

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

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Project Sponsor:

Santa Rosa Transportation and Public Works

County:

Sonoma

Is your project seeking regional discretionary funds or an endorsement?

Endorsement

Project Name/Title:

E Santa Rosa Multimodal Corridor Improvements

Project Location:

Santa Rosa

Project Description:

100% design and environmental clearance for a multimodal corridor project on Santa Rosa Avenue from Highway 12 to southern city limits (~2 centerline miles) and Petaluma Hill Road from Santa Rosa Avenue to southern city limits (~1.3 centerline miles). There are a total of 27 CityBus stops and 15 Sonoma County Transit stops combined on these corridors.

Project includes road diet and vehicle lane narrowing, class IV bike lanes, new/improved pedestrian crossings, bus boarding islands, curb extensions, and other multimodal improvements entirely within the City ROW.

Project Phase(s):

Environmental (ENV), Preliminary Engineering (PE), Design Engineering (PSE)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

The ATP was adopted in 2025, the CBTP was adopted in 2025, and Vision Zero Action Plan and Local road Safety Plans were adopted in 2022. The South Santa Rosa Specific Plan has an anticipated adoption date in 2027.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project will include design of Class IV bike lanes, new pedestrian crossings with improvements such as RRFBs/centerline hardening/bulb-outs, bus boarding islands to accommodate the mixing zone in the Class IV bike lane, and road diets and lane narrowing to reduce vehicle speed. All of these interventions are known to create an overall low stress multimodal network for all ages and abilities, directly complying with NACTO and MTC principles of high-comfort design and accessibility.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The entire segment of Santa Rosa Avenue and Petaluma Hill Road that will be redesigned are on the city's High Injury Network for all modes. Both arterials are 3 to 6 lane facilities with high speeds, large intersections, and a scattering of commercial and residential developments. Bicycle facilities are either non-existent or are Class II with no visual or vertical separation from vehicles. The project will include road diets where possible, with lane narrowing where a road diet is not feasible. It is anticipated that almost the entire stretch of both arterials can be Class IV bike lanes, new crosswalks with traffic calming and visibility improvements, and bus stop improvements to allow for comfortable mixing zones between pedestrians and bicycles. Overall, all project components are meant to reduce vehicle speed that will result in a higher adoption of alternative transportation and a sharp reduction in the frequency and severity of injury collisions.

Infrastructure elements included in this phase of the project:

Class 4 Separated Bikeway, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Pedestrian Safety Island(s), Curb Extensions (including Bus Bulbs), Speed Limit Reduction

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

151402

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Santa Rosa CityBus (City of Santa Rosa), Sonoma County Transit (Sonoma County Department of Transportation & Public Works)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

There are 27 CityBus and 15 Sonoma County Transit stops along the two project segments. The proposed project is a multimodal corridor design process, meaning that the project is not yet designed. There are general project goals identified as a group, including, but not limited to: relocation/addition of bus stops as identified throughout the process, installation of bus boarding islands, class IV bike lanes, improved and/or new pedestrian crossings, and any other transit supportive design measures that may come up during the design process. This project has been a joint effort since approximately 2023 when the City began an update to the Active Transportation Plan (ATP) Because the ATP included recommendation of a Class IV bike lane on both arterials, it was known that coordination with transit would need to occur to ensure no adverse impacts were created by new bicycle and pedestrian mixing zones at transit stops. This was kept in mind throughout the process of the South Santa Rosa CBTP process, where multimodal improvements were identified and defined. It has been known the entire time that the general scope of improvements is known, and the design process will include all 3 agencies to ensure the project meets all the identified needs.

In addition to this project, CityBus and Sonoma County Transit are working on a separate regional wayfinding and bus stop improvement project that will increase real time information, directional signage, and bus stop amenities. Therefore, all 3 agencies are actively working together to ensure expectations are clear and ultimately will be met during the design process.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-07-16

Summary of BPAC meeting comments:

Draft Complete Streets Checklist will be presented to the Bicycle and Pedestrian Advisory Board at the 7/16/2026 meeting.

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This is a DRAFT version - not yet submitted