

Figure 4-1: Roadway Network

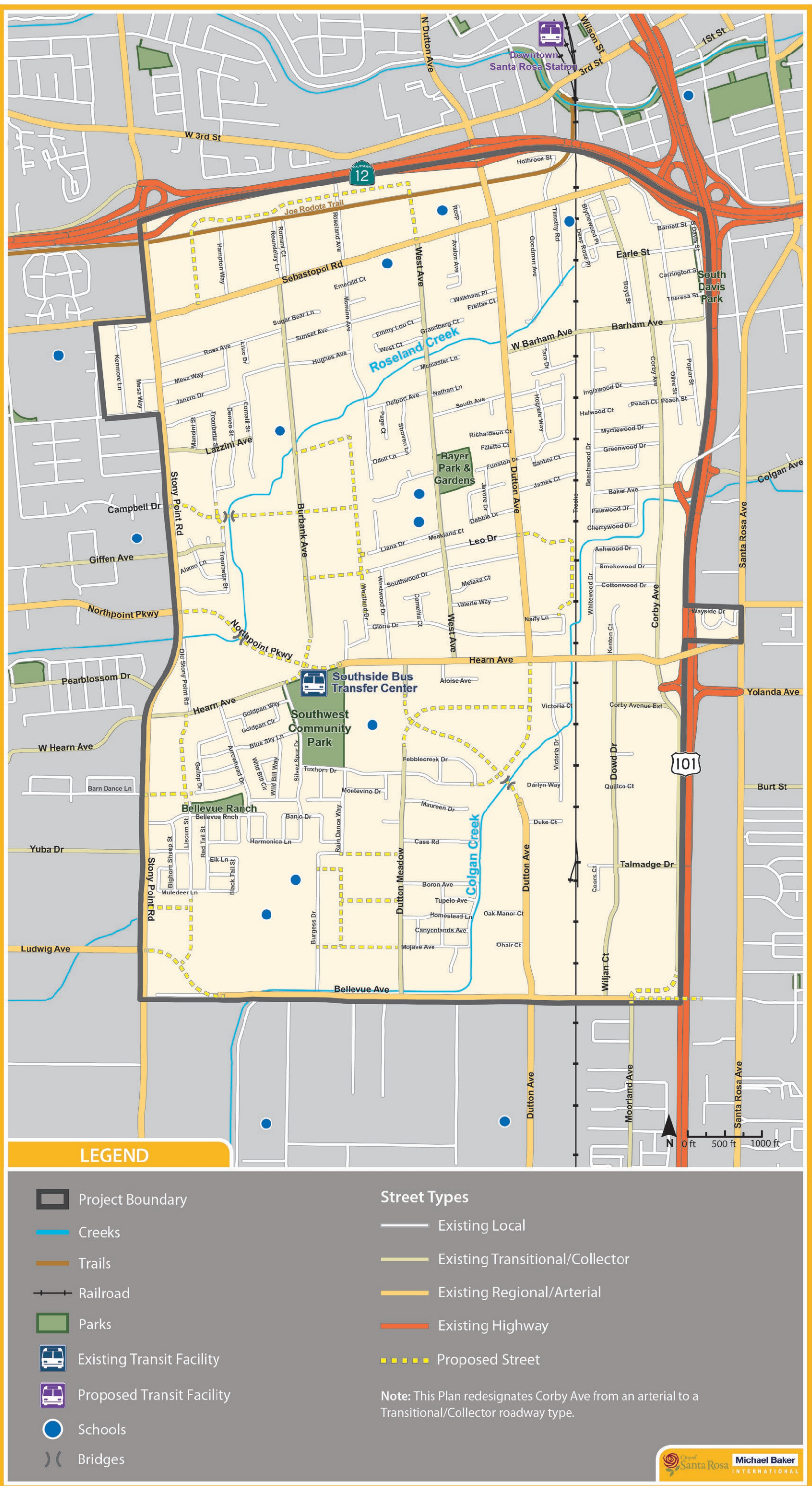


Table 4-1: Roadway Network

Roadway	Description
Sebastopol Road	<p>East of Burbank Avenue: Provide one travel lane in each direction plus a center turn lane or median consistent with the Sebastopol Road Urban Vision Plan.</p> <p>West of Burbank Avenue: Maintain two lanes in each direction plus a center turn lane or median consistent with the Sebastopol Road Urban Vision Plan.</p>
New east-west road between State Route 12 and Sebastopol Road	Create two-lane local street north of the Joe Rodota Trail between Hampton Way and West Avenue, extending southward to Sebastopol Road just west of Hampton Way and at West Avenue.
Roberts Avenue	Maintain current limits of street on either side of State Route 12.
Corby Avenue from Baker Avenue to Hearn Avenue	Maintain two-lane street configuration and redesignate as a transitional/collector (reclassification also includes the short segments of Boyd Street and Earle Street identified as arterials in the General Plan).
Campbell Drive extension	Extend Campbell Drive eastward from Stony Point Road to Burbank Avenue, including a new bridge over Roseland Creek, and designate as a two-lane transitional/collector.
Northpoint Parkway	Extend Northpoint Parkway eastward as a new regional/arterial street with one travel lane in each direction plus a center turn lane or median from Stony Point Road to Burbank Avenue, including a new bridge over Roseland Creek.
Hearn Avenue	<p>Widen to two lanes in each direction plus a center turn lane from just west of Dutton Avenue to the east side of the Sonoma-Marin Area Rail Transit (SMART) system railroad crossing.</p> <p>Once the Northpoint Parkway extension is in place, on Hearn Avenue retain existing one lane in each direction plus center turn lane between Burbank Avenue and Stony Point Road, but reclassify this segment as a transitional/collector street.</p>
Stony Point Road	<p>Widen to two lanes in each direction plus a center turn lane or median from Sebastopol Road to W. Hearn Avenue (under construction).</p> <p>Widen to two lanes in each direction plus a center turn lane or median from W. Hearn Avenue to Bellevue Avenue (only needed at buildout).</p>
Bellevue Avenue	<p>Realign the western end of corridor to align with Ludwig Avenue.</p> <p>Provide one travel lane in each direction plus a center turn lane or median from Stony Point Road to US 101 and maintain regional/arterial classification.</p>
Dutton Avenue extension	Provide one travel lane in each direction plus a center turn lane or median from Hearn Avenue to new bridge over Colgan Creek, maintaining regional/arterial classification.
Dutton Meadow southern extension to Dutton Avenue	Provide one travel lane in each direction plus a center turn lane or median, maintaining regional/arterial designation (aka "Southern New Street").
Dutton Meadow northern extension to Dutton Avenue	Provide one travel lane in each direction plus a center turn lane or median, maintaining transitional/collector designation (aka "Northern New Street").
Old Stony Point Road	Change designation from transitional/collector to local.
Corby Avenue extension	Change designation from local to transitional/collector.

CIRCULATION

Roadway	Description
Local street extensions identified in General Plan	Extend Leo Drive to Burbank Avenue; extend Westland Drive toward Roseland Creek; connect segments of Trombetta Street; connect segments of Barndance Lane; extend Liscum Street to Barndance Lane; extend Liscum Street to Bellevue Avenue.
Local street extensions by approved projects	Extend Liana Drive westward to Burbank Avenue; extend Leo Drive eastward to SMART corridor and connect to Vanderford Drive; create grid network of streets between Dutton Meadow and Rain Dance Way-Burgess Drive.
Specific Plan new local street extensions	Create new east-west street connecting Burbank Avenue to the north end of the Westland Drive extension; extend Liscum Street from Barndance Lane to W. Hearn Avenue; extend Tuxhorn Drive to Dutton Avenue.

Table 4-2: Intersection Improvements

Roadway	Description
Install new traffic controls	Install new traffic controls (such as signals) when warranted and where necessary to maintain the LOS D standard for major corridors set by the General Plan.
Modifications to maintain consistency with the Sebastopol Road Urban Vision Plan	Maintain consistency by eliminating the outer westbound through lane and the eastbound right turn lane at the Burbank Avenue intersection and eliminating the eastbound and westbound right turn lanes at the Roseland-McMinn intersection.
Capacity improvements at existing intersections	Modify the following intersections with additional turn lanes and/or signal enhancements as necessary: Hearn Avenue/Dutton Meadow, Hearn Avenue/Dutton Avenue, Stony Point Road/W. Hearn Avenue, and Bellevue Avenue/Dutton Meadow. Locations needing future traffic controls may also require lane modifications.
Stony Point Road/SR 12 Eastbound Ramps/Joe Rodota Trail	Improve the ease and safety of pedestrian and bicycle crossings by eliminating the free (uncontrolled) northbound right turn and bringing it under signal operation, reconfiguring curbs to shorten crossing distances, and using enhanced pedestrian signal timing (such as early release). As part of these modifications, implement dual southbound left turns to improve operation.
Dutton Avenue/SR 12 Westbound Ramps	Increase vehicle storage on the off-ramp.
Stony Point Road/Northpoint Parkway	Modify intersection to add new eastern leg (Northpoint Parkway extension) and modify/add turn pockets as needed on the remaining three approaches.
Stony Point Road/Ludwig Avenue-Bellevue Avenue realignment	Modify intersection to add new eastern leg (Bellevue Avenue realignment) and modify/add turn pockets as needed on the remaining three approaches.