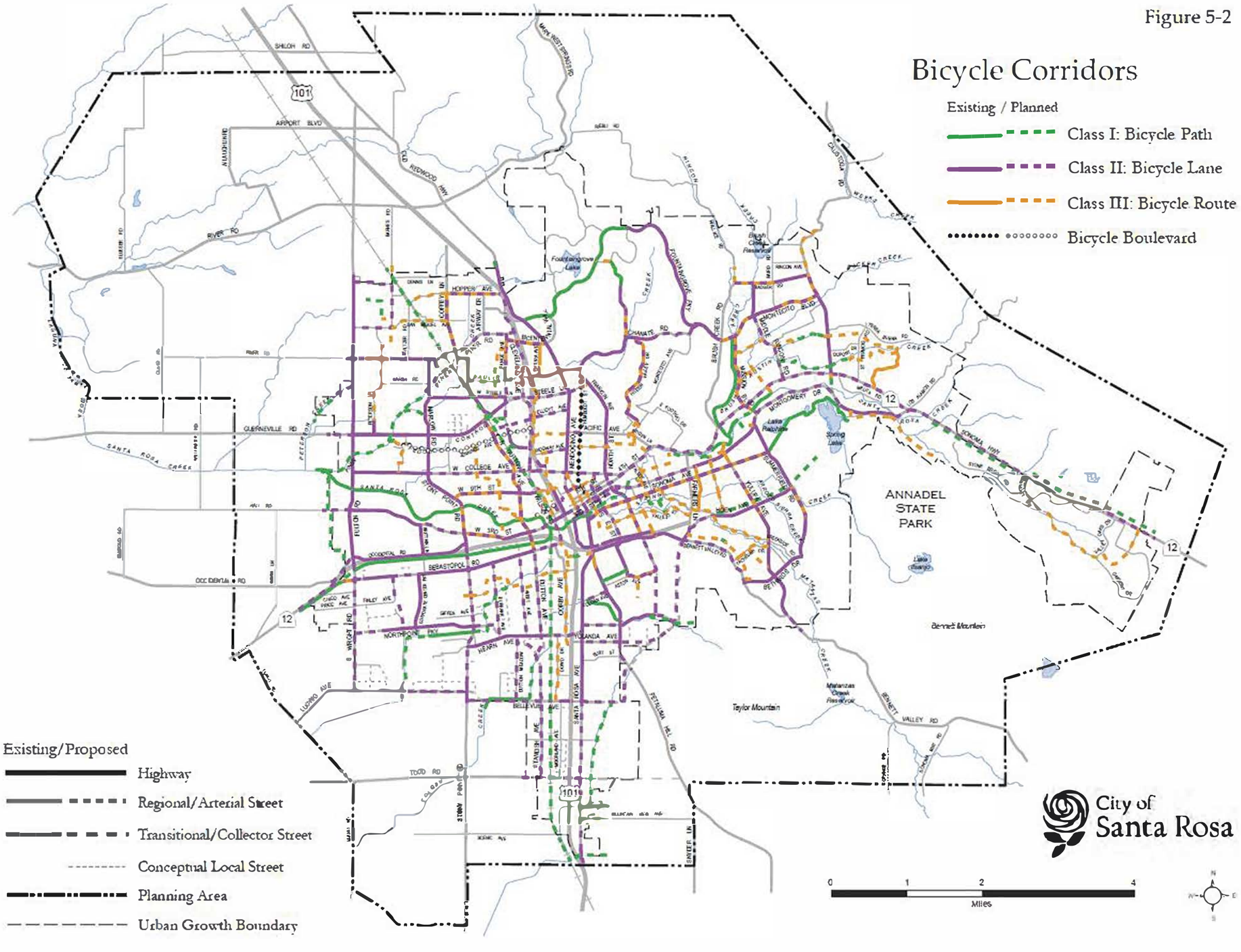
Figure 5-2


Bicycle Corridors
Existing / Planned
Class I: Bicycle Path
Class II: Bicycle Lane
Class III: Bicycle Route
Bicycle Boulevard
Existing/Proposed
Highway
Regional/Arterial Street
Transitional/Collector Street
Conceptual Local Street
Planning Area
Urban Growth Boundary
ANNADEL STATE PARK
Bennett Mountain
Taylor Mountain
City of Santa Rosa
0 1 2 4
Miles

or complement to using Montgomery Drive is to use Sonoma Avenue, which parallels Montgomery Drive up to Summerfield Road and is more aligned with accessing Howarth and Spring Lake Parks.

West Third Street just east of Stony Point Road (segment d), and just east of Dutton Avenue to the SMART railroad tracks and a segment of Sonoma Avenue between Hahman Drive and Yulupa Avenue have restricted widths for bike lane expansion. Another alternative for bicyclists is the Prince Memorial Greenway/Santa Rosa Creek, which parallels 3rd Street between Downtown and Stony Point.

OTHER BIKEWAY CORRIDORS

Southwest Area Bikeways

Three bikeways segments (Routes #46, #3, #48), all bike lanes, make up a mini-loop in southwest Santa Rosa. Located on Sebastopol Road, Corporate Center Parkway, and Northpoint Parkway, this 2.2 mile system serves a growing employment and residential area. These segments are currently disconnected from the City bikeway system. Bicyclists currently use Sebastopol Road, Stony Point Road, and Hearn Avenue to connect to other bike routes. This area is complemented by a proposed Class I pathway, Roseland Creek (Route #72), running southwest to northeast through the area and proposed Class II bike lanes on Burbank Avenue (Route #204) as well as on West and Dutton Avenues (Routes #205 and #4), although these two remaining routes have restricted widths for bike lane expansion and will require further study.

Santa Rosa Creek / Prince Memorial and Santa Rosa Creek Greenways (Route #69)

A 3.25 mile Class I path follows Santa Rosa Creek from Fulton Road to Pierson Street (about 2,000 feet to the west of Highway 101). It continues east and follows the north side of Santa Rosa Creek along the three-quarter mile Prince Memorial Greenway (Pierson Street to Santa Rosa Avenue). These Class I facilities are very popular with neighbors, students, bicyclists, runners, and walkers. The Santa Rosa Creek Master Plan identifies an eventual corridor running along the creek and City streets from Laguna de Santa Rosa to Acacia Lane. Completion of this corridor west of Fulton Road is a County of Sonoma Regional Parks Department project. The first phase to Willowside Road is underway. Subsequent County Regional Parks phases will connect to Laguna de Santa Rosa.

Completed in 2005, the Prince Memorial Greenway (PMG) restored Santa Rosa Creek and includes a paved pathway along the banks of the creek. The project connects downtown at Santa Rosa Avenue to the historic Railroad Square district at Olive Street with pedestrian and bicycle paths, plazas and multiple urban design elements. In August 2008, the Prince Memorial Gateway Park was completed. It is located at Santa Rosa and Sonoma Avenues and provides access to the south bank of PMG. Conversely, it provides an exit to the south east area of Santa Rosa connecting to Sonoma and Santa Rosa bikeways for points east and south.

Howarth/Spring Lake Park Bikeway Pythian Road (Routes #63, #231, #239)

This multi-use pathway runs along Lake Ralphine in Howarth Park, and connects to Channel Drive through Annadel State Park ~~and through the Wild Oak and Oakmont communities to connect to Pythian Road. This route provides access east through to Hood Mountain Regional Park, the future County "Central Sonoma Valley Trail" and south toward Lawndale Road south of the city limits and into the unincorporated area of Sonoma County~~. This corridor provides an alternative to Sonoma Highway and Montgomery Drive for commuters coming from the Channel Drive ~~Pythian Road~~ area into Santa Rosa. A connection between the County's Spring Lake Park pathway (Route #63, Segment d) to Channel Drive (Route 231) is proposed to close the gap between the County and City and facilitate the use of this corridor. Paving the

route through Annadel State Park would require coordination with the State ~~and Wild Oak Homeowners Association for improvements to the existing pathway between lower Timber Springs Drive and White Oak Drive to reduce any potential for pedestrian and bicycle conflicts.~~ This corridor also connects to a pathway via Route #63 that circles Spring Lake and provides a connection to the Bay Area Ridge Trail discussed in Chapter 1 (page 1-7). Almost three miles long, the pathway that circles Spring Lake is very popular with recreational riders, both loop riders and those headed for the west side of Annadel State Park. Due to its popularity, user conflicts exist between bicyclists and walkers around Spring Lake as well as along Howarth Park.

***Fountaingrove Parkway / Calistoga Road Bikeway (Routes #62, #35, #34*)**

This corridor is approximately six miles[6] long running from Mendocino Avenue in the west to Calistoga Road (Route 18) in the east. The western end of this corridor is on a grade. An asphalt pathway is provided for about 2.2 miles along Fountaingrove Parkway from Mendocino Avenue past Fountaingrove Country Club to Stage Coach Road, which provides a connection south back onto Parker Hill Road (Route #9). At the northern end of Parker Hill Road, which connects with Fountaingrove Parkway, Class II-Bike lanes exist for approximately 2.5 miles to Brush Creek Road. Except for a short segment east of Middle Rincon Road that is an existing Class II-Bike Lane, the rest of this corridor on Montecito Avenue to Calistoga Road is proposed as a Class II bike lane and exists as a Class III-bike route.

Sebastopol Road Bikeway / Joe Rodota Trail (Routes #46 and #73)

These two corridors parallel each other and end near the Railroad Square area. The Sebastopol Road corridor (Route 46) is an on-street facility while the Joe Rodota is an off-street facility following an abandoned railroad right-of-way. The Sebastopol Road corridor begins at the western city limits west of South Wright Road and terminates at Olive Street to the east. This corridor is approximately three miles long with approximately 1.9 miles as an existing Class II facility—0.3 of these miles are within the County's jurisdiction in the Roseland area.

The Joe Rodota Trail (Route #73) is a County facility that lies, generally, about a block to the north of the Sebastopol Road Corridor and runs between Sebastopol and Santa Rosa for approximately 8.47 miles. Approximately 3.18 miles of these are within the Santa Rosa city limits. Although the Joe Rodota Trail intersects the Sebastopol Road corridor at the western city limits, the trail is interrupted by industrial buildings and trail users are directed to the sidewalk on the east side of South Wright Road via Sebastopol Road to reconnect with the Joe Rodota Trail. From here the Joe Rodota Trail heads east behind the long commercial/industrial strip on Sebastopol Road. Several public streets provide access to the Joe Rodota Trail within the city limits: Sebastopol Road, South Wright Road, Courtside Village Park (via Campoy Street and Louis Krohn Drive), Stony Point Road, Hampton Way, Roseland, Dutton and Roberts Avenues. After Roberts Avenue the Joe Rodota Trail winds north under State Highway Route 12 and ends at the pedestrian/bicycle bridge intersection with the Prince Memorial Greenway (Route #69) between West 3rd Street and Railroad Street, southwest of the Marriott Courtyard Hotel.[7]

The community has expressed desire for the pathway to continue north past the Prince Memorial Greenway across 3rd Street paralleling the SMART Rail line. The City's Downtown Station Area Specific

6 Route 62, 35 and segments "d-g" of Route 34 total 5.95 miles

7 Adapted from County of Sonoma Regional Parks Department web site, "West County & Joe Rodota Trails"[http://www.sonoma-county.org/parks/pk_westc.htm]

Exhibit ?

Table 3-1 Bicycle Project List

West - East Class II & III - Bike Lanes and Routes

Street				Rank 1-3		Rank 0-5						Status		Miles		
Segment		From Street	To Street	Land Use	Traffic Volume	Collision History	Current Demand	Community Interest	Overcomes Barriers/ increases Connectivity	Technical Ease of Implementation	Total Score	Existing Class	Proposed Class	Existing Miles	Proposed Miles	Total Miles
BOLD indicates indicates priority segment																
Route 225 | Proposed 2008 MIG/Wtrans | Added 2001 - 2006																
SAN MIGUEL AVE	a	FULTON RD	FRANCISCO AVE	2	2	2	3	5	4	3	21	---	Class II	---	0.51	0.51
SAN MIGUEL AVE	b	FRANCISCO AVE	SMART RR TRACKS									---	Class III	---	0.43	0.43
SAN MIGUEL AVE	c	SMART RR TRACKS	COFFEY LN									---	Class III	---	0.34	0.34
													TOTAL MILES	**0.00**	**1.28**	**1.28**
													Miles of one-way facilities (included in total miles)			0.00
													*One-**side** existing mileage (**excluded** in total miles)*			*n/a*
													Miles in other jurisdictions, excluded from Total			0.00
													Reference:			
Route 229 | Proposed 2008 MIG/Wtrans | Added 2001 - 2006																
RINCONADA DR	a	MISSION BLVD	MIDDLE RINCON RD	3	1	1	4	4	2	5	20	---	Class III	---	0.42	0.42
													TOTAL MILES	**0.00**	**0.42**	**0.42**
													Miles of one-way facilities (included in total miles)			0.00
													*One-**side** existing mileage (**excluded** in total miles)*			*n/a*
													Miles in other jurisdictions, excluded from Total			0.00
													Reference:			
Route 231 | Proposed 2008 MIG/Wtrans | Added 2001 - 2006																
CHANNEL DR	a	MONTGOMERY DR	DAM Overcrossing	2	1	1	4	5	3	5	21	---	Class III	---	0.59	0.59
CHANNEL DR	b	DAM Overcrossing	ANNADEL STATE PARK (PK Lot)	2	0	1	5	5	5	4	22	---	Class III	---	1.05	---
~~ANNADEL STATE PARK Trail (SB)~~	~~c~~	~~ANNADEL STATE PARK (PK Lot)~~	~~PATHWAY-TIMBER SPRINGS DR~~	~~2~~	~~1~~	~~0~~	~~5~~	~~5~~	~~3~~	~~5~~	~~21~~	~~---~~	~~Class I~~	~~---~~	~~0.14~~	~~---~~
~~TIMBER SPRINGS DR~~	~~d~~	~~PATHWAY-TIMBER SPRINGS DR~~	~~LOWER TIMBER SPRINGS DR-PATHWAY~~	~~2~~	~~1~~	~~0~~	~~5~~	~~5~~	~~3~~	~~5~~	~~21~~	~~---~~	~~Class III~~	~~---~~	~~0.23~~	~~0.23~~
~~PATHWAY~~	~~e~~	~~LOWER TIMBER SPRINGS DR-PATHWAY~~	~~WHITE OAK DR~~	~~2~~	~~1~~	~~0~~	~~5~~	~~5~~	~~3~~	~~5~~	~~21~~	~~---~~	~~Class I~~	~~---~~	~~0.21~~	~~0.21~~
~~WHITE OAK DR~~	~~f~~	~~PATHWAY~~	~~OAKMONT DR~~	~~2~~	~~1~~	~~0~~	~~5~~	~~5~~	~~3~~	~~5~~	~~21~~	~~---~~	~~Class III~~	~~---~~	~~0.16~~	~~0.16~~
													TOTAL MILES	**0.00**	**1.19**	~~1.19~~ **0.59**
													Miles of one-way facilities (included in total miles)			0.00
													*One-**side** existing mileage (**excluded** in total miles)*			*n/a*
													Miles in other jurisdictions, excluded from Total			~~1.19~~ **0.59**
													Reference:			

Remove these segments

revised miles for segment

Spring Lake. The headwaters of these creeks are mostly in Annadel State Park and Hood Mountain Regional Park.

Oakmont Creek. Oakmont Creek is a tributary of Santa Rosa Creek.

Oakmont Creek Reach 1: Urban Growth Boundary to confluence Santa Rosa Creek
Maps: Oakmont 1 & 2
Type: Natural Creek and Modified Natural
Length: 18,290 linear feet

Existing Conditions and Recommendations:

Natural Resources. Oakmont Creek flows through the Oakmont Golf Course and neighborhood, then alongside Channel Drive and Annadel State Park until it enters Santa Rosa Creek near Melita Road. Prior to meeting Santa Rosa Creek, Oakmont Creek collects water from seven other creeks: Wild Oak, Quarries and Annadel Creeks from the south and Laurel, Badger, Charlotte and Melita Creeks on the north. The tributaries to Oakmont Creek originate in the surrounding mountains and are seasonal creeks. In the more natural sections of Oakmont Creek downstream of White Oak Drive, pools and riffles form aquatic habitat with roots, boulders and undercut banks providing shelter. There are steelhead trout throughout the reach. The plant community consists of California bay, willow, redwood, coast live oak, big leaf maple and valley oak. Tree of heaven, Himalayan blackberry and periwinkle are common invasive plants throughout.

Recreation, Access and Transportation. The creek flows through a mix of public and private property. An existing ~~Class 1~~ paved pedestrian only trail extends on the south/left bank from White Oak Drive to Timber Springs Road. ~~A proposed on-street connection along Timber Springs Road would connect to a~~An existing unpaved road/trail in Annadel State Park~~. This trail~~ is proposed to be paved. At Channel Drive a proposed on-street connection would continue to Spring Lake Park and along Montgomery Drive. A parallel on-street connection on the north bank would follow Oakmont Drive and Stone Bridge Road, passing along the driveway to the City's Oakmont Treatment Plant to cross an existing trail bridge (#1) to Channel Drive.

Laurel Creek. Laurel Creek is a tributary to Oakmont Creek.

Laurel Creek Reach 1: Urban Growth Boundary to confluence Oakmont Creek
Maps: Oakmont 1
Type: Natural Creek and Modified Creek
Length: 1,829 linear feet

Existing Conditions and Recommendations:

Natural Resources. The headwaters of Laurel Creek are located in the foothills of Hood Mountain and enter the City's Urban Growth Boundary through a culvert under Highway 12. The creek travels approximately 330 feet through an undeveloped field. This reach has a natural bottom with a canopy cover of willows and elderberry. After this natural stretch the creek enters a culvert where it travels over 800 feet. The pipe outfalls into a concrete lined channel downstream of Oakmont Drive before entering Oakmont Creek. This channel is filled with Himalayan blackberry, cattail and an occasional coastal live oak tree on the top of bank.