	\$\$\$	Opportunity Project
MOUNTAIN HAWK	Melita Rd	Evening Wy	Sidewalk on 1-side	0.41	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
MT OLIVE DR	550 ft south of Mt Olive Wy	Brigham Ave	Sidewalk on 1-side	0.29	\$\$\$	Opportunity Project
NEWANGA CT	End of Street	Newanga Ave	Sidewalk on 1-side	0.05	\$\$\$	Opportunity Project
NORTHPOINT PKWY	Kingfisher Wy	Lombardi Ln	Sidewalk on 1-side	0.27	\$\$\$	Opportunity Project
NORTHPOINT PKWY	End of Street	Mariner Wy	Sidewalk on 1-side	1.13	\$\$\$	Opportunity Project
OCCIDENTAL RD	City Limits	N Wright Rd	Sidewalk on 1-side	0.36	\$\$\$	Opportunity Project
OLD RANCH DR	Valley Pl	Old Ranch Pl	Sidewalk on 1-side	0.07	\$\$\$	Opportunity Project
OLIVE ST	Barham Ave	Earle St	Sidewalk on 1-side	0.18	\$\$\$	Opportunity Project
ORCHARD ST	Mcconnell Ave	Carr Ave	Sidewalk on 1-side	0.12	\$\$\$	Opportunity Project
PARK ST	McDonald Ave	Monroe St	Sidewalk on 1-side	0.07	\$\$\$	Opportunity Project
PARKER HILL RD	Chanate Rd	Fountaingrove Pkwy	Sidewalk on 1-side	1.53	\$\$\$	Opportunity Project
PARKER HILL RD	Stagecoach Rd	Fountaingrove Pkwy	Sidewalk on 1-side	0.96	\$\$\$	Opportunity Project
PASCAL ST	Arista Ln	Dennis Ln	Sidewalk on 1-side	0.03	\$\$\$	Opportunity Project
PATIO CT	Hahman Dr	Farmers Ln	Sidewalk on 1-side	0.13	\$\$\$	Opportunity Project
PETERSON CREEK DR	Wild Oat Wy	Sorrel St	Sidewalk on 1-side	0.12	\$\$\$	Opportunity Project
PETERSON LN	Moonlight Wy	150 ft south of Sundance St	Sidewalk on 1-side	0.23	\$\$\$	Opportunity Project
PIERSON ST	Santa Rosa Creek	W 6th St	Sidewalk on 1-side	0.04	\$\$\$	Opportunity Project
PINER CT	End of Street	Piner Rd	Sidewalk on 1-side	0.09	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
PINERCREST DR	400 ft east of Genoa Pl	Waltzer Rd	Sidewalk on 1-side	0.15	\$\$\$	Opportunity Project
PROSPECT AVE	100 ft west of Hansbery Wy	Hansbery Wy	Sidewalk on 1-side	0.02	\$\$\$	Opportunity Project
RICK DR	Gregory Ct	Badger Rd	Sidewalk on 1-side	0.15	\$\$\$	Opportunity Project
RICK DR	200 ft east of Baird Rd	Baird Rd	Sidewalk on 1-side	0.04	\$\$\$	Opportunity Project
RIDGWAY AVE	Central Ave	Briggs Ave	Sidewalk on 1-side	0.07	\$\$\$	Opportunity Project
RIDGWAY AVE	End of Street	End of Street	Sidewalk on 1-side	0.08	\$\$\$	Opportunity Project
RIDLEY AVE	250 ft north of Longship Ln	Jennings Ave	Sidewalk on 1-side	0.05	\$\$\$	Opportunity Project
RIDLEY AVE	Brooklyn Dr	Tonja Wy	Sidewalk on 1-side	0.06	\$\$\$	Opportunity Project
RINCON MEADOWS CT	End of Street	Badger Rd	Sidewalk on 1-side	0.08	\$\$\$	Opportunity Project
RINCONADA DR	Middle Rincon Rd	Benicia Dr	Sidewalk on 1-side	0.20	\$\$\$	Opportunity Project
ROGERS WAY	E Foothill Dr	La Paloma Ave	Sidewalk on 1-side	0.22	\$\$\$	Opportunity Project
S A ST	Santa Rosa Ave	Sebastopol Ave	Sidewalk on 1-side	0.27	\$\$\$	Opportunity Project
S DAVIS ST	Theresa ST	Carrington St	Sidewalk on 1-side	0.06	\$\$\$	Opportunity Project
SAINT ANDREWS DR	1850 ft north of Lakebriar Pl	Skyfarm Dr	Sidewalk on 1-side	0.64	\$\$\$	Opportunity Project
SALLY ANN ST	Aloise Ave	Hearn Ave	Sidewalk on 1-side	0.05	\$\$\$	Opportunity Project
SAN MIGUEL AVE	Versailles St	Fulton Rd	Sidewalk on 1-side	0.23	\$\$\$	Opportunity Project
SAN RAMON WAY	Owls Nest Dr	Monte Verde Dr	Sidewalk on 1-side	0.07	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
SANTA MARTA CT	End of Street	Santa Rosita Ct	Sidewalk on 1-side	0.04	\$\$\$	Opportunity Project
SANTA ROSA CREEK TRAIL	Santa Rosa Creek Trail	Pierson St	Sidewalk on 1-side	0.21	\$\$\$	Opportunity Project
SANTA ROSITA CT	End of Street	Summerfield Rd	Sidewalk on 1-side	0.16	\$\$\$	Opportunity Project
SILVA AVE	Humboldt St	Slater St	Sidewalk on 1-side	0.06	\$\$\$	Opportunity Project
SILVER SPUR DR	Blue Sky Ln	Hearn Ave	Sidewalk on 1-side	0.13	\$\$\$	Opportunity Project
SONATA AVE	Meda Ave	Citrine Wy	Sidewalk on 1-side	0.08	\$\$\$	Opportunity Project
SPRING CREEK DR	End of Street	Colorado Blvd	Sidewalk on 1-side	0.02	\$\$\$	Opportunity Project
STAGECOACH RD	Chanate Rd	Fountaingrove Pkwy	Sidewalk on 1-side	0.01	\$\$\$	Opportunity Project
SUMMERFIELD RD	Woodview Dr	Hillsboro Wy	Sidewalk on 1-side	0.52	\$\$\$	Opportunity Project
SUMMERFIELD RD	Bethards Dr	Horseshoe Dr	Sidewalk on 1-side	0.72	\$\$\$	Opportunity Project
SUMMERFIELD RD	Mayette Ave	Sonoma Ave	Sidewalk on 1-side	0.40	\$\$\$	Opportunity Project
SUMMERFIELD RD	Parktrail Dr	Stonehedge Dr	Sidewalk on 1-side	0.20	\$\$\$	Opportunity Project
SUMNER LN	Park Vista Ct	Summerfield Rd	Sidewalk on 1-side	0.16	\$\$\$	Opportunity Project
SUNSET AVE	McMinn Ave	Burbank Ave	Sidewalk on 1-side	0.17	\$\$\$	Opportunity Project
TALMADGE DR	Corby Ave	Dowd Dr	Sidewalk on 1-side	0.16	\$\$\$	Opportunity Project
TESORO LN	End of Street	Sorrento Wy	Sidewalk on 1-side	0.04	\$\$\$	Opportunity Project
THERESA ST	S Davis St	Olive st	Sidewalk on 1-side	0.09	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
TOKAY ST	Brookwood Ave	Amethyst Wy	Sidewalk on 1-side	0.24	\$\$\$	Opportunity Project
TUXHORN DR	Pebblecreek Dr	Birch Meadow St	Sidewalk on 1-side	0.09	\$\$\$	Opportunity Project
TUXHORN DR	Dutton Meadow	Rain Dance Wy	Sidewalk on 1-side	0.15	\$\$\$	Opportunity Project
VALLEJO ST	End of Street	400 ft east of Hwy 12	Sidewalk on 1-side	0.10	\$\$\$	Opportunity Project
VALLEY PL	End of Street	Old Ranch Dr	Sidewalk on 1-side	0.06	\$\$\$	Opportunity Project
WALNUT CREEK CT	End of Street	150 ft west of Walnut Grove St	Sidewalk on 1-side	0.05	\$\$\$	Opportunity Project
WILD OAT WAY	Wild Oat Wy	Peterson Creek Dr	Sidewalk on 1-side	0.04	\$\$\$	Opportunity Project
WILD OAT WAY	End of Street	Wild Oat Wy	Sidewalk on 1-side	0.02	\$\$\$	Opportunity Project
WRIGHT ST	Fulkerson St	Carr Ave	Sidewalk on 1-side	0.04	\$\$\$	Opportunity Project
YEAGER DR	Fresno Ave	Fairgrave Ave	Sidewalk on 1-side	0.16	\$\$\$	Opportunity Project
YERBA BUENA RD	Santa Teresa Ave	Rinaldo St	Sidewalk on 1-side	0.18	\$\$\$	Opportunity Project
YULUPA AVE	Princeton Dr	Spring Creek Dr	Sidewalk on 1-side	0.08	\$\$\$	Opportunity Project
ACACIA LN	End of Street	100 ft west of Sorrento Wy	Sidewalk on 2-sides	0.01	\$\$\$	Opportunity Project
ACACIA LN	100 ft south of Sorrento Wy	Prospect Ave	Sidewalk on 2-sides	0.07	\$\$\$	Opportunity Project
ALDERBROOK LN	End of Street	Alderbrook Dr	Sidewalk on 2-sides	0.07	\$\$\$	Opportunity Project
ANDERSON DR	City Limits	150 ft north of Badger Rd	Sidewalk on 2-sides	0.13	\$\$\$	Opportunity Project
BADGER RD	Middle Rincon Rd	Anderson Rd	Sidewalk on 2-sides	0.06	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
BAIRD RD	City Limits	Badger Rd	Sidewalk on 2-sides	0.47	\$\$\$	Opportunity Project
BARHAM AVE	Corby Ave	Beachwood Dr	Sidewalk on 2-sides	0.16	\$\$\$	Opportunity Project
BAY ST	End of Street	Alderbrook Dr	Sidewalk on 2-sides	0.05	\$\$\$	Opportunity Project
BEAVER LN	King St	Beaver St	Sidewalk on 2-sides	0.08	\$\$\$	Opportunity Project
BELLEVUE AVE	Corby Ave	Wiljan Ct	Sidewalk on 2-sides	0.15	\$\$\$	Opportunity Project
BENJAMINS RD	Speers Rd	City Limits	Sidewalk on 2-sides	0.03	\$\$\$	Opportunity Project
BENNETT VALLEY RD	600 ft west of Yulupa Ave	350 ft west of Farmers Ln	Sidewalk on 2-sides	1.81	\$\$\$	Opportunity Project
BENNETT VALLEY RD	City Limits	Bennett Valley Rd	Sidewalk on 2-sides	0.17	\$\$\$	Opportunity Project
BOAS DR	Morocco Ave	Tunisia Ave	Sidewalk on 2-sides	0.24	\$\$\$	Opportunity Project
BRITTA LN	End of Street	Sebastopol Rd	Sidewalk on 2-sides	0.18	\$\$\$	Opportunity Project
BRUSH CREEK RD	Saint Thomas Ct	Brush Creek Ln	Sidewalk on 2-sides	0.31	\$\$\$	Opportunity Project
BRUSH CREEK RD	Asian Lair Ct	Fountaingrove Pkwy	Sidewalk on 2-sides	0.35	\$\$\$	Opportunity Project
BRUSH CREEK RD	350 ft north of Trailwood Dr	Heimbucher Wy	Sidewalk on 2-sides	0.39	\$\$\$	Opportunity Project
BRUSH CREEK RD	Shadyoak Dr	Shadowhill Dr	Sidewalk on 2-sides	0.30	\$\$\$	Opportunity Project
BRUSH CREEK RD	150 ft south of Jaylee Dr	Wild Lilac Ln	Sidewalk on 2-sides	0.24	\$\$\$	Opportunity Project
CHANATE RD	Slater St	Lomas Ave	Sidewalk on 2-sides	0.06	\$\$\$	Opportunity Project
CORBY AVE	Corby Ave Ext	Bellevue Ave	Sidewalk on 2-sides	0.79	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
CREST DR	Danbeck Ave	Franklin Ave	Sidewalk on 2-sides	0.08	\$\$\$	Opportunity Project
DENNIS LN	Bluegrass Ln	Elwin Ln	Sidewalk on 2-sides	0.25	\$\$\$	Opportunity Project
DENNIS LN	Coffey Ln	Mocha Ln	Sidewalk on 2-sides	0.12	\$\$\$	Opportunity Project
DOWD DR	Kenwood Ct	Corby Ave Ext	Sidewalk on 2-sides	0.13	\$\$\$	Opportunity Project
DRIVEWAY	End of Street	Driveway	Sidewalk on 2-sides	0.01	\$\$\$	Opportunity Project
DRIVEWAY	End of Street	Hoen Ave	Sidewalk on 2-sides	0.05	\$\$\$	Opportunity Project
DRIVEWAY	200 ft east of Kenmore Ln	Kenmore Ln	Sidewalk on 2-sides	0.03	\$\$\$	Opportunity Project
E FOOTHILL DR	200 ft north of Rogers Wy	Rogers Wy	Sidewalk on 2-sides	0.03	\$\$\$	Opportunity Project
EARLE ST	Davis St	Corby Ave	Sidewalk on 2-sides	0.14	\$\$\$	Opportunity Project
ELAINE DR	End of Street	Hwy 12	Sidewalk on 2-sides	0.15	\$\$\$	Opportunity Project
FOUNTAINGROVE PKWY	Chanate Rd	Chanate Rd	Sidewalk on 2-sides	0.42	\$\$\$	Opportunity Project
FOUNTAINGROVE PKWY	Montecito Ave	Chanate Rd	Sidewalk on 2-sides	0.02	\$\$\$	Opportunity Project
FRANCISCO AVE	850 ft west of Barrel Ln	City Limits	Sidewalk on 2-sides	0.20	\$\$\$	Opportunity Project
FRANCISCO AVE	150 ft north of Delamere Ave	Delamere Ave	Sidewalk on 2-sides	0.02	\$\$\$	Opportunity Project
FRANKLIN AVE	Silva Ave	Poppy Dr	Sidewalk on 2-sides	0.05	\$\$\$	Opportunity Project
GARDNER AVE	Stony Point Rd	Kenmore Ln	Sidewalk on 2-sides	0.09	\$\$\$	Opportunity Project
GLEN ECHO DR	End of Street	Chanate Rd	Sidewalk on 2-sides	0.20	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
GLORIA DR	West Ave	Camellia Ct	Sidewalk on 2-sides	0.08	\$\$\$	Opportunity Project
GOLDEN GATE AVE	Arthur Ashe Cir	Leddy Ave	Sidewalk on 2-sides	0.11	\$\$\$	Opportunity Project
HANSEN DR	Jack London Dr	Middle Rincon Rd	Sidewalk on 2-sides	0.25	\$\$\$	Opportunity Project
HEWETT ST	N Dutton Ave	Umland Dr	Sidewalk on 2-sides	0.16	\$\$\$	Opportunity Project
HOEN AVE	Hoen Ct	Brasher Ct	Sidewalk on 2-sides	0.08	\$\$\$	Opportunity Project
HOEN AVE	Hoen Ln	Spring Creek	Sidewalk on 2-sides	0.04	\$\$\$	Opportunity Project
HOEN LN	End of Street	Hoen Ave	Sidewalk on 2-sides	0.04	\$\$\$	Opportunity Project
HWY 12	Village Pkwy	Farmers Ln	Sidewalk on 2-sides	1.55	\$\$\$	Opportunity Project
HWY 12	Melita Rd	Melita Rd	Sidewalk on 2-sides	0.34	\$\$\$	Opportunity Project
HWY 12	Melita Rd	Queen Anne Dr	Sidewalk on 2-sides	1.80	\$\$\$	Opportunity Project
JENNINGS AVE	End of Street	N Dutton Ave	Sidewalk on 2-sides	0.06	\$\$\$	Opportunity Project
JUNIPER AVE	City Limits	Bellevue Ave	Sidewalk on 2-sides	0.34	\$\$\$	Opportunity Project
KENMORE LN	End of Street	Kenmore Ln	Sidewalk on 2-sides	0.05	\$\$\$	Opportunity Project
KENMORE LN	Driveway	Sebastopol Rd	Sidewalk on 2-sides	0.09	\$\$\$	Opportunity Project
KNOLLS LN	200 ft east of Knolls Dr	150 ft east of Knolls Dr	Sidewalk on 2-sides	0.07	\$\$\$	Opportunity Project
LANCASTER AVE	Leddy Ave	S Wright Rd	Sidewalk on 2-sides	0.15	\$\$\$	Opportunity Project
LANCE DR	W College Ave	Jennings Ave	Sidewalk on 2-sides	0.42	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
LEDDY AVE	Finley Ave	Sebastopol Rd	Sidewalk on 2-sides	0.34	\$\$\$	Opportunity Project
LOMITAS AVE	Chanate Rd	End of Street	Sidewalk on 2-sides	0.33	\$\$\$	Opportunity Project
LOS ALAMOS RD	Fawn Dr	Montgomery Dr	Sidewalk on 2-sides	0.92	\$\$\$	Opportunity Project
LOS OLIVOS RD	1450 ft south of Montecito Ave	Montecito Ave	Sidewalk on 2-sides	0.27	\$\$\$	Opportunity Project
MAES PL	End of Street	Hoen Ave	Sidewalk on 2-sides	0.04	\$\$\$	Opportunity Project
MARSH RD	Belair Wy	Arden Wy	Sidewalk on 2-sides	0.11	\$\$\$	Opportunity Project
MARSH RD	Respite Pl	Robinson Ln	Sidewalk on 2-sides	0.05	\$\$\$	Opportunity Project
MELBROOK WAY	End of Street	Melbrook Wy	Sidewalk on 2-sides	0.09	\$\$\$	Opportunity Project
MELITA RD	950 ft north of Montgomery Dr	1000 ft east of Queen Anne Dr	Sidewalk on 2-sides	0.05	\$\$\$	Opportunity Project
MELITA RD	Queen Anne Dr	500 ft east of Sharon St	Sidewalk on 2-sides	0.20	\$\$\$	Opportunity Project
MELITA RD	Los Alamos Rd	Melito Rd	Sidewalk on 2-sides	0.06	\$\$\$	Opportunity Project
MONDAY CT	End of Street	West Ave	Sidewalk on 2-sides	0.05	\$\$\$	Opportunity Project
MONTECITO AVE	Chanate Rd	Norte Wy	Sidewalk on 2-sides	1.59	\$\$\$	Opportunity Project
MONTEREY DR	End of Street	Hoen Ave	Sidewalk on 2-sides	0.13	\$\$\$	Opportunity Project
MONTGOMERY DR	750 ft west of Melita Rd	1000 ft east of Brey Rd	Sidewalk on 2-sides	0.28	\$\$\$	Opportunity Project
MONTGOMERY DR	Channel Dr	Greengate Ct	Sidewalk on 2-sides	1.20	\$\$\$	Opportunity Project
MOORE RD	End of Street	Hoen Ave	Sidewalk on 2-sides	0.04	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
MURDOCK DR	Lewis Rd	Sycamore Ave	Sidewalk on 2-sides	0.17	\$\$\$	Opportunity Project
PEBBLECREEK DR	Tuxhorn Dr	Birch Meadow St	Sidewalk on 2-sides	0.13	\$\$\$	Opportunity Project
PIERSON ST	Santa Rosa Creek	3rd St	Sidewalk on 2-sides	0.14	\$\$\$	Opportunity Project
POLK ST	Hewett St	Trowbridge St	Sidewalk on 2-sides	0.06	\$\$\$	Opportunity Project
PROSPECT AVE	Hansbery Wy	Acacia Ln	Sidewalk on 2-sides	0.04	\$\$\$	Opportunity Project
RIDLEY AVE	W College Ave	Brooklyn Dr	Sidewalk on 2-sides	0.12	\$\$\$	Opportunity Project
ROSELAND AVE	End of Street	Sebastopol Rd	Sidewalk on 2-sides	0.18	\$\$\$	Opportunity Project
S DAVIS ST	Barham Ave	Theresa St	Sidewalk on 2-sides	0.06	\$\$\$	Opportunity Project
SAINT FRANCIS RD	El Encanto Dr	Yerba Buena Rd	Sidewalk on 2-sides	0.41	\$\$\$	Opportunity Project
SAN RAMON WAY	Monte Verde Dr	Yerba Buena Rd	Sidewalk on 2-sides	0.09	\$\$\$	Opportunity Project
SEBASTOPOL RD	End of Street	Joe Rodato Trail	Sidewalk on 2-sides	0.12	\$\$\$	Opportunity Project
SONOMA HWY	Saint Francis Rd	Peppertree Ln	Sidewalk on 2-sides	0.28	\$\$\$	Opportunity Project
STREIFF LN	End of Street	Piner Rd	Sidewalk on 2-sides	0.11	\$\$\$	Opportunity Project
SYCAMORE AVE	Sycamore Ave	Murdock Dr	Sidewalk on 2-sides	0.03	\$\$\$	Opportunity Project
TRAIL ACCESS	Sonoma Ave	Santa Rosa Creek Trail	Sidewalk on 2-sides	0.02	\$\$\$	Opportunity Project
TROWBRIDGE ST	Polk St	N Dutton Ave	Sidewalk on 2-sides	0.04	\$\$\$	Opportunity Project
TROWBRIDGE ST	N Dutton Ave	Umland Dr	Sidewalk on 2-sides	0.16	\$\$\$	Opportunity Project

Corridor	From	To	Sidewalk Side Needed	Length in miles	Generalized Costs (Per MI.)	Prioritization Category
W BARHAM AVE	Railroad	Dutton Ave	Sidewalk on 2-sides	0.20	\$\$\$	Opportunity Project
W COLLEGE AVE	Halyard Dr	Fulton Rd	Sidewalk on 2-sides	0.54	\$\$\$	Opportunity Project
W HEARN AVE	W Hearn Ave	Park Meadow Dr	Sidewalk on 2-sides	0.47	\$\$\$	Opportunity Project
WALLACE RD	50 ft south of Deer Trail Rd	450 ft north of Badger Rd	Sidewalk on 2-sides	0.13	\$\$\$	Opportunity Project
WESTWOOD DR	Gloria Dr	Hearn Ave	Sidewalk on 2-sides	0.09	\$\$\$	Opportunity Project
WHITEHAVEN AVE	Old Petaluma Hill Rd	Madrus Rosa St	Sidewalk on 2-sides	0.02	\$\$\$	Opportunity Project
WILD OAT WAY	End of Street	Wild Oat Way	Sidewalk on 2-sides	0.01	\$\$\$	Opportunity Project
WILJAN CT	700 ft north of Bellevue Ave	Bellevue Ave	Sidewalk on 2-sides	0.13	\$\$\$	Opportunity Project
YERBA BUENA RD	San Ramon Wy	Santa Teresa Ave	Sidewalk on 2-sides	0.77	\$\$\$	Opportunity Project

Table 6. Bike Improvements by Cost and Prioritization

Corridor	From	To	Recommended Bicycle Facility	Length in miles	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

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
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
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
Dutton Ave (Extension)	Dutton Meadow	North End of Dutton Ave	Shared Use Path (Class I)	0.37	\$\$\$\$	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

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
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

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
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
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

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
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
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

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
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
13th St	Morgan St	North St	Bicycle Boulevard (Class IIIB)	0.38	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
4th St	Farmers Ln	Bryden Ln	Bike Lane (Class II)	0.73	\$ - \$\$\$\$	Opportunity Project
5th St	Brookwood Ave	B St	Bicycle Boulevard (Class IIIB)	0.53	\$\$\$	Opportunity Project
6th St	A St	Morgan St	Separated Bike Lane (Class IV)	0.06	\$\$\$\$	Opportunity Project
A St	7th St	Morgan St	Bicycle Boulevard (Class IIIB)	0.19	\$\$\$	Opportunity Project
A St	Sonoma Ave	1st St	Buffered Bike Lane (Class IIB)	0.08	\$\$\$	Opportunity Project
Administration Dr	County Center Dr	Mendocino Ave	Separated Bike Lane (Class IV)	0.36	\$\$\$\$	Opportunity Project
Airway Dr	Piner Creek Trail	Hopper Ave	Bike Lane (Class II)	0.19	\$ - \$\$\$\$	Opportunity Project
Alderbrook Dr	Montgomery Dr	4th St	Bicycle Boulevard (Class IIIB)	0.57	\$\$\$	Opportunity Project
Allan Way	Woodsage Way	Brookwood Ave	Bicycle Boulevard (Class IIIB)	0.28	\$\$\$	Opportunity Project
Alvarez Ave	Brunello Dr	Louis Krohn Dr	Bicycle Boulevard (Class IIIB)	0.08	\$\$\$	Opportunity Project
Apollo Way	Corporate Center Pkwy	Challengers Way	Buffered Bike Lane (Class IIB)	0.60	\$\$\$	Opportunity Project
Appletree Dr	Fulton Dr	Peterson Ln	Bicycle Boulevard (Class IIIB)	0.29	\$\$\$	Opportunity Project
Arden Way	Redford Pl	Marsh rd	Bicycle Boulevard (Class IIIB)	0.17	\$\$\$	Opportunity Project
Arrowhead Dr	Elsie Allen High School	Hearn Ave	Bicycle Boulevard (Class IIIB)	0.39	\$\$\$	Opportunity Project
Aston Ave	Hendley St	Brookwood Ave	Shared Use Path (Class I)	0.40	\$\$\$\$	Opportunity Project
Austin Creek Trail	El Encanto Way	Middle Rincon Rd	Shared Use Path (Class I)	1.07	\$\$\$\$	Opportunity Project
B St	Mendocino Ave	1st St	Separated Bike Lane (Class IV)	0.09	\$\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Badger Rd	Brush Creek Rd	Baird Rd	Bicycle Boulevard (Class IIIB)	0.51	\$\$\$	Opportunity Project
Badger Rd	Baird Rd	Calistoga Rd	Buffered Bike Lane (Class IIB)	0.47	\$\$\$	Opportunity Project
Baird Rd	Badger Rd	Montecito Blvd	Bicycle Boulevard (Class IIIB)	0.35	\$\$\$	Opportunity Project
Baker Ave	Corby Ave	Beachwood Dr	Bicycle Boulevard (Class IIIB)	0.18	\$\$\$	Opportunity Project
Bancroft Dr	Glenbrook Dr	Chadwick Pl	Bicycle Boulevard (Class IIIB)	0.09	\$\$\$	Opportunity Project
Barham Ave	Dutton Ave	Corby Ave	Bicycle Boulevard (Class IIIB)	0.38	\$\$\$	Opportunity Project
Barham Ave	Petaluma Hill Rd	S A St	Bicycle Boulevard (Class IIIB)	0.19	\$\$\$	Opportunity Project
Battersea St	Penbrooke Ave	Brompton Ave	Bicycle Boulevard (Class IIIB)	0.19	\$\$\$	Opportunity Project
Bay Meadow Dr	Bodie St	Bay Village Ave	Bicycle Boulevard (Class IIIB)	0.05	\$\$\$	Opportunity Project
Bay Village Ave	Bay Meadow Dr	Marlow Rd	Bicycle Boulevard (Class IIIB)	0.18	\$\$\$	Opportunity Project
Beachwood Dr	Baker Dr	Cherrywood Dr	Bicycle Boulevard (Class IIIB)	0.09	\$\$\$	Opportunity Project
Beachwood Dr	Beachwood Dr (southern end)	SMART Trail	Shared Use Path (Class I)	0.05	\$\$\$\$	Opportunity Project
Bear Cub Way	Armory Dr	Mendocino Ave	Bicycle Boulevard (Class IIIB)	0.49	\$\$\$	Opportunity Project
Beaver St	Cherry St	7th St	Bicycle Boulevard (Class IIIB)	0.05	\$\$\$	Opportunity Project
Beaver St	Dexter Ave	Carr Ave	Bicycle Boulevard (Class IIIB)	0.06	\$\$\$	Opportunity Project
Bellevue Ave	Stony Point Rd	SMART Trail	Separated Bike Lane (Class IV)	0.37	\$\$\$\$	Opportunity Project
Bellevue Ranch	Arrowhead Dr	Stony Point Rd	Bicycle Boulevard (Class IIIB)	0.27	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Bellevue Ranch Park Path	Liscum St	Arrowhead Dr	Shared Use Path (Class I)	0.16	\$\$\$\$	Opportunity Project
Benicia Dr	Austin Creek	Montecito Blvd	Bicycle Boulevard (Class IIIB)	0.52	\$\$\$	Opportunity Project
Benjamins Rd	Speers Rd	Canyon Dr	Bicycle Boulevard (Class IIIB)	0.18	\$\$\$	Opportunity Project
Bennett Valley Rd	Southern City Limits	Valley Rd	Bike Route (Class III)	0.17	\$	Opportunity Project
Bennett Valley Rd	Santa Rosa Ave	Brookwood Ave	Separated Bike Lane (Class IV)	0.69	\$\$\$\$	Opportunity Project
Bennett Valley Rd	Brookwood Ave	Farmers Ln	Shared Use Path (Class I)	0.56	\$\$\$\$	Opportunity Project
Benton St	Morgan St	North St	Bicycle Boulevard (Class IIIB)	0.77	\$\$\$	Opportunity Project
Bicentennial Way	Mendocino Ave	Lake Park Dr	Separated Bike Lane (Class IV)	0.28	\$\$\$\$	Opportunity Project
Bicentennial Way	Lake Park Dr	Fountain Grove Pkwy	Shared Use Path (Class I)	0.15	\$\$\$\$	Opportunity Project
Blacksmith Way	Silver Spur Dr	Arrowhead Dr	Bicycle Boulevard (Class IIIB)	0.12	\$\$\$	Opportunity Project
Boas Dr	Tunisia Ave	Hwy 12	Bicycle Boulevard (Class IIIB)	0.45	\$\$\$	Opportunity Project
Bodie St	Waltzer Rd	Bay Meadow Dr	Bicycle Boulevard (Class IIIB)	0.11	\$\$\$	Opportunity Project
Breeden St	Hwy 12	Prospect Ave	Bicycle Boulevard (Class IIIB)	0.34	\$\$\$	Opportunity Project
Breeze Way	Petaluma Hill Rd	Tokay St	Bicycle Boulevard (Class IIIB)	0.05	\$\$\$	Opportunity Project
Bridgewood Dr	Montecito Blvd	Greenmeadow Dr	Bicycle Boulevard (Class IIIB)	0.39	\$\$\$	Opportunity Project
Britain Ln	Sebastopol Rd	SMART Trail	Bicycle Boulevard (Class IIIB)	0.20	\$\$\$	Opportunity Project
Brockhurst Dr	W 3rd St	Glenbrook Dr	Bicycle Boulevard (Class IIIB)	0.23	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Brompton Ave	Battersea St	Waltzer Rd	Bicycle Boulevard (Class IIIB)	0.10	\$\$\$	Opportunity Project
Brookwood Ave	Bennett Valley Rd	Aston Ave	Bike Lane (Class II)	0.46	\$ - \$\$\$\$	Opportunity Project
Brookwood Ave	Sonoma Ave	Maple Ave	Bike Lane (Class II)	0.48	\$ - \$\$\$\$	Opportunity Project
Brown St	Maple St	Sonoma Ave Park	Bicycle Boulevard (Class IIIB)	0.38	\$\$\$	Opportunity Project
Brunello Dr	Alvarez Ave	Justin Dr	Bicycle Boulevard (Class IIIB)	0.13	\$\$\$	Opportunity Project
Brush Creek Rd	Fistor Dr	Badger Rd	Bicycle Boulevard (Class IIIB)	0.17	\$\$\$	Opportunity Project
Bryden Ln	4th St	Montecito Ave	Bicycle Boulevard (Class IIIB)	0.30	\$\$\$	Opportunity Project
Burbank Ave	Hearn Ave	Lilian Dr	Bike Lane (Class II)	0.43	\$ - \$\$\$\$	Opportunity Project
Burbank Ave	0.08 mi south of Hughes Ave	Sebastopol Ave	Bike Lane (Class II)	0.30	\$ - \$\$\$\$	Opportunity Project
Burbank Trail	Channel Dr	Hwy 12	Shared Use Path (Class I)	0.40	\$\$\$\$	Opportunity Project
Burgess Dr	Bellevue Ave	Rain Dance Way	Bicycle Boulevard (Class IIIB)	0.42	\$\$\$	Opportunity Project
Burgess Dr (Extension)	Dutton Meadows	Rain Dance Way	Bicycle Boulevard (Class IIIB)	0.15	\$\$\$	Opportunity Project
Burt St	Madrus Rose St	Santa Rosa Ave	Bicycle Boulevard (Class IIIB)	0.50	\$\$\$	Opportunity Project
Campoy St	Louis Krohn Dr	Sebastopol Rd	Bicycle Boulevard (Class IIIB)	0.16	\$\$\$	Opportunity Project
Canyon Dr	Benjamins Rd	Drake Dr	Bicycle Boulevard (Class IIIB)	0.45	\$\$\$	Opportunity Project
Carr Ave	Franklin Ave	Beaver St	Bicycle Boulevard (Class IIIB)	0.30	\$\$\$	Opportunity Project
Cavendish Ave	W 3rd St	Rush St	Bicycle Boulevard (Class IIIB)	0.06	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Chadwick Pl	W 3rd St	Bancroft Dr	Bicycle Boulevard (Class IIIB)	0.05	\$\$\$	Opportunity Project
Challenger Way	Corporate Center Pkwy	Apollo Way	Buffered Bike Lane (Class IIB)	0.11	\$\$\$	Opportunity Project
Chanate Rd	Humboldt St	Lomitas Ave	Bike Lane (Class II)	0.15	\$\$ - \$\$\$\$	Opportunity Project
Chanate Rd	Parker Hill Rd	Montecito Ave	Bike Lane (Class II)	0.45	\$\$ - \$\$\$\$	Opportunity Project
Chanate Rd	Montecito Ave	Fountaingroove Pkwy	Separated Bike Lane (Class IV)	0.15	\$\$\$\$	Opportunity Project
Cherry St	Beaver St	E St	Bicycle Boulevard (Class IIIB)	0.08	\$\$\$	Opportunity Project
Clairborne Cir (extension)	Francisco Ave Trail	Claiborne Cir/Francisco Ave	Shared Use Path (Class I)	0.13	\$\$\$\$	Opportunity Project
Clover Dr	Link Ln	Jennings Ave	Bicycle Boulevard (Class IIIB)	0.74	\$\$\$	Opportunity Project
Coffey Creek	Piner Rd	Piner Creek	Shared Use Path (Class I)	0.20	\$\$\$\$	Opportunity Project
Coffey Ln	Bluebell Dr	Walnut Creek Dr	Buffered Bike Lane (Class IIB)	0.41	\$\$\$	Opportunity Project
Coffey Ln	Walnut Creek Dr	San Miguel Rd	Separated Bike Lane (Class IV)	0.11	\$\$\$\$	Opportunity Project
Colgan Ave	Petaluma Hill Rd	Santa Rosa Ave	Shared Use Path (Class I)	0.35	\$\$\$\$	Opportunity Project
Colgan Creek Connection	Colgan Creek	Colgan Ave	Shared Use Path (Class I)	0.02	\$\$\$\$	Opportunity Project
Colgan Creek Trail (Extension)	Hearn Ave	Meadows Park	Shared Use Path (Class I)	0.20	\$\$\$\$	Opportunity Project
College Ave	Mendocino Ave	Morgan St	Bike Lane (Class II)	0.26	\$\$ - \$\$\$\$	Opportunity Project
Comalli St	Lazzini Ave	Hughes St	Bicycle Boulevard (Class IIIB)	0.16	\$\$\$	Opportunity Project
Common Way	Rain Dance Way	Common Way	Shared Use Path (Class I)	0.05	\$\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Common Way	Flapjack Way	Bellevue Ave	Shared Use Path (Class I)	0.17	\$\$\$\$	Opportunity Project
Corby Ave	Earle St	Barham Ave	Bicycle Boulevard (Class IIIB)	0.18	\$\$\$	Opportunity Project
Corby Ave	Barham St	Hearn Ave	Bicycle Boulevard (Class IIIB)	0.86	\$\$\$	Opportunity Project
Corporate Center Pkwy	Sebastopol Rd	Northpoint Pkwy	Separated Bike Lane (Class IV)	1.46	\$\$\$\$	Opportunity Project
County Center Dr	Professional Dr	Administration Dr	Separated Bike Lane (Class IV)	0.47	\$\$\$\$	Opportunity Project
County Center Dr	Professional Dr	Steele Ln	Separated Bike Lane (Class IV)	0.16	\$\$\$\$	Opportunity Project
Cox Dr	Fistor Dr	Greenmeadow Dr	Bicycle Boulevard (Class IIIB)	0.05	\$\$\$	Opportunity Project
Creekfield Dr	Gamay St	Santa Rosa Creek	Bicycle Boulevard (Class IIIB)	0.10	\$\$\$	Opportunity Project
Creekside Rd	Bethards Dr	Cypress Way	Bicycle Boulevard (Class IIIB)	0.97	\$\$\$	Opportunity Project
Cunningham Way	Fairbanks Dr	Redford Pl	Bicycle Boulevard (Class IIIB)	0.44	\$\$\$	Opportunity Project
Cypress Way	Hoen Ave	Creekside Dr	Bicycle Boulevard (Class IIIB)	0.32	\$\$\$	Opportunity Project
D St	Sonoma Ave	5th St	Bicycle Boulevard (Class IIIB)	0.31	\$\$\$	Opportunity Project
Delamere Ave	Battersea St	Francisco Ave	Bicycle Boulevard (Class IIIB)	0.11	\$\$\$	Opportunity Project
Delport Ave	McMinn Ave	West Ave	Bicycle Boulevard (Class IIIB)	0.17	\$\$\$	Opportunity Project
Dexter St	Beaver St	Mendocino Ave	Bicycle Boulevard (Class IIIB)	0.30	\$\$\$	Opportunity Project
Ditty Ave	Coffey Ln	Hardies Ln	Bicycle Boulevard (Class IIIB)	0.38	\$\$\$	Opportunity Project
Donahue Ave	Valley W Dr	Brittain Ln	Bicycle Boulevard (Class IIIB)	0.29	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Dowd Dr-Wijian Ct	Bellevue Ave	Hearn Ave	Buffered Bike Lane (Class IIB)	0.87	\$\$\$	Opportunity Project
Doyle Park Dr	Santa Rosa Creek Trail	Doyle Community Park	Bicycle Boulevard (Class IIIB)	0.20	\$\$\$	Opportunity Project
Doyle Park Dr	Santa Rosa Creek Trail	Doyle Community Park	Bicycle Boulevard (Class IIIB)	0.11	\$\$\$	Opportunity Project
Doyle Park Dr	Talbot Ave	Parker Dr	Bicycle Boulevard (Class IIIB)	0.12	\$\$\$	Opportunity Project
Drake Dr	Canyon Dr	Parkhurst Dr	Bicycle Boulevard (Class IIIB)	0.14	\$\$\$	Opportunity Project
Ducker Creek Trail	Culebra Way	Middle Rincon Rd	Shared Use Path (Class I)	0.44	\$\$\$\$	Opportunity Project
Duncan St	Eastern End	Florence St	Bicycle Boulevard (Class IIIB)	0.07	\$\$\$	Opportunity Project
Dutton Meadow	Hearn Ave	Bellevue Ave	Bike Lane (Class II)	0.86	\$\$ - \$\$\$\$	Opportunity Project
Dutton Meadow Extension	Colgan Creek Trail	Dutton Meadow	Bike Lane (Class II)	0.32	\$\$ - \$\$\$\$	Opportunity Project
E St	College Ave	Sonoma Ave	Separated Bike Lane (Class IV)	0.51	\$\$\$\$	Opportunity Project
Earle St	Davis St	Corby Ave	Bicycle Boulevard (Class IIIB)	0.14	\$\$\$	Opportunity Project
Earle St	Santa Rosa Ave	S A St	Bicycle Boulevard (Class IIIB)	0.17	\$\$\$	Opportunity Project
El Encanto Dr	Austin Creek Trail	Saint Francis Rd	Bicycle Boulevard (Class IIIB)	0.15	\$\$\$	Opportunity Project
Exeter Dr - Putney Dr	Jennings Ave	W College Ave	Bicycle Boulevard (Class IIIB)	0.41	\$\$\$	Opportunity Project
Fairbanks Dr	Peterson Ln	Cunningham Way	Bicycle Boulevard (Class IIIB)	0.21	\$\$\$	Opportunity Project
Farmers Ln	Hoen Frontage Rd	Bennett Valley Rd	Separated Bike Lane (Class IV)	0.29	\$\$\$\$	Opportunity Project
Finley Ave	Fresno Ave	S Wright Rd	Bicycle Boulevard (Class IIIB)	0.52	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Fistor Dr	Bush Creek Rd	Cox Dr	Bicycle Boulevard (Class IIIB)	0.20	\$\$\$	Opportunity Project
Florence St	Duncan St	Hewett St	Bicycle Boulevard (Class IIIB)	0.05	\$\$\$	Opportunity Project
Forestview Creek	Fulton Rd	Guerneville Rd	Shared Use Path (Class I)	0.52	\$\$\$\$	Opportunity Project
Forse Ln	Kawana Springs Rd	Tokay St	Bicycle Boulevard (Class IIIB)	0.17	\$\$\$	Opportunity Project
Fountaingrove Pkwy	Brush Creek Rd	Chanate Rd	Separated Bike Lane (Class IV)	0.59	\$\$\$\$	Opportunity Project
Francisco Ave	San Miguel Ave	Peterson Ln	Bicycle Boulevard (Class IIIB)	0.24	\$\$\$	Opportunity Project
Francisco Ave	Fulton Rd	Delamere Ave	Bike Lane (Class II)	0.74	\$ - \$\$\$\$	Opportunity Project
Francisco Ave	Orleans St	San Miguel Ave	Bike Lane (Class II)	0.04	\$ - \$\$\$\$	Opportunity Project
Francisco Ave	Fulton Rd	San Miguel Ave	Shared Use Path (Class I)	0.37	\$\$\$\$	Opportunity Project
Franklin Ave	Terrace Way	Carr Ave	Bicycle Boulevard (Class IIIB)	0.20	\$\$\$	Opportunity Project
Franklin Ave	Chanate Rd	Lewis Dr	Bicycle Boulevard (Class IIIB)	0.24	\$\$\$	Opportunity Project
Franklin Ave	Crest Dr	Poppy Dr	Buffered Bike Lane (Class IIB)	0.41	\$\$\$	Opportunity Project
Franquette Ave	Montgomery Dr	Spring Creek Dr	Bicycle Boulevard (Class IIIB)	0.39	\$\$\$	Opportunity Project
Franquette Ave	Southeast Greenway	Spring Creek Dr	Separated Bike Lane (Class IV)	0.36	\$\$\$\$	Opportunity Project
Franz Kafka Ave	Yolanda Ave	Kawana Springs Rd	Bicycle Boulevard (Class IIIB)	0.29	\$\$\$	Opportunity Project
Fresno Ave	Sebastopol Ave	Finley Ave	Bicycle Boulevard (Class IIIB)	0.35	\$\$\$	Opportunity Project
Fresno Ave	Alvarez Ave	Sebastopol Rd	Bicycle Boulevard (Class IIIB)	0.10	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Fresno Ave (Extension)	Finley Ave	Northpoint Pkwy	Bike Lane (Class II)	0.41	\$ - \$\$\$\$	Opportunity Project
Fulton Rd	Northern City Limits	Guerneville Rd	Separated Bike Lane (Class IV)	2.08	\$\$\$\$	Opportunity Project
Fulton Rd	Placer Dr	Hall Rd	Separated Bike Lane (Class IV)	0.36	\$\$\$\$	Opportunity Project
Gamay St	Jennings Ave	Creekfield Dr	Bicycle Boulevard (Class IIIB)	0.34	\$\$\$	Opportunity Project
Gardner Ave	Marble St	Lombardi Ln	Bicycle Boulevard (Class IIIB)	0.21	\$\$\$	Opportunity Project
Glenbrook Dr	Bancroft Dr	Heather Dr	Bicycle Boulevard (Class IIIB)	0.80	\$\$\$	Opportunity Project
Gloria Dr	Dutton Ave	Westland Dr	Bicycle Boulevard (Class IIIB)	0.42	\$\$\$	Opportunity Project
Greenmeadow Dr	Bridgewood Dr	Cox Ct	Bicycle Boulevard (Class IIIB)	0.14	\$\$\$	Opportunity Project
Griffen Ave	East end	Corporation Center Pkwy	Bicycle Boulevard (Class IIIB)	0.22	\$\$\$	Opportunity Project
Griffen Ave	Trombetta St	Western End	Bicycle Boulevard (Class IIIB)	0.13	\$\$\$	Opportunity Project
Griffen Ave	Trombetta St	Western End	Bicycle Boulevard (Class IIIB)	0.47	\$\$\$	Opportunity Project
Griffen Ave	Griffen Ave	Griffen Ave	Shared Use Path (Class I)	0.05	\$\$\$\$	Opportunity Project
Guerneville Rd	Western City Limits	Fulton Rd	Buffered Bike Lane (Class IIB)	0.68	\$\$\$	Opportunity Project
Hahman Dr	Spring Creek Dr	Hoen Ave	Bicycle Boulevard (Class IIIB)	0.23	\$\$\$	Opportunity Project
Hahman Dr	Montgomery Dr	Sonoma Ave	Bicycle Boulevard (Class IIIB)	0.14	\$\$\$	Opportunity Project
Hahman Dr	Sprink Creek Dr	Sonoma Ave	Bike Lane (Class II)	0.24	\$ - \$\$\$\$	Opportunity Project
Hardies Ln	W Steele Ln	Butte Dr	Bicycle Boulevard (Class IIIB)	0.74	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Heather Dr	Cavendish Ave	Glenbrook Dr	Bicycle Boulevard (Class IIIB)	0.18	\$\$\$	Opportunity Project
Hendley St	Aston Ave	E St	Separated Bike Lane (Class IV)	0.43	\$\$\$\$	Opportunity Project
Hendley St	Wheeler St	Sebastopol Ave	Bicycle Boulevard (Class IIIB)	0.05	\$\$\$	Opportunity Project
Hewett St	Umland Dr	Florence St	Bicycle Boulevard (Class IIIB)	0.09	\$\$\$	Opportunity Project
Hidden Valley Dr	Terrace Way	Chanate Rd	Bicycle Boulevard (Class IIIB)	1.19	\$\$\$	Opportunity Project
Hoen Ave	Sonoma Ave	Cypress Way	Bicycle Boulevard (Class IIIB)	0.86	\$\$\$	Opportunity Project
Hoen Frontage Rd	Cypress Way	Farmers Ln	Separated Bike Lane (Class IV)	0.37	\$\$\$\$	Opportunity Project
Hopper Ave	Coffey Ln	Barnes Rd	Bicycle Boulevard (Class IIIB)	0.51	\$\$\$	Opportunity Project
Hughes Ave	Comalli St	McMinn Ave	Bicycle Boulevard (Class IIIB)	0.28	\$\$\$	Opportunity Project
Illinois Ave	Armory Dr	Elliot Ave	Bicycle Boulevard (Class IIIB)	0.22	\$\$\$	Opportunity Project
Illinois Ave	Armory Dr	Steele Ln	Separated Bike Lane (Class IV)	0.03	\$\$\$\$	Opportunity Project
Jack London Dr	Austin Creek Trail	Tanglewood Park Trail	Bicycle Boulevard (Class IIIB)	0.14	\$\$\$	Opportunity Project
Jack London Park Trail	Claiborne Cr (extension)	N Village Dr/Van Patter Dr	Shared Use Path (Class I)	0.45	\$\$\$\$	Opportunity Project
Jennings Ave	SMART Trail	Range Ave	Bicycle Boulevard (Class IIIB)	0.11	\$\$\$	Opportunity Project
Jennings Ave	Exeter Dr	SMART Trail	Bicycle Boulevard (Class IIIB)	1.36	\$\$\$	Opportunity Project
Joe Rodota Trail	Sebastopol Rd	Fulton Rd	Shared Use Path (Class I)	0.19	\$\$\$\$	Opportunity Project
Jose Ave	Josefa St	Donahue Ave	Bicycle Boulevard (Class IIIB)	0.12	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Josefa St	Pacheco Pl	Jose Ave	Bicycle Boulevard (Class IIIB)	0.05	\$\$\$	Opportunity Project
Justin Dr	Brunello Dr	Sebastopol Rd	Bicycle Boulevard (Class IIIB)	0.17	\$\$\$	Opportunity Project
King St	King St	Royal St	Shared Use Path (Class I)	0.04	\$\$\$\$	Opportunity Project
Lake Park Dr	Russel Creek Trail	Terra Linda Dr	Shared Use Path (Class I)	0.05	\$\$\$\$	Opportunity Project
Lazzini Ave	Comalli St	Marble St	Bicycle Boulevard (Class IIIB)	0.39	\$\$\$	Opportunity Project
Leo Dr	Westwood Dr	Dutton Ave	Bicycle Boulevard (Class IIIB)	0.37	\$\$\$	Opportunity Project
Leonard Ave	Talbot Ave	Shortt Rd	Bicycle Boulevard (Class IIIB)	0.40	\$\$\$	Opportunity Project
Lewis Rd	Franklin Ave	Humboldt St	Bike Lane (Class II)	0.11	\$ - \$\$\$\$	Opportunity Project
Lewis rd	Humboldt St	Mendocino Ave	Bike Lane (Class II)	0.17	\$ - \$\$\$\$	Opportunity Project
Liana Dr	West Ave	Burbank Ave	Bicycle Boulevard (Class IIIB)	0.36	\$\$\$	Opportunity Project
Link Ln	Trowbridge St	Clover Dr	Bicycle Boulevard (Class IIIB)	0.38	\$\$\$	Opportunity Project
Linwood Ave	Brookwood Ave	Aston Ave	Bicycle Boulevard (Class IIIB)	0.10	\$\$\$	Opportunity Project
Liscum St	Bellevue Ave	Bellevue Ranch	Bicycle Boulevard (Class IIIB)	0.33	\$\$\$	Opportunity Project
Liscum St (New Road)	Bellevue Ranch	Hearn Ave	Bicycle Boulevard (Class IIIB)	0.26	\$\$\$	Opportunity Project
Lombardi Ln	Gardner Ave	Sebastopol Rd	Bicycle Boulevard (Class IIIB)	0.24	\$\$\$	Opportunity Project
Lomitas Ave	Mendocino Ave	Humboldt St	Bicycle Boulevard (Class IIIB)	0.52	\$\$\$	Opportunity Project
Lomitas Ave - Mendocino Ave	Lomitas Ave	Mendocino Ave	Shared Use Path (Class I)	0.02	\$\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Los Alamos Rd	Fawn Dr	SR 12	Bicycle Boulevard (Class IIIB)	0.73	\$\$\$	Opportunity Project
Los Alamos Rd	SR 12	Melita Rd	Bike Lane (Class II)	0.19	\$ - \$\$\$\$	Opportunity Project
Louis Krohn Dr	Campoy St	Alvarez Ave	Bicycle Boulevard (Class IIIB)	0.26	\$\$\$	Opportunity Project
Ludwig Ave	Llano Rd	Stony Point Rd	Shared Use Path (Class I)	2.43	\$\$\$\$	Opportunity Project
Ludwig Ave	Bellevue Ave	Stony Point Rd	Separated Bike Lane (Class IV)	0.28	\$\$\$\$	Opportunity Project
Madrus Rose St	Winterhaven Ave	Burt St	Bicycle Boulevard (Class IIIB)	0.09	\$\$\$	Opportunity Project
Magowan Dr	Yulupa Ave	Hahman Dr	Bicycle Boulevard (Class IIIB)	0.45	\$\$\$	Opportunity Project
Marble St	Gardner Ave	Lazzini Ave	Bicycle Boulevard (Class IIIB)	0.10	\$\$\$	Opportunity Project
Marsh Rd	Peterson Ln	Marlow Rd	Bicycle Boulevard (Class IIIB)	0.63	\$\$\$	Opportunity Project
Mayette Ave	Franquette Ave	Wyoming Dr	Bicycle Boulevard (Class IIIB)	0.87	\$\$\$	Opportunity Project
McConnell Ave	North St	Mendocino Ave	Bicycle Boulevard (Class IIIB)	0.50	\$\$\$	Opportunity Project
McDonald Ave	Terrace Way	College Ave	Buffered Bike Lane (Class IIB)	0.57	\$\$\$	Opportunity Project
McMinn Ave	Hughes Ave	Delpont Ave	Bicycle Boulevard (Class IIIB)	0.15	\$\$\$	Opportunity Project
McMinn Ave	Hughes Ave	Joe Rodota Trail	Bicycle Boulevard (Class IIIB)	0.37	\$\$\$	Opportunity Project
Melita Rd	SR 12	Montgomery Dr	Bicycle Boulevard (Class IIIB)	0.69	\$\$\$	Opportunity Project
Melita Rd	Hwy 12	Montgomery Dr	Bicycle Boulevard (Class IIIB)	0.97	\$\$\$	Opportunity Project
Mendocino Ave	10th St	College Ave	Separated Bike Lane (Class IV)	0.16	\$\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Mercury Way	Corporate Center Pkway	Apollow Way	Separated Bike Lane (Class IV)	0.19	\$\$\$\$	Opportunity Project
Monte Verde Dr	Calistoga Rd	Garfield Park Ave	Bicycle Boulevard (Class IIIB)	0.06	\$\$\$	Opportunity Project
Montecito Blvd	Benicia Dr	Brush Creek Rd	Separated Bike Lane (Class IV)	0.31	\$\$\$\$	Opportunity Project
Montecito Blvd	Middle Rincon Rd	Calistoga Rd	Separated Bike Lane (Class IV)	1.72	\$\$\$\$	Opportunity Project
Montecito Blvd	Middle Rincon Rd	Benicia Dr	Shared Use Path (Class I)	0.26	\$\$\$\$	Opportunity Project
Moraga Dr	San Domingo Dr	Aston Ave	Bicycle Boulevard (Class IIIB)	0.36	\$\$\$	Opportunity Project
Morgan St	9th St	Ridgeway Ave	Bicycle Boulevard (Class IIIB)	0.50	\$\$\$	Opportunity Project
Mountain Hawk Dr	Hwy 12	San Ramon Way	Bicycle Boulevard (Class IIIB)	0.76	\$\$\$	Opportunity Project
Mt Olive Dr	Bringham Ave	Vallejo St	Bicycle Boulevard (Class IIIB)	0.60	\$\$\$	Opportunity Project
New Road	Petaluma Hill Rd	Bennett Valley Rd	Shared Use Path (Class I)	1.99	\$\$\$\$	Opportunity Project
Newanga Ave	Newanga Ave	Summerfield Rd	Bicycle Boulevard (Class IIIB)	0.70	\$\$\$	Opportunity Project
Nightingale Dr	Valdes Dr	Cunningham Way	Bicycle Boulevard (Class IIIB)	0.20	\$\$\$	Opportunity Project
North St	College Ave	Poppy Dr	Buffered Bike Lane (Class IIB)	0.86	\$\$\$	Opportunity Project
North West Community Park Path	Hilliard Comstock Middle School	Ridley Ave	Shared Use Path (Class I)	0.07	\$\$\$\$	Opportunity Project
Northpoint Pkwy	Stony Point Rd	Corrigan St	Separated Bike Lane (Class IV)	2.64	\$\$\$\$	Opportunity Project
Northwest Community Park Path	Ridley Ave	Steele Ln	Shared Use Path (Class I)	0.30	\$\$\$\$	Opportunity Project
Occidental Rd	Stony Point Rd	Fulton Rd	Buffered Bike Lane (Class IIB)	1.54	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Old Stony Point Rd	Hearn Ave	Stony Point Rd	Bicycle Boulevard (Class IIIB)	0.19	\$\$\$	Opportunity Project
Olive St	Sebastopol Ave	Railroad St	Bicycle Boulevard (Class IIIB)	0.19	\$\$\$	Opportunity Project
Olive St	Earle St	Sebastopol Ave	Bicycle Boulevard (Class IIIB)	0.22	\$\$\$	Opportunity Project
Pacheco Pl	Josefa St	Valley West Dr	Bicycle Boulevard (Class IIIB)	0.04	\$\$\$	Opportunity Project
Parker Hill Rd	Existing bike lane north of Sleepy Hollow Dr	Chanate Rd	Bike Lane (Class II)	0.47	\$ - \$\$\$\$	Opportunity Project
Parkhurst Dr	Calistoga Rd	Drake Dr	Bicycle Boulevard (Class IIIB)	0.19	\$\$\$	Opportunity Project
Paulin Creek	Cleveland Ave	Piner Creek	Shared Use Path (Class I)	1.83	\$\$\$\$	Opportunity Project
Pearblossom Trail	Burbank Ave	Stony Point Rd	Shared Use Path (Class I)	0.68	\$\$\$\$	Opportunity Project
Peterson Ln	Laylani Ct	Orleans St	Bicycle Boulevard (Class IIIB)	1.37	\$\$\$	Opportunity Project
Pierson St	W 3rd St	W 6th St	Bicycle Boulevard (Class IIIB)	0.18	\$\$\$	Opportunity Project
Piner Creek	Airway Dr	W College Ave	Shared Use Path (Class I)	3.59	\$\$\$\$	Opportunity Project
Pinercrest Dr	Piner Rd	Peterson Ln	Bicycle Boulevard (Class IIIB)	0.72	\$\$\$	Opportunity Project
Pressley St	Hendley St	Petaluma Hill Rd	Bicycle Boulevard (Class IIIB)	0.36	\$\$\$	Opportunity Project
Prospect Ave	Breeden St	Schiappino St	Bicycle Boulevard (Class IIIB)	0.06	\$\$\$	Opportunity Project
Queen Anne Dr	Melita Rd	Hwy 12	Bicycle Boulevard (Class IIIB)	0.15	\$\$\$	Opportunity Project
Railroad St	Olive St	W 3rd St	Bicycle Boulevard (Class IIIB)	0.15	\$\$\$	Opportunity Project
Rain Dance Way	Burgess Dr	Tuxhorn Dr	Bicycle Boulevard (Class IIIB)	0.22	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Range Ave	Bicentennial Way	Guerneville Rd	Separated Bike Lane (Class IV)	1.14	\$\$\$\$	Opportunity Project
Range Ave	Guerneville Rd	Edwards Ave	Separated Bike Lane (Class IV)	1.14	\$\$\$\$	Opportunity Project
Range Ave	Edwards Ave	Jennings Ave	Study Corridor	0.10	Undetermined	Opportunity Project
Rea Park Path	Brown St	D St	Shared Use Path (Class I)	0.03	\$\$\$\$	Opportunity Project
Redford Pl	Cunningham Way	Arden Way	Bicycle Boulevard (Class IIIB)	0.05	\$\$\$	Opportunity Project
Ridgeway Ave	Existing Class IV west	Mendocino Ave	Separated Bike Lane (Class IV)	0.15	\$\$\$\$	Opportunity Project
Ridley Ave	W College Ave	Guerneville Rd	Bicycle Boulevard (Class IIIB)	0.51	\$\$\$	Opportunity Project
Ridley Ave	Northwest Community Park	Guerneville Rd	Bicycle Boulevard (Class IIIB)	0.17	\$\$\$	Opportunity Project
Rinconada Dr	Mission Blvd	Middle Rincon Rd	Bicycle Boulevard (Class IIIB)	0.42	\$\$\$	Opportunity Project
Rose Ave	Burbank Ave	Stony Point Rd	Bicycle Boulevard (Class IIIB)	0.33	\$\$\$	Opportunity Project
Roseland Creek Trail	Ludwig Ave	Roseland Creek Trail	Shared Use Path (Class I)	0.72	\$\$\$\$	Opportunity Project
Royal St	King St	Wright St	Bicycle Boulevard (Class IIIB)	0.07	\$\$\$	Opportunity Project
Rusch Dr	W 3rd St	Cavendish Ave	Bicycle Boulevard (Class IIIB)	0.05	\$\$\$	Opportunity Project
Russell Ave	Range Ave	Ditty Ave	Bicycle Boulevard (Class IIIB)	0.54	\$\$\$	Opportunity Project
Russell Creek	Bicentennial Way	Piner Creek	Shared Use Path (Class I)	0.64	\$\$\$\$	Opportunity Project
S A St	Earle St	Barham Ave	Bicycle Boulevard (Class IIIB)	0.19	\$\$\$	Opportunity Project
S Wright Rd	Northpoint Pkwy (Extension)	Sebastopol Rd	Buffered Bike Lane (Class IIB)	0.35	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
S Wright Rd	Northpoint Pkwy (Extension)	Finley Ave	Shared Use Path (Class I)	0.35	\$\$\$\$	Opportunity Project
S Wright Rd (East Side)	Ludwig Ave	Northpoint Pkwy (Extension)	Shared Use Path (Class I)	1.53	\$\$\$\$	Opportunity Project
Saint Helena Ave	Spencer Ave	Bryden Ln	Bicycle Boulevard (Class IIIB)	0.11	\$\$\$	Opportunity Project
San Miguel Ave	Fulton Rd	Francisco Ave	Bike Lane (Class II)	0.31	\$ - \$\$\$\$	Opportunity Project
San Miguel Rd	Francisco Ave	Banyan St	Bicycle Boulevard (Class IIIB)	1.02	\$\$\$	Opportunity Project
San Ramon Way	Mountain Hawk	Yerba Buena Rd	Bicycle Boulevard (Class IIIB)	0.33	\$\$\$	Opportunity Project
San Sebastian Ave	Fulton Rd	Wren Dr	Bicycle Boulevard (Class IIIB)	0.13	\$\$\$	Opportunity Project
Santa Rosa Creek Trail	Santa Rosa Ave	E Street	Shared Use Path (Class I)	0.94	\$\$\$\$	Opportunity Project
Santa Rosa Creek Trail	Shadow Ln	Santa Rosa Creek	Shared Use Path (Class I)	0.15	\$\$\$\$	Opportunity Project
Santa Rosa Creek Trail	Hartley Dr	Santa Rosa Creek Trail	Shared Use Path (Class I)	0.07	\$\$\$\$	Opportunity Project
Santa Rosa Creek Trail	Farmers Ln	Shortt Rd/Marian Ln	Shared Use Path (Class I)	0.64	\$\$\$\$	Opportunity Project
Santa Rosa Southeast Greenway Extension	Spring Lake Park	Sonoma Valley Trail (planned)	Shared Use Path (Class I)	0.63	\$\$\$\$	Opportunity Project
Santa Rosa West County Connector	Joe Rodota Trail	Santa Rosa Creek Trail	Shared Use Path (Class I)	1.48	\$\$\$\$	Opportunity Project
Schiappino St (extension)	Austin Creek Bridge	Montecito Blvd	Shared Use Path (Class I)	0.04	\$\$\$\$	Opportunity Project
Sebastopol Ave	Hendley St	S A St	Bicycle Boulevard (Class IIIB)	0.45	\$\$\$	Opportunity Project
Sendero Ln	North end	Sebastopol Rd	Bicycle Boulevard (Class IIIB)	0.45	\$\$\$	Opportunity Project
Shadow Ln	Santa Rosa Creek Trail	Montgomery Dr	Bicycle Boulevard (Class IIIB)	0.12	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Shortt Rd	Sonoma Ave	Santa Rosa Creek Trail	Bicycle Boulevard (Class IIIB)	0.41	\$\$\$	Opportunity Project
Silver Spur Dr	Hearn Ave	Blacksmith Way	Bicycle Boulevard (Class IIIB)	0.30	\$\$\$	Opportunity Project
Skyhawk Trail	Skyhawk Trail	Sunhawk Dr	Shared Use Path (Class I)	0.20	\$\$\$\$	Opportunity Project
Skyhawk Trail	Grayhawk Pl	Skyhawk Trail	Shared Use Path (Class I)	0.14	\$\$\$\$	Opportunity Project
SMART Trail Connection	SMART Trail	Range Ave	Shared Use Path (Class I)	0.13	\$\$\$\$	Opportunity Project
Sonoma Valley Trail	Melita Rd	Shady Acres Ln	Shared Use Path (Class I)	3.53	\$\$\$\$	Opportunity Project
South Ave	Dutton Ave	West Ave	Bicycle Boulevard (Class IIIB)	0.20	\$\$\$	Opportunity Project
Speers Rd	Benjamins Rd	Middle Rincon Rd	Bicycle Boulevard (Class IIIB)	0.05	\$\$\$	Opportunity Project
Spencer Ave	4th St	Mendocino Ave	Bicycle Boulevard (Class IIIB)	1.10	\$\$\$	Opportunity Project
Spring Creek Dr	Franquette Ave	Hahman Dr	Bicycle Boulevard (Class IIIB)	0.25	\$\$\$	Opportunity Project
Spring Creek Trail	Franquette Ave	Hahman Dr/Rock Creek Dr	Shared Use Path (Class I)	0.27	\$\$\$\$	Opportunity Project
St Francis Rd	Hwy 12	Yerba Buena Rd	Bicycle Boulevard (Class IIIB)	0.73	\$\$\$	Opportunity Project
St Mary Dr	Tanglewood Ct	Montecito Dr	Bicycle Boulevard (Class IIIB)	0.48	\$\$\$	Opportunity Project
State Rte 12	Farmers Ln	Melita Rd	Separated Bike Lane (Class IV)	7.17	\$\$\$\$	Opportunity Project
Steele Creek	Ridley Ave	Marlow Rd	Shared Use Path (Class I)	0.29	\$\$\$\$	Opportunity Project
Steele Creek	Zinfandel Ave	Marlow Rd	Shared Use Path (Class I)	0.09	\$\$\$\$	Opportunity Project
Steele Creek Trail	Tumbleweed Ct	Zinfandel Ave	Shared Use Path (Class I)	0.09	\$\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Steele Ln	Cleveland Ave	Illinois Ave	Shared Use Path (Class I)	0.20	\$\$\$\$	Opportunity Project
Stony Point Rd	Hearn Ave	Bellevue Ave	Separated Bike Lane (Class IV)	0.71	\$\$\$\$	Opportunity Project
Summerfield Rd	Bethards Dr	Woodview Dr	Bike Route (Class III)	0.60	\$	Opportunity Project
Summerfield Rd	Sonoma Ave	Montgomery Dr	Buffered Bike Lane (Class IIB)	0.42	\$\$\$	Opportunity Project
Summerfield Rd	Bethards Dr	Sonoma Ave	Separated Bike Lane (Class IV)	1.98	\$\$\$\$	Opportunity Project
Tachevah Dr	Bethards Dr	Mesquite Dr	Bicycle Boulevard (Class IIIB)	0.76	\$\$\$	Opportunity Project
Tachevah Dr	Mesquite Dr	Bennett Valley Rd	Separated Bike Lane (Class IV)	0.15	\$\$\$\$	Opportunity Project
Talbot Ave	Doyle Park Dr	Parker Dr	Bicycle Boulevard (Class IIIB)	0.14	\$\$\$	Opportunity Project
Talmadge Dr	Talmadge Dr	SMART Trail	Shared Use Path (Class I)	0.02	\$\$\$\$	Opportunity Project
Tanglewood Park Trail	Tanglewood Park Trail	St Mary Dr	Shared Use Path (Class I)	0.05	\$\$\$\$	Opportunity Project
Tanglewood Park Trails	Tanglewood Ct	Oak Lake Ave	Shared Use Path (Class I)	0.46	\$\$\$\$	Opportunity Project
Terra Linda Dr	Lake Park Dr	Chanate Rd	Bicycle Boulevard (Class IIIB)	0.42	\$\$\$	Opportunity Project
Terrace Way	Parsons Dr	Franklin Ave	Buffered Bike Lane (Class IIB)	0.30	\$\$\$	Opportunity Project
Thistle Creek St	Burt St	Yolanda Ave	Bicycle Boulevard (Class IIIB)	0.21	\$\$\$	Opportunity Project
Tokay St	Forse Ln	Breeze Way	Bicycle Boulevard (Class IIIB)	0.78	\$\$\$	Opportunity Project
Trombetta St	Giffen Ave	Lazzini Ave	Bicycle Boulevard (Class IIIB)	0.25	\$\$\$	Opportunity Project
Trowbridge St	Umland Dr	Link Ln	Bicycle Boulevard (Class IIIB)	0.11	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Tuxhorn Dr	Dutton Meadow	Silver Spur Dr	Bicycle Boulevard (Class IIIB)	0.27	\$\$\$	Opportunity Project
Umland Dr	Hewett St	Trowbridge St	Bicycle Boulevard (Class IIIB)	0.06	\$\$\$	Opportunity Project
Vallejo St	E St	Southeast Greenway	Bicycle Boulevard (Class IIIB)	1.29	\$\$\$	Opportunity Project
Valley West Dr	W 3rd St	Wren Dr	Bicycle Boulevard (Class IIIB)	0.70	\$\$\$	Opportunity Project
Ventura Ave	Bicentennial Way	Paulin Dr	Bicycle Boulevard (Class IIIB)	0.14	\$\$\$	Opportunity Project
Ventura Ave	Administration Dr	Paulin Dr	Separated Bike Lane (Class IV)	0.21	\$\$\$\$	Opportunity Project
Ventura Ave	Bicentennial Way	Russell Ave	Separated Bike Lane (Class IV)	0.07	\$\$\$\$	Opportunity Project
W 3rd St	Morgan St	N Dutton Ave	Separated Bike Lane (Class IV)	0.55	\$\$\$\$	Opportunity Project
W 6th St	Pierson St	Davis St	Bicycle Boulevard (Class IIIB)	0.28	\$\$\$	Opportunity Project
W 9th St	Cleveland Ave	Simpson St	Buffered Bike Lane (Class IIB)	0.75	\$\$\$	Opportunity Project
Wallace Rd	Badger Rd	Deer Trail Rd	Bicycle Boulevard (Class IIIB)	0.20	\$\$\$	Opportunity Project
Waltzer Rd	Bodie St	Brompton Ave	Bicycle Boulevard (Class IIIB)	0.70	\$\$\$	Opportunity Project
Westland Dr	Westwood Dr	Hearn Ave	Bicycle Boulevard (Class IIIB)	0.13	\$\$\$	Opportunity Project
Westwood Dr	Hearn Ave	Leo Dr	Bicycle Boulevard (Class IIIB)	0.24	\$\$\$	Opportunity Project
Wheeler St	S E St	Hendley St	Bicycle Boulevard (Class IIIB)	0.09	\$\$\$	Opportunity Project
Winterhaven Ave	Petaluma Hill Rd	Madrus Rose St	Bicycle Boulevard (Class IIIB)	0.10	\$\$\$	Opportunity Project
Wren Dr	San Sebastian Ave	Valley West Dr	Bicycle Boulevard (Class IIIB)	0.07	\$\$\$	Opportunity Project

Corridor	From	To	Recommended Bicycle Facility	Length in miles	Generalized Costs	Prioritization Category
Wright St	Royal St	Benton St	Bicycle Boulevard (Class IIIB)	0.11	\$\$\$	Opportunity Project
Wyoming Dr	Summerfield Rd	Mayette Ave	Bicycle Boulevard (Class IIIB)	0.07	\$\$\$	Opportunity Project
Yerba Buena Rd	San Ramon Way	Calistoga Rd	Bicycle Boulevard (Class IIIB)	1.19	\$\$\$	Opportunity Project
Yolanda Ave	Santa Rosa Ave	Petaluma Hill Rd	Shared Use Path (Class I)	0.50	\$\$\$\$	Opportunity Project
Yulupa Ave	Montgomery Dr	Yulupa Cir	Bicycle Boulevard (Class IIIB)	0.16	\$\$\$	Opportunity Project
Yulupa Ave	Bennett Valley Rd	Princeton Dr	Separated Bike Lane (Class IV)	1.88	\$\$\$\$	Opportunity Project
Zinfandel Ave	Santa Rosa Creek	Marlow Rd	Bicycle Boulevard (Class IIIB)	0.37	\$\$\$	Opportunity Project