



December 11, 2025

FOR YOUR INFORMATION

To: Planning Commission

From: **Torina Wilson, City of Santa Rosa Transportation Planner and Chis Barney, Sonoma County Transportation Authorities Director of Planning**

Subject: Draft Community-Based Transportation Plan for South Santa Rosa Avenue Corridor

Sonoma County Transportation and Climate Authorities (SCTCA) and Santa Rosa City staff collaborated over the last year to develop a Community-Based Transportation Plan (CBTP) for the South Santa Rosa Avenue Corridor area. The Plan includes sections in both the City of Santa Rosa and in unincorporated Sonoma County. The project team engaged community members in South Santa Rosa and documented the results of the community-based planning process in the Draft CBTP being presented today.

The Draft CBTP includes demographic and transportation data analysis for the area, descriptions of transportation gaps and barriers, a list of community-prioritized strategies and/or solutions to address these gaps, identifies potential funding sources, and provides a list of stakeholders that could implement the plan.

The South Santa Rosa study area is located immediately south of Highway 12, east of Highway 101, and west of Petaluma Hill Road. It includes a mix of commercial centers and higher-density residential housing. The study area is home to 10,234 residents out of the city's approximately 178,000 residents.

Key Findings and Issues

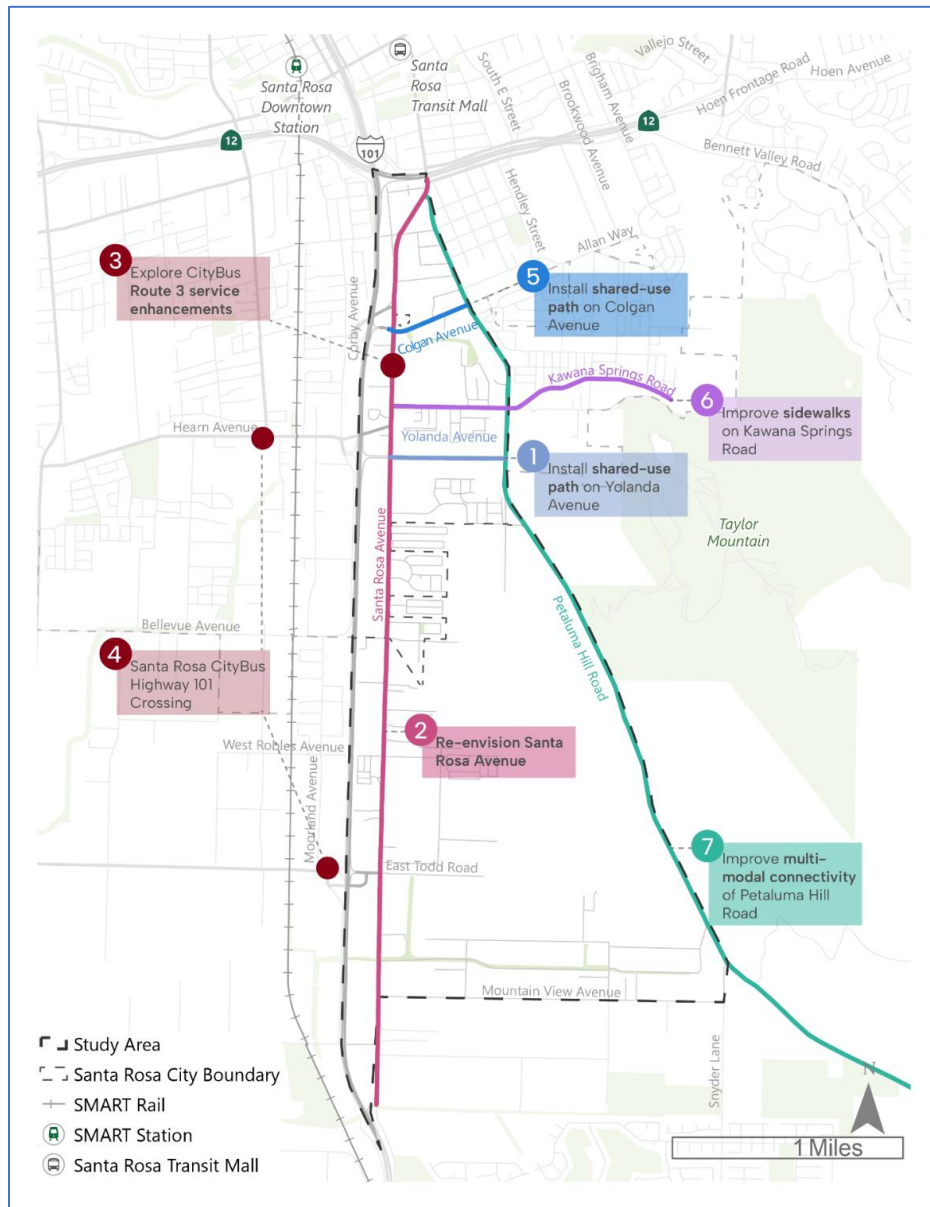
The CBTP team worked with a Community Representatives Committee (CRC) and Technical Advisory Committee (TAC) to develop the community-based transportation plan. Regular meetings with both groups ensured that the community's needs and identified solutions align with local understanding of the project area. The following key findings and issues helped guide the planning process:

- Many residents expressed fear of walking or biking in this neighborhood, even for short distances. The streets and crosswalk options do not feel safe and as a result most people use their car for all trips. Those without access to a car use transit but walking to and from transit can be challenging.
- There are sidewalk and bike infrastructure gaps on many of the east-west corridors in the northern portion of the study area. Addressing these gaps will increase connectivity and improve the walkability of this neighborhood.
- Over half of the comments collected in round 1 of engagement were about Santa Rosa Avenue. Residents are interested in improving Santa Rosa Avenue to be a safer multimodal corridor.



- Highway 12 and US 101 act as barriers that cut off this neighborhood from downtown Santa Rosa and west Santa Rosa. The Santa Rosa SMART station and the downtown Santa Rosa Transit mall are both located just north of Highway 12 and there are many schools and destinations to the west of US 101.
- Taylor Mountain is an important regional recreation destination adjacent to the study area. Improving access to this resource was identified as goal by the community.

The figure and table below show the top transportation solutions recommended for the South Santa Rosa neighborhood to address transportation gaps identified by the community through the CBTP process.



Project	Description	Quick Build	Short Term	Medium Term	Long Term	Priority
1. Shared-use Path on Yolanda Avenue	Install shared-use path on Yolanda Avenue Address sidewalk gaps on Yolanda Avenue Improve Yolanda Avenue and Santa Rosa Avenue intersection Improve Petaluma Hill Road and Yolanda Avenue intersection			X	X	Medium - High

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2. Re-Envision Santa Rosa Avenue	Install shared-use path between Maple Avenue and Bennett Valley Road					
	Install separated bikeway on Santa Rosa Avenue between Bennett Valley Road and southern city limits	X	X	X	X	Low-High
	Install buffered bike lanes between southern city limits and Todd Road					
	Conduct lighting study on Santa Rosa Avenue					
	Improve various intersections throughout corridor					
3. Improve Santa Rosa CityBus Route 3	Implement operational changes to Route 3 frequency and/or schedule		X		X	High
	Extend Route 3 south along Santa Rosa Avenue					Low
4. Santa Rosa CityBus Highway 101 Crossing	Add east-west CityBus transit crossing at Hearn Avenue		X			Low
5. Shared-Use Path on Colgan Avenue	Install shared-use path on Colgan Avenue			X		Medium
	Address sidewalk gaps on both sides of Colgan Avenue					
6. Sidewalks on Kawana Springs Road	Address sidewalk gaps on Kawana Springs Road			X	X	Medium
	Improve Kawana Springs Road and Petaluma Hill Road pedestrian/bicycle crossing					Low
7. Multimodal Connectivity of Petaluma Hill Road	Install separated bikeway on Petaluma Hill Road between Santa Rosa Avenue and Yolanda Avenue	X	X	X	X	Low-High
	Evaluate bike infrastructure opportunities south of Yolanda Avenue					
	Improve various intersections					

Looking Ahead

The South Santa Rosa CBTP provides a list of solutions to support efforts by the City of Santa Rosa, SCTCA, and local transit agencies to pursue federal, state, regional, and local funds to implement the recommended projects and programs. To compete for funds, a project must be well-defined, included in local plans, and have community and public agency support. All the solutions defined in this CBTP have community support and support from the agencies that worked to develop the CBTP. SCTCA will monitor and alert city and agency staff to new funding opportunities that align with CBTP projects.

SCTCA, in conjunction with local agency staff, will track progress on CBTP recommendations with each update of the Countywide Comprehensive Transportation Plan (CTP). The CTP is updated every 4-5 years, and provides accountability for implementation of the priority projects identified in this CBTP.

About CBTPs

The Metropolitan Transportation Commission (MTC) initiated the Community-Based Transportation



Planning (CBTP) program in 2002 to identify and create action plans that address the mobility needs for lower-income communities through collaborative efforts from residents, community organizations, and transportation agencies. Since 2002, more than 30 lower-income communities in all nine Bay Area counties have developed CBTPs, including a previous CBTP for the Roseland area completed in 2007. For more information visit: [MTC CBTP Program](#).