Chapter 4

CIRCULATION

This chapter describes the Circulation Plan for the plan area. The Circulation Plan is designed to serve all travel modes—walking, transit, bicycling, and motor vehicle—and is intended to enhance comfort and safety for all street and path users.

4.1 ROADWAY NETWORK

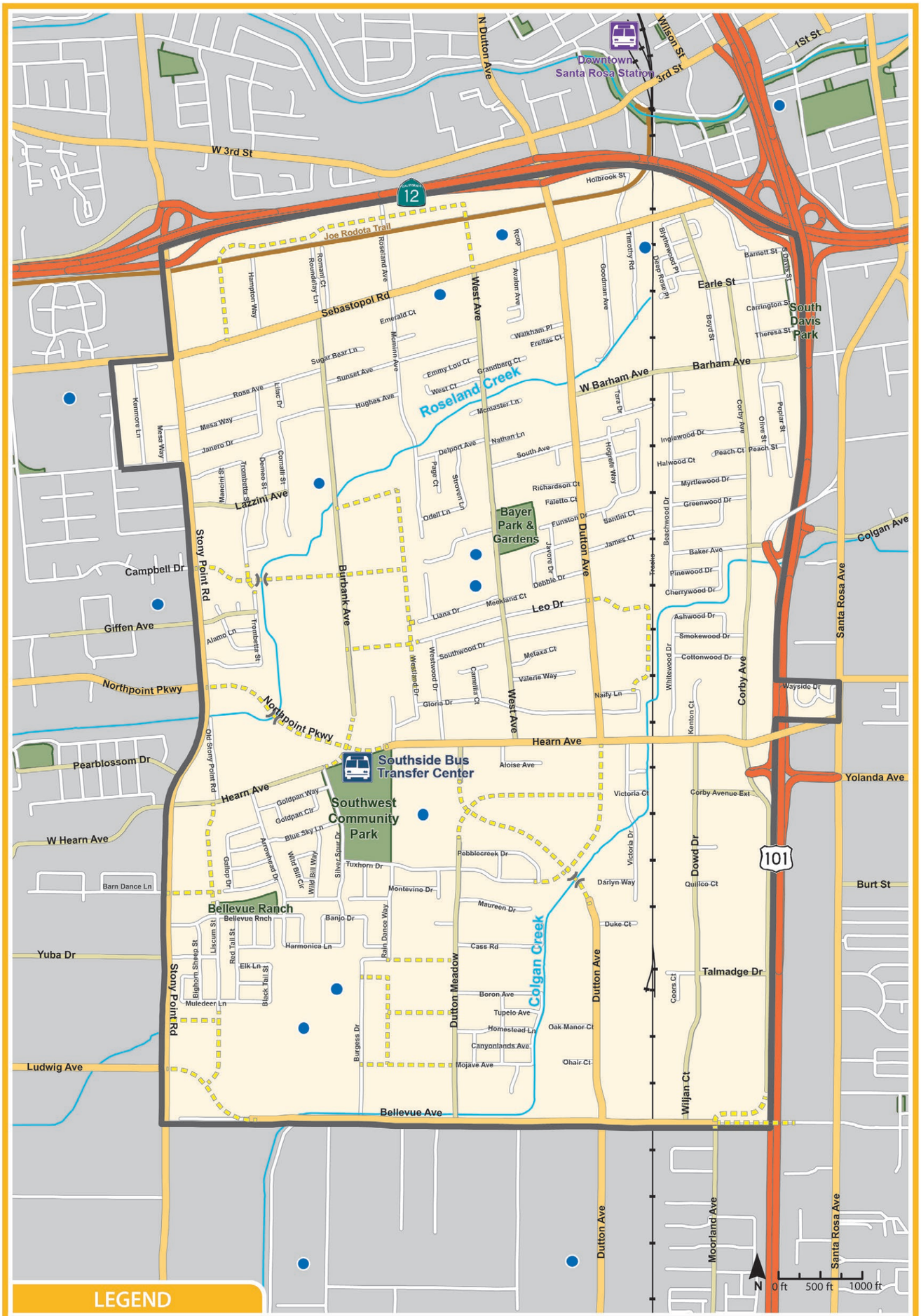
The roadway network map (Figure 4-1) illustrates the existing and proposed street network in the plan area. The circulation system enhances connections throughout the plan area through the addition of a number of new connections and an emphasis on multimodal streets. The roadways in Figure 41 are designated as one of the following street types: local, transitional/collector, regional/arterial, or highway. The design for each of these street types is defined in the City's street standards.

Generally, a roadway network with minimum use of “dead-end” or cul-de-sac streets and shorter block lengths helps improve access and mobility for users of all transportation modes. This design gives users multiple route choices and helps to disperse traffic throughout the plan area. Breaking up large blocks into smaller blocks provides greater access to each parcel, and all street users benefit from shorter travel distances and an increased likelihood of a direct route between an origin and a destination.

The roadway network establishes a number of roadway extensions and new roads to enhance connectivity and route choice. The Circulation Plan reflects proposed roadways in the General Plan, as well as streets in planned and approved development projects. Tables 4-1 and 4-2 describe the features of the proposed roadway network, including intersection improvements and new and modified roadways and paths. These features are designed to:

- Enhance connectivity and promote multimodal transportation options.
- Improve traffic flow.
- Enhance safety for all users along the roadway and at intersections.
- Support Sebastopol Road as the primary commercial corridor.
- Ease traffic congestion along Hearn Avenue.
- Increase internal access to large blocks.

All new roadways and reconstruction identified in the following tables will require measures to collect and manage stormwater runoff and water quality. Improvements to address stormwater may include the construction of biofilters and bioswales along medians and roadways.



LEGEND

- Project Boundary
- Creeks
- Trails
- Railroad
- Parks
- Existing Transit Facility
- Proposed Transit Facility
- Schools
- Bridges

Street Types

- Existing Local
- Existing Transitional/Collector
- Existing Regional/Arterial
- Existing Highway
- Proposed Street

Note: This Plan redesignates Corby Ave from an arterial to a Transitional/Collector roadway type.

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Table 4-1: Roadway Network

Roadway	Description
Sebastopol Road	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. 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.
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	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. 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.
Stony Point Road	Widen to two lanes in each direction plus a center turn lane or median from Sebastopol Road to W. Hearn Avenue (under construction). 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).
Bellevue Avenue	Realign the western end of corridor to align with Ludwig Avenue. 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.
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.

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 Strret 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.

Burbank Avenue Street Design

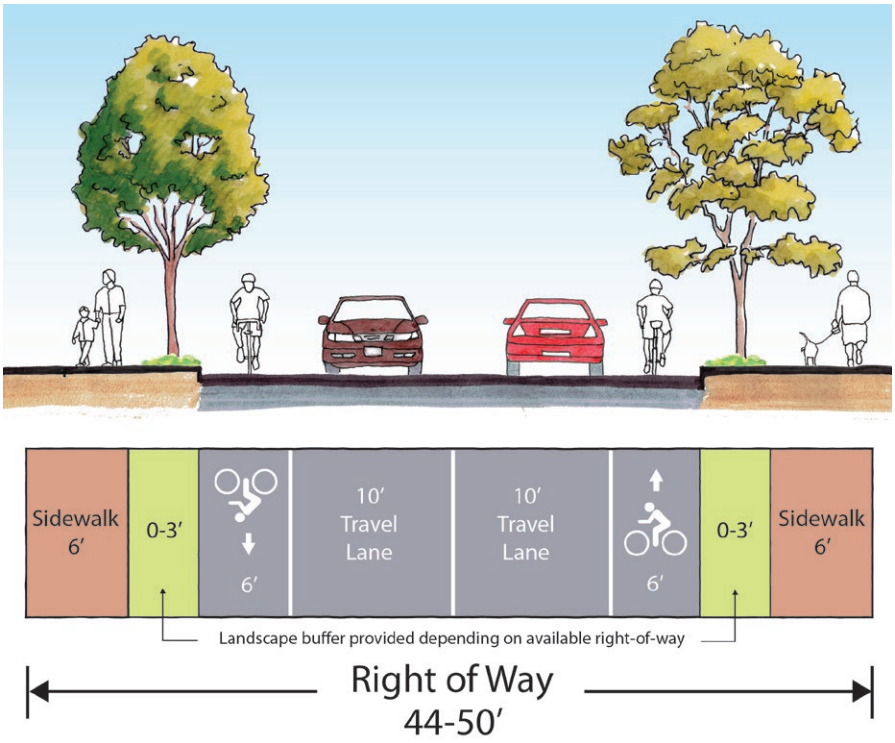
The General Plan designates Burbank Avenue as a scenic road because of its special, scenic qualities. Burbank Avenue has a unique quality characterized by a rural aesthetic, with large trees, deep front yards, and an absence sidewalks and on-street parking. Roadway drainage is through cross-over culverts and roadside drainage ditches that do not meet City street standards.

A new roadway design for Burbank Avenue, illustrated in Figure 4-2, provides greater safety for pedestrians and bicyclists while maintaining the rural aesthetic. The new design includes bike lanes, sidewalks, and a tree-lined and landscaped bioswale between sidewalks and travel lanes along both sides of the street. A similar street design was recently constructed in front of Roseland Creek Elementary School and is depicted in the Burbank Avenue Scenic Roadway Guidelines document. This same roadway treatment is proposed across from the school along the planned community park and along the rest of the length of Burbank Avenue to Hearn Avenue. The roadway portions to the north of the school are either urbanized with curb, gutter, and sidewalk or too narrow to accommodate this scenic landscaped bioswale treatment. Therefore, two designs are proposed for the roadway, one to the north of the school and the other from the school to Hearn Avenue.

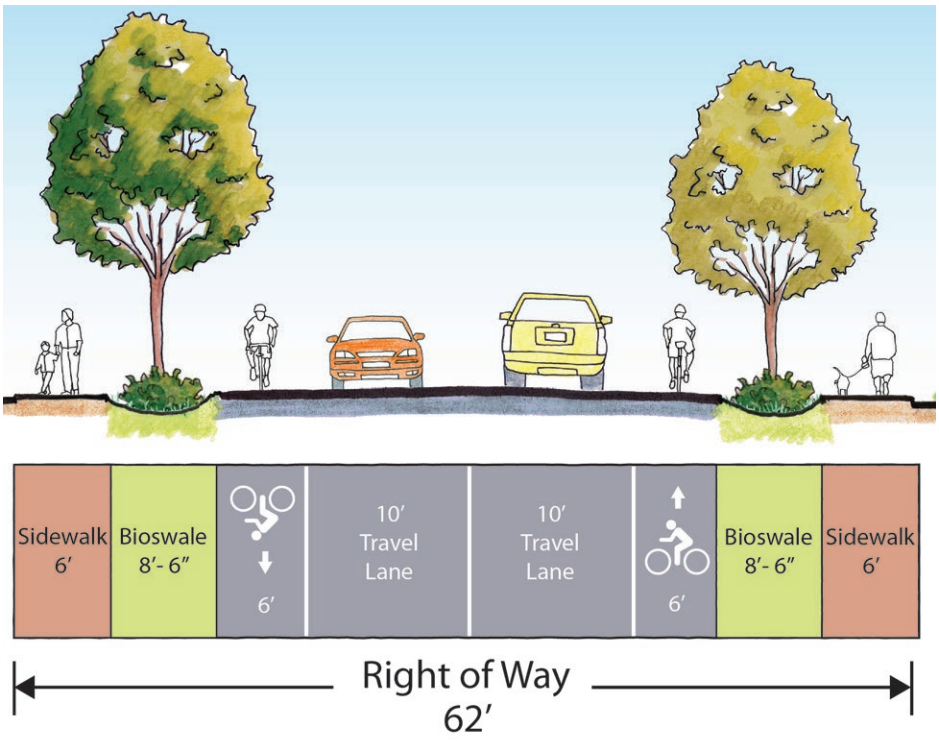
Landscaped Parkway along Burbank Ave

Figure 4-2: Burbank Avenue Street Design

Northern Section Street Design



Southern Section Street Design



Burbank Ave sections

4.2 Pedestrian & Bicycle Network

The plan proposes a number of improvements to the pedestrian and bicycle network, including continuous sidewalks, improved crossings at intersections, street lighting, and new pedestrian and bicycle routes. New pedestrian routes are provided on sidewalks and along off-street dedicated pedestrian/bicycle paths. Bike facilities are proposed along all arterial roads, along creeks, through parks, and along the Sonoma-Marin Area Rail Transit (SMART) corridor. Together this system of proposed multi-use paths, bike lanes, and bike routes greatly enhances multimodal access in the plan area, improving links to shopping areas, transit hubs, parks, and schools. Figure 4-3, Pedestrian and Bicycle Network, illustrates the location of the primary off-street and on-street pedestrian and bicycle facilities in the plan area. While sidewalks are not depicted on the map, they are intended to be along all street segments upon implementation of the Specific Plan.

The interconnected multi-use (Class I) trail system of off-street paths is shown in green on Figure 4-3 and described in detail in Table 4-3. This system is designed to:

- Provide off-street access for pedestrians and bicyclists to and along the SMART multi-use path and the Joe Rodota Trail.
- Extend the Colgan Creek and Roseland Creek trails and provide opportunities for public recreation activities and natural habitat protection and enhancement.

The bicycle network of striped bike lanes (Class II) and signposted bike routes (Class III) is shown on Figure 4-3 in purple and orange, respectively, and described in detail in Table 4-3. These facilities are designed to include the following components:

- Bike lanes along all arterial streets.
- A signage program to identify bicycle routes, particularly those leading to the SMART multi-use path.
- Connections to transit, schools, and parks.
- Connectivity across the US 101 and SR 12 freeways.
- Connections to the planned Santa Rosa Downtown Station via dedicated bike lanes along Dutton Avenue.

Table 4-3: Pedestrian and Bicycle Network Improvements

Improvement	Description
City of Santa Rosa Bicycle and Pedestrian Master Plan Proposed Paths (Class I)	Maintain or establish the following pathway facilities: • Joe Rodota Trail • SMART multi-use path (MUP) • Roseland Creek path from Stony Point Road to McMinn Avenue • Colgan Creek path along Bellevue Avenue from Burgess Drive, extending north to Dutton Avenue extension
City of Santa Rosa Bicycle and Pedestrian Master Plan Proposed Bike Lanes (Class II)	Maintain or establish the following bike lane facilities: • Sebastopol Road • Stony Point Road • Olive Street • Burbank Avenue • West Avenue • Dutton Avenue (and extensions) • Dutton Meadow (and extensions) • Northpoint Parkway • Hearn Avenue • Bellevue Avenue
City of Santa Rosa Bicycle and Pedestrian Master Plan Proposed Bike Routes (Class III)	Maintain or establish the following bike route facilities: • Corby Avenue/Dowd Drive north–south route (includes portions of Olive Street and Corby Avenue extension) • Earle Street between Olive Street and US 101 pedestrian/bicycle overcrossing • East–west route including Lazzini Avenue, Comalli Street, Hughes Avenue, McMinn Avenue, Delport Avenue, and South Avenue
New paths (Class I) designated by Specific Plan	Establish the following newly identified pathway facilities: • Create a new path along the north side of Bellevue Avenue between the Colgan Creek path and Stony Point Road • Colgan Creek path north extension: extend from new Dutton Avenue bridge over creek to Hearn Avenue along Dutton Avenue extension • Connect Beachwood Drive to SMART multi-use path through an existing maintenance access (consistent with the Santa Rosa Citywide Creek Master Plan) • Establish an off-street pathway along the east side of Rain Dance Way, and extend southward from Rain Dance Way to the Colgan Creek path • Adjust path alignments in Southside Community Park to create a seamless pedestrian-bicycle connection between Hearn Avenue and the new Rain Dance Way path • Create path through Bellevue Ranch Park to link adjacent planned bike routes
New bike lanes (Class II) designated by Specific Plan	Establish the following newly identified bike lane facilities: • West Avenue from Sebastopol Road to Joe Rodota Trail • Barham Avenue between Dutton Avenue and Olive Street (represents an upgrade from previously planned bike route)
New bike routes (Class III) designated by Specific Plan	Establish the following newly identified bike routes: • Entire length of Leo Drive and its extension to Burbank Avenue • New north–south route designated on Old Stony Point Road and Liscum Street (including future Liscum Street extension to Bellevue Avenue) • Burgess Drive including easterly extension to Dutton Meadow • New east–west route designated on Barndance Lane, Blacksmith Way, Lone Star Court, and Tuxhorn Drive (integrates with planned path connections) • Create a north–south bike route along Roseland Avenue, connecting Sebastopol Road to the Joe Rodota Trail

Figure 4-3: Pedestrian and Bicycle Network

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4.3 TRANSIT

By concentrating housing, civic uses, and shopping along Sebastopol Road and adjacent to the Southside Bus Transfer Center, the Specific Plan is intended to increase transit ridership and reduce dependence on private automobile travel. The plan also emphasizes improvements to pedestrian and bicycle connectivity to transit, further increasing the convenience and utility of using transit.

Currently, two fixed-route transit agencies provide service to the plan area: Santa Rosa CityBus and Sonoma County Transit. In addition, a paratransit service offers door-to-door service for those with disabilities.

Santa Rosa CityBus is the primary transit provider in Santa Rosa. CityBus provides regularly scheduled fixed-route service to residential neighborhoods, major activity centers, and transit hubs in the city and the plan area, including the Sebastopol Road corridor and the Southside Bus Transfer Center. The 2009 Comprehensive Transportation Plan for Sonoma County (CTP) also includes upgrades to CityBus operations, including implementation of 15-minute bus headways on Sebastopol Road. Santa Rosa CityBus is currently undergoing the "Reimagining CityBus" project to identify needed transit service improvements to respond to growth in the plan area and coordinate with future SMART service. Future improvements may include increased frequencies and additional bus stop amenities, including benches, shelters, and lighting. The draft Imagine CityBus plan calls for 15-minute transit frequencies on Sebastopol Road, consistent with the 2009 CTP.

4.4 GOALS & POLICIES

ROADWAY NETWORK

GOAL RN-1 Improve connectivity and traffic flow.

Policy RN-1.1 Improve connections by creating new streets or extensions of existing streets, as identified in Figure 4-1 and Table 4-1.

Policy RN-1.2 Require dedication of right-of-way and related street improvements or new streets as identified in the Circulation Plan when properties develop.

Policy RN-1.3 Enhance existing intersections along major arterials to improve traffic flow through use of coordinated or adaptive signal timing and/or dedicated turn pockets, as identified in Table 4-2.

Policy RN-1.4 Implement coordinated or adaptive signal timing along arterials to improve traffic flow, using intelligent transportation systems (ITS) strategies rather than roadway widening to maximize roadway efficiency, minimize congestion, and reduce greenhouse gas emissions.

Policy RN-1.5 Support the planned construction of a new US Highway 101 overpass at Bellevue Avenue and a widened overpass at Hearn Avenue to improve east–west multimodal connectivity to and from the Roseland area.

GOAL RN-2 Enhance Sebastopol Road as a vibrant and multimodal corridor.

Policy RN-2.1 Create a lush and colorful landscaped ambiance along Sebastopol Road through the use of broader sidewalks, landscaped medians, historic-style street lamps, shade trees, flowers, and bike lanes.

Policy RN-2.2 Design a raised roadway median to balance the need for access to businesses while enhancing pedestrian safety and the streetscape environment.

Policy RN-2.3 Design Sebastopol Road as a focal gathering point and pedestrian-oriented main street.

Policy RN-2.4 Increase transit service along Sebastopol Road to provide bus service every 15 minutes.

GOAL RN-3 Maintain the livability and character of Hearn Avenue while balancing the need to ease traffic congestion.

Policy RN-3.1 Prioritize and secure funding for the planned widening of the Hearn Avenue overcrossing and associated interchange improvements to relieve existing congestion and improve multimodal connectivity.

Policy RN-3.2 Include transit facilities and amenities along Hearn Avenue to support frequent transit service.

Policy RN-3.3 Ensure convenient pedestrian and bicycle connections to and from the bus transfer center with new linked bike lanes and paths, as shown on the Pedestrian and Bicycle Network map (Figure 4-3).

GOAL RN-4 Maintain the rural quality of Burbank Avenue.

Policy RN-4.1 Implement the new street design in order to balance new improvements with the existing rural character along Burbank Avenue.

Policy RN-4.2 Balance the desire to maintain rural character with pedestrian and bicycle safety along Burbank Avenue.

GOAL RN-5 Ensure roadways, paths, and parking are designed to be accessible to all users.

Policy RN-5.1 Ensure all paths, streets, and crossings are designed to be safely accessed by all users, in accordance with the Americans with Disabilities Act (ADA).

Policy RN-5.2 Consider providing accessible on-street parking spaces along major commercial corridors such as Sebastopol Road.

Policy RN-5.3 Ensure proper connectivity and accessible pathways to and from transit stops and amenities since transit riders typically start and end trips as pedestrians.

PEDESTRIAN AND BICYCLE NETWORK

GOAL PBN-1 Establish a complete network of paths for pedestrians and bicyclists to conveniently navigate through the plan area and beyond.

Policy PBN-1.1 Ensure convenient opportunities to walk and bike to daily destinations.

Policy PBN-1.2 Design streets to safely serve and accommodate all travel modes and users.

Policy PBN-1.3 Identify gaps and build sidewalks to complete the pedestrian network in neighborhoods.

Policy PBN-1.4 Develop a system to prioritize bicycle and pedestrian improvements for future funding opportunities.

Policy PBN-1.5 Require dedication of right-of-way for improvements and/or expansion of pedestrian and bicycle facilities where insufficient right-of-way currently exists.

Policy PBN-1.6 Develop and install wayfinding signage to the downtown Sonoma-Marin Area Rail Transit (SMART) station, SMART multi-use path, Sebastopol Road commercial district, and other key destinations. Wayfinding should be designed to help create a sense of place and strengthen project area identity.

GOAL PBN-2 Ensure pedestrian and bicycle facilities are designed with safety and comfort in mind.

Policy PBN-2.1 Provide pedestrian and bicycle amenities such as directional signs, benches, drinking fountains, etc., in high travel locations to serve the recreational and travel needs of residents and visitors.

Policy PBN-2.2 Implement streetscape improvements resulting in attractive, functional streets with overall enhanced access, lighting, and safety for pedestrians, bicyclists, transit users, and motorists.

Policy PBN-2.3 Install high-visibility crosswalk markings and signage in areas with high pedestrian activity.

Policy PBN-2.4 Enhance safety at the Joe Rodota Trail crossing of Stony Point Road by eliminating the free-flow right-turn island at the SR 12 eastbound ramps intersection, using curb extensions to reduce crossing distances where possible, and implementing pedestrian- and bicycle-friendly signal timing strategies.

Policy PBN-2.5 Ensure that pedestrian and bicyclist safety and convenience are maintained where paths and trails cross streets through a variety of measures such as signing, special pavement markings or colors, raised crosswalks, and/or warning lights alerting motorists to the presence of bicyclists and pedestrians at major crossings.

Policy PBN-2.6 Support bike education events and classes.

Policy PBN-2.7 Discourage additional vehicular crossings of the Joe Rodota Trail, between Stony Point Road and Olive Street. To the extent possible, all new development and redevelopment shall be designed to utilize existing crossings of the Joe Rodota Trail, at Dutton Avenue, Roseland Avenue or Stony Point Road, or the proposed crossings already identified in the Santa Rosa General Plan 2035 (at the future extension of West Avenue and the proposed street located between Stony Point Road and Hampton Way).

GOAL PBN-3 Ensure safe pathways along and across the SMART corridor.

Policy PBN-3.1 Coordinate with SMART to ensure safe railway crossings for all users.

Policy PBN-3.2 Consider adding a new bike and pedestrian crossing of the SMART rail corridor between Barham Avenue and Hearn Avenue.

Policy PBN-3.3 Ensure any proposed fencing along the SMART railroad corridor is attractive and does not obstruct visibility to the corridor.

Policy PBN-3.4 Encourage SMART to provide lighting along the railway corridor multi-use path.

GOAL PBN-4 Ensure safe routes to school.

Policy PBN-4.1 Ensure safe routes to school, including safe pedestrian crossings and clearly marked routes near schools.

Policy PBN-4.2 Provide crosswalk enhancements near schools, parks, and high-volume pedestrian areas.

Policy PBN-4.3 Prioritize pedestrian crossing signal timing enhancements at signals around schools to promote safety for pedestrians, including techniques such as early release pedestrian crossing phases (in which pedestrians receive a “walk” signal several seconds before drivers see a green light), dedicated pedestrian phases, and reduced cycle lengths (to minimize wait times).

TRANSIT

GOAL T-1 Promote the use, efficiency, safety, reliability, and convenience of public transit in the plan area.

Policy T-1.1 Provide 11-foot travel lanes on streets with transit service.

Policy T-1.2 Provide well-lit shelters with benches and bicycle parking at bus stops near schools and shopping areas consistent with CityBus standards for bus stop amenities and accessibility.

Policy T-1.3 Support increased connectivity and frequency of transit routes serving the Southside Bus Transfer Center, in keeping with the CityBus long-range plan for southwest Santa Rosa service.

Policy T-1.4 Ensure that public transit service connects major destinations in the Roseland area, including educational institutions, community facilities, parks, and major commercial corridors, as well as to the downtown and destinations outside of the plan area.