

- Greyhound Lines
- Amtrak California
- Private shuttles/charter buses (to airports/regional destinations, for trips)

In addition, the city contracts for paratransit services to provide curb-to-curb transportation for eligible elderly and disabled persons who cannot use fixed route bus services.

Transit service is coordinated at four transit hubs within the city: the Downtown Transit Mall, Southwest Community Park, Eastside Transfer Station (Montgomery Village) and Westside Transfer Station. These facilities allow bus riders to make timely transfers between CityBus routes or routes operated by other transit service providers. To increase and encourage ridership in the future, General Plan policies ensure that transit routes and facilities are conveniently located and easily accessible to all riders.

## 5-6 BICYCLE FACILITIES

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Currently, there are approximately ~~180~~242 miles of designated bikeways (existing and proposed) that provide intra-area and cross-town connections to recreational facilities, employment areas, schools, and other major activity centers. Bikeways, as illustrated in Figure 5-2, are classified by one of ~~three~~six categories:

- *Class I Bikeways (bike path) provide for bicycle travel on a right-of-way completely separated from any street or highway.*
- *Class II Bikeways (bike lane) provide a striped lane for one-way travel on a street or highway.*
- *Class IIB Bikeways (Buffered bike lane) provide a striped lane for one-way travel on a street or highway that include a striped “buffer” area either between the bike lane and travel lane or between the bike lane and parked cars.*
- *Class III Bikeways (bike route by sign) provide for shared use with pedestrian and auto traffic.*
- *Class IIIB Bikeways (Bicycle Boulevard) provide for shared used with pedestrian and auto traffic that is a low speed, low volume roadway that has unique signage and pavement marking and traffic calming treatments.*
- *Class IV Separated Bikeways provide a striped lane for travel on a street (one way or two way) that is physically separated from motor vehicle traffic by a vertical element or barriers, such as curb, bollards or parking aisle.*

The recommended bikeway network was designed to connect as many residents as possible with major commercial areas, employer centers, transit, and recreational destinations. Specific recommendations were selected using context-sensitive bikeway classifications that provided the highest level of comfort while meeting Highway Design Manual requirements for minimum bikeway dimensions.

- The following criteria was used to determine the class I (bike paths) – shared use paved paths completely separated from the street. These paths allow two-way travel by people walking and bicycling and are often considered the most comfortable facilities for the inexperienced riders as there are few potential conflicts between people bicycling and walking and people driving. Where there is a minimum of eight feet width (with two-foot shoulders) off-street public right-of-way (typically along utility and stream corridors), Class I bike paths were considered. Class I bike paths recommendations are consistent with the Citywide Creek Master Plan.
- The following criteria was used to determine the class II (bicycle lanes) – on-street bicycle lanes designate an exclusive striped preferential lane on the roadway for one-way bicycle travel. Bicycle lanes were considered where all travel lanes can be reconfigured to accommodate a minimum of five feet of roadway space when adjacent to on-street parking and a minimum of five feet or four feet more than the gutter pan width when adjacent to curb and gutter.
- The following criteria was used to determine the class IIB (buffered bicycle lanes) – conventional bicycle lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bicycle lanes were considered where there is a minimum of seven feet of roadway space (minimum of five feet for bicycle lane and minimum of two feet for buffer area) or where future roadway reconfiguration would make this space available.
- The following criteria was used to determine the class III (bike route by sign) – signed routes where people bicycling share a travel lane with people driving. Bicycle routes are only appropriate on quiet, low speed streets with relatively low traffic volumes.
- The following criteria was used to determine the class IIIB (bike boulevard) – low-volume roadway that has been modified, as needed, to enhance comfort and convenience for people bicycling. It provides better conditions for bicycling while maintaining the neighborhood character and emergency vehicle access. Key elements of bike boulevards are typically unique signage and pavement markings, and potential traffic calming and diversion to reduce traffic volumes.

- The following criteria was used to determine the class IV (separated bike way) – separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards or vehicle parking lane. These facilities can allow for one- or two-way travel on one or both sides of the roadway. One-way separated bikeways were considered where there is a minimum of seven feet of roadway space on one side of the road for a bikeway and a three-foot minimum buffer width when adjacent to parking lanes (two foot minimum when adjacent to travel lanes) or where future roadway reconfiguration would make this space available. Two-way separated bikeways were considered where there is a minimum of ten feet for a bikeway and a three-foot minimum buffer width when adjacent to parking lanes for a bi-directional facility on one side of the road or where future roadway reconfiguration would make this space available.

Of the city’s total bikeways, 2 miles are designated as Class IV, 50 48 miles are designated as Class III, 4 miles are designated as a Class IIIB (bicycle boulevard), 88 116 miles are designated as Class II, 2 miles are designated as a Class IIB (buffered bike lanes), and 37-70 miles are designated as Class I, and 5.6 miles are designated as a bicycle boulevard.

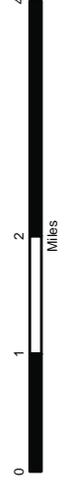
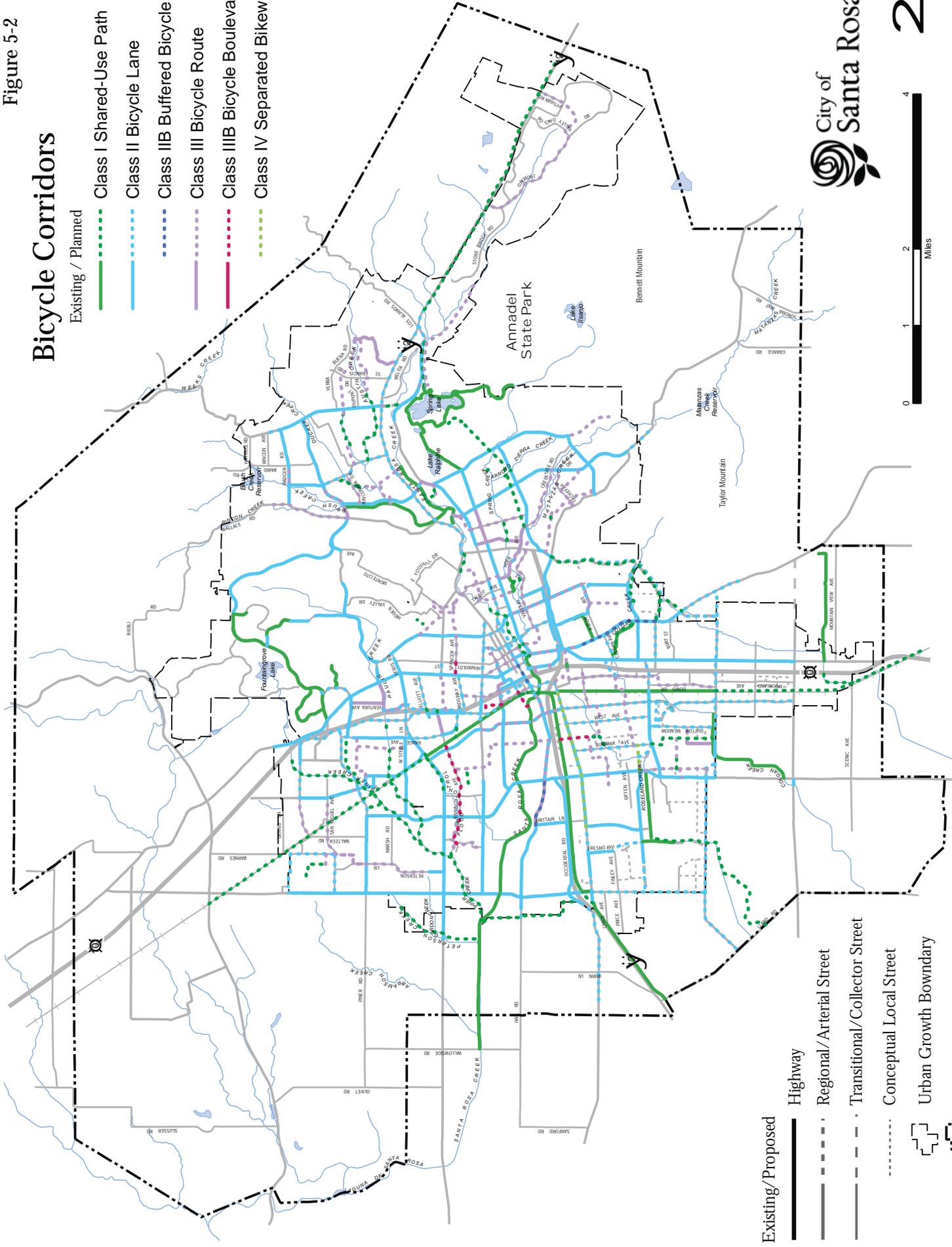
The City of Santa Rosa’s *Bicycle and Pedestrian Master Plan Update 2018* outlines future bikeway improvements. The ~~seven~~ five criteria used to prioritize pedestrian and bikeway projects include collision reduction, connectivity, comfort network, gap closure and equity traffic volume, collision history, current demand, community interest, closure of a gap/increases connectivity, technical ease of implementation and land use. In addition to evaluating the priority of each project, the implementation strategy also considers the complexities to design, construct and maintain the project. Implementation of bicycle connections, both north-south and east-west, throughout the city will enable safer and more efficient bicycle circulation for Santa Rosans in 2035.

Figure 5-2

# Bicycle Corridors

Existing / Planned

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard
- Class IV Separated Bikeway



## 5-7 PEDESTRIAN FACILITIES

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Walking is the most basic and reliable form of transportation. The design of pedestrian-friendly neighborhoods, with well-connected streets and sidewalks and nearby shopping, encourages walking. The installation of sidewalks for pedestrian travel has long been a requirement of new development in the city; therefore, most neighborhoods have sidewalks. There are sidewalks in many of the older neighborhoods (pre-1950s) in and around downtown. The exception is in some rural neighborhoods, which lack continuous pedestrian paths. Recent city efforts have included provision of safe pedestrian crossings for school routes.

Provision of continuous sidewalks and off-street paths encourages walking to local recreation facilities, schools, and shopping areas as an alternative to driving. Development of mixed use neighborhood shopping centers also contributes to pedestrian travel to and within shared destinations.

The pedestrian network included Class I Shared Use Paths along with sidewalks. Sidewalks and pathways are an essential element of a pedestrian network. They not only provide a comfortable walking space separate from the roadway, but also are a foundational component of Americans with Disabilities Act (ADA) compliance.

Sidewalks and pathways should provide a smooth surface free of obstructions at least five feet wide. In some areas, where high pedestrian activity is expected, wider sidewalks may be desirable. Sidewalks and pathways can either be adjacent to the curb or separated by a planted landscaping strip.

There are many streets in Santa Rosa with sidewalks or pathways, but the network is inconsistent. Sidewalk and pathway recommendations are focused on those corridors where they are likely to serve large numbers of pedestrians or address a priority community concern.

In addition to sidewalks and pathways, pedestrian crossings were compiled from past plans and numerous Safe Routes to School assessment reports. Future considerations at other locations that were obtained from community input may be evaluated on a case by case basis by city staff to determine if enhancements are necessary.

Crossing locations were also identified where a trail crossing of a creek may be developed in consultation with the Citywide Creek Master Plan. These locations are identified as trail bridges.