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# City of Santa Rosa Active Transportation Plan

*Prepared by Alta Planning + Design for the City of Santa Rosa*

**Final** April 2025

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# Acknowledgments

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- Yuri Koslen, Transit Planner
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- Climate Action Subcommittee
- Community Advisory Board
- Waterways Advisory Committee

## PARTNER ORGANIZATIONS

- Sonoma County Bicycle Coalition
- Bikeable Santa Rosa
- Sonoma County Transportation Authority

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# 01 About the Plan



# What Is Active Santa Rosa?

Active Santa Rosa serves as the city's Active Transportation Plan and equips it with a practical vision for a safe, connected, and comfortable active transportation network to serve our community members. The Plan also offers strategies and recommendations to achieve this vision. Throughout the process of creating this Plan, we worked in partnership with community members, community groups, City departments, and other interested parties to develop implementable solutions that best meet the needs of every Santa Rosa community member or visitor.

## What's in the Plan

We've designed this Plan to provide a roadmap to improving conditions for people walking, biking, and rolling. The Plan contains the following elements:

**Chapter 1: About the Plan** defines the scope of *Active Santa Rosa*. This chapter captures the goals for the future of our transportation system and lays out specific actions for the City to advance its transportation vision.

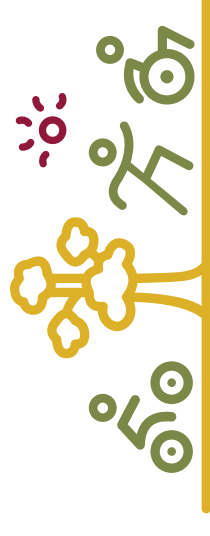
**Chapter 2: Santa Rosa Today** provides an overview of the present-day context of the city, including transit, equity, walking/rolling, economic conditions, and environmental burdens.

**Chapter 3: Community Engagement** chronicles the extensive community engagement efforts and strategies used and summarizes what we heard from community members during outreach events.

**Chapter 4: Recommendations** offers the proposed infrastructure recommendations and complementary policy and programmatic recommendations to improve walking, biking, and rolling in the city.

**Chapter 5: Implementation and Funding** outlines how we can get started. The chapter identifies planning-level costs for recommended improvements and strategies on how they could be implemented. This chapter also considers ongoing maintenance and monitoring approaches as the network expands.

**Active Transportation** is the movement of people or goods using non-motorized methods powered by human activity. Forms of Active Transportation include walking, biking, or rolling (i.e., skateboarding, riding a scooter, or using a mobility device).



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# Vision, Goals, and Objectives

The vision, goals, and objectives were developed to reflect input from the community, including the City's [Bicycle and Pedestrian Advisory Board](#) (BPAB), and align with the Santa Rosa General Plan 2035 Update and other previous and upcoming local and regional plans.

**Vision** is a broad aspirational statement for the desired future state of walking, biking, and rolling in Santa Rosa.

**Goals** are general statements of what the City hopes to achieve for active transportation over time.

**Objectives** further define how/what actions are part of meeting these goals. Each objective has associated performance measures, which are organized to the right of each objective beneath the corresponding goal.

1 The Safe Systems Approach to roadway safety aims to prevent or reduce fatalities and serious injuries. The approach is based on the premise that humans are fallible and will make mistakes, and the road system should be designed and managed to protect them from high-impact forces.

## Vision Statement

Santa Rosa is a city where the active transportation network is robust, accessible, and connected to the entire community, regardless of age and ability. It is an integral part to our Safe Systems Approach<sup>1</sup> as we strive to reach the City's Environmental and Vision Zero goals.

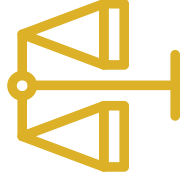
## Goals

The following goals have been set forth as part of this planning process:



### MAKE SAFETY THE DEFAULT OPTION

Update street design and operation standards for roadway segments, signalized and unsignalized intersection treatments, and traffic signal operations, and develop a set of known safety improvements to implement citywide to promote a Safe Systems Approach to the active transportation network.



### PROMOTE EQUITY AND SOCIAL JUSTICE

Provide a multimodal transportation system that prioritizes the needs of the most vulnerable road users including Black, Indigenous and communities of color, low-income communities, children and their caregivers, youth, people with disabilities, and older adults.



### INCREASE ACCESS AND COMFORT

Provide a well-connected multimodal transportation network that offers comfortable and convenient mobility options for all community members and visitors of Santa Rosa.



### CREATE A SUSTAINABLE CITY

Advance environmental quality and economic prosperity for the city by providing active transportation facilities that encourage non-vehicle modes of travel, resulting in reduced vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

# Objectives

The following objectives have been developed to help City staff keep track of the progress of achieving the goals mentioned on the page before.



## MAKE SAFETY THE DEFAULT OPTION

- ✓ Update street cross-section design standards to reflect national and international best practices for safety and provide flexible design criteria allowing for street designers to respond to different situations.
- ✓ Establish system-wide consistency to prioritize removing conflicts in time and/or space.
- ✓ Remove conflicts to implementing the *Active Transportation Plan*.
- ✓ Integrate Vision Zero principles in all City projects and departments and thus focus on the elimination of all traffic fatalities and severe injuries on city roadways.



## PROMOTE EQUITY AND SOCIAL JUSTICE

- ✓ Prioritize improvements along the High-Injury Network and in historically disadvantaged communities.
- ✓ Prioritize the needs of the most vulnerable road users in the funding, planning, design, and maintenance of all transportation facilities.
- ✓ Address the needs and trip patterns of vulnerable populations.



## INCREASE ACCESS AND COMFORT

- ✓ Increase access and comfort by designing the network for all ages and abilities in line with the best available research and design standards.
- ✓ Maintain the existing network and address gaps to establish an active transportation network that is more complete, connected, sustainable, and better integrated with public transportation.
- ✓ Expand short-term and secure long-term bicycle parking capacity in public spaces and through new housing and commercial development requirements.
- ✓ Improve access to transit stops and stations for people walking, biking, and rolling.



## CREATE A SUSTAINABLE CITY

- ✓ Reflect sustainable priorities in the City's Capital Improvements budget and other operating programs.
- ✓ Support a culture of active and transit mode choice through incentives, programs, and initiatives that focus on reaching families, women, seniors, low-income, and non-English speaking communities.
- ✓ Create an Open Streets program that makes certain streets "car-free" on select days to increase awareness and social acceptability of walking, biking, and rolling.
- ✓ Reduce VMT and GHG emissions through investments in the active transportation network that support a shift in behavior from driving a car to walking, biking, rolling, and transit.

# 02 Santa Rosa Today



To develop *Active Santa Rosa*, we considered previously identified needs and issues and evaluated the present state of the transportation system to improve safety and comfort for people walking, biking, or rolling. We looked at the transportation system from different perspectives including demographics, community health, economic conditions, environmental burdens, and street systems. This helped us better understand what motivates or deters people in how they choose to travel.

## Building on the Past

We completed a review of 21 plans from the past 45 years to make sure that *Active Santa Rosa* builds on and furthers the transportation goals and actions identified by prior and ongoing planning efforts, while being cognizant of how the past plans can be improved.

Since adopting the [2018 Bicycle and Pedestrian Master Plan Update](#), the City has demonstrated a strong commitment to improving road safety by promoting walking, biking, and rolling, and transit use, and reducing vehicle miles traveled (VMT). This commitment is reflected through initiatives like the [City of Santa Rosa Local Road Safety Plan](#) (2022), and the [Sonoma County Vision Zero Action Plan](#) (2022). Moreover, with the adoption of the [Community Empowerment Plan](#) (2020), the City is placing a strong emphasis on engaging local stakeholders, particularly disadvantaged communities, so that transportation improvements benefit all community members, especially those who depend on active and public transportation in their daily lives. The complete plan review document can be found in [Appendix A](#).

*Active Santa Rosa* builds off these plans and will advance these efforts by outlining a comprehensive network for walking, biking, and rolling that is designed for people of all ages and abilities.

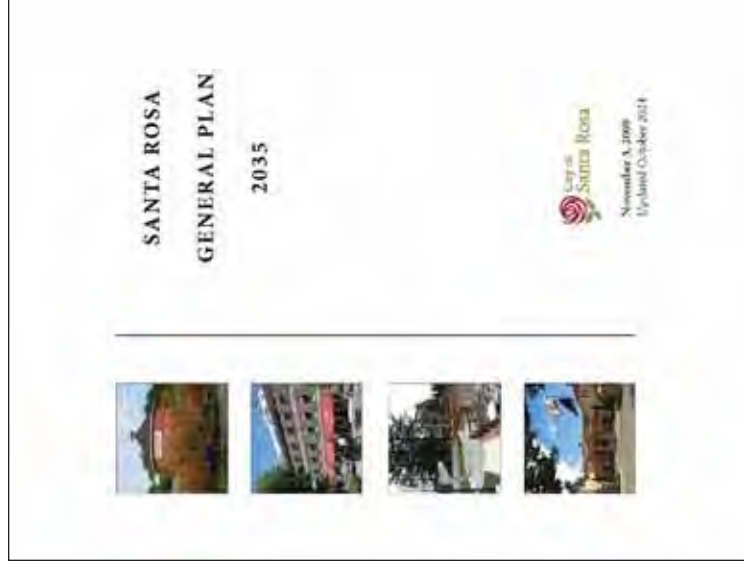


Figure 1. Santa Rosa General Plan 2035 (Revised 2024)



Prince Memorial Greenway Trail in Santa Rosa, CA

## Transit

Santa Rosa is served by several transit providers and routes that offer connections to local and regional destinations. Amtrak, Golden State Transit, Mendocino Transit, Sonoma County Transit, and SMART Rail provide connections to Mendocino County, Sonoma County, Marin County, and San Francisco County with connections to the greater Bay Area. Locally, Santa Rosa CityBus operates on bus routes that extend throughout the city from the downtown. According to CityBus boarding and alighting counts from 2023-2024, the two most popular bus stops are the Transit Mall and the Coddington Transit Hub, each with regional transit connections. Additional details on bus ridership are included in **Figure 2**.

## Equity

A city's transportation system can support the ability or limit the capacity of community members and visitors to access food and healthcare, to reach opportunities for work and recreation, and to connect to parks and other local destinations. The barriers and challenges of the transportation system can also disproportionately affect historically underserved or disenfranchised populations. *Active Santa Rosa* aims to develop an equitable transportation system that prioritizes improvements in underserved communities and is geographically distributed throughout neighborhoods and demographic groups.

This Plan used data from the Metropolitan Transportation Commission (MTC)<sup>1</sup> and the City of Santa Rosa<sup>2</sup> to identify the areas and populations in the city that may benefit the most from improvements to the active transportation network. Our analysis showed that Santa Rosa's disadvantaged communities are clustered along Highway 101 and State Route 12 (SR 12), with the highest concentration falling within the Roseland and South Park neighborhoods (**Figure 3**). Apart from facing economic and social disadvantages, these communities are also burdened by physical barriers to travel posed by Highway 101 and SR 12, which disconnect them from the rest of the city.

See **Appendix B** for the full equity analysis.

1 The Metropolitan Transportation Commission (MTC) identified Equity Priority Communities (EPCs) as a strategy to make investment decisions that meaningfully reverse the disparities in access to transportation, housing, and other community services. EPCs include census tracts that have significant concentrations of underserved populations, such as households with low incomes and people of color.

2 Equity Priority Areas (EPAs) featured in Figure 3 (depicted with red diagonal stripes) were identified in Santa Rosa's General Plan 2050, which is currently being updated. While the EPAs will be used by the City's Planning & Economic Development Department in the coming decades, the EPCs will be used primarily by the Transportation & Public Works Department, especially for grant purposes. This analysis included data variables on underserved populations such as income, race, disability, citizenship status, occupation, language, housing status, LGBTQ+, access to a motor vehicle, and legal status.

Figure 2. Average Daily Boardings and Alightings at Bus Stops

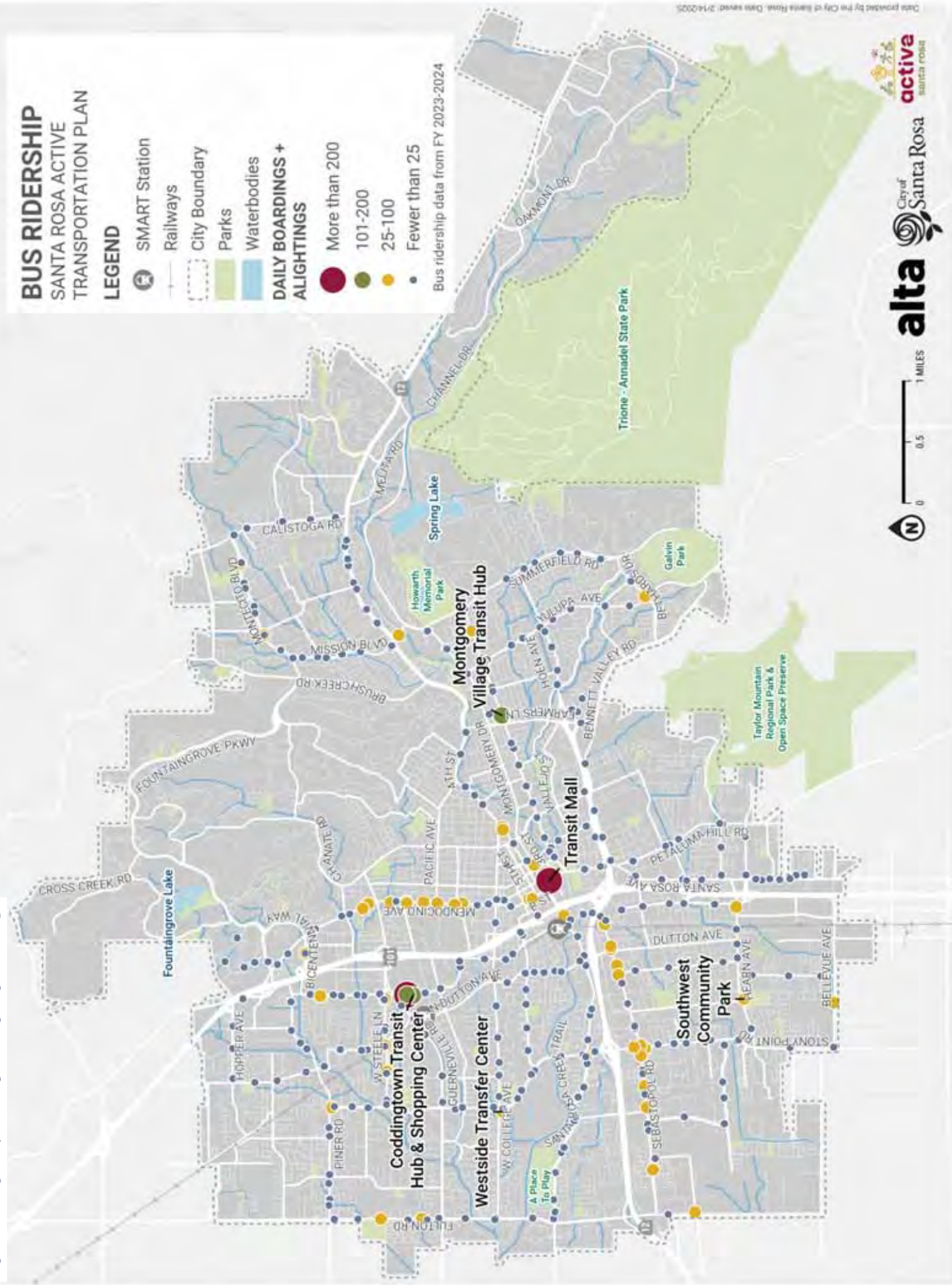


Figure 3. Equity Priority Communities

# **EQUITY PRIORITY COMMUNITIES (EPC)**

SANTA ROSA ACTIVE  
TRANSPORTATION PLAN

## **LEGEND**

SMART Station

Railways

City Boundary

Parks

Waterbodies

City of Santa Rosa's  
Equity Priority Areas

**METROPOLITAN  
TRANSPORTATION  
COMMISSION EPC**

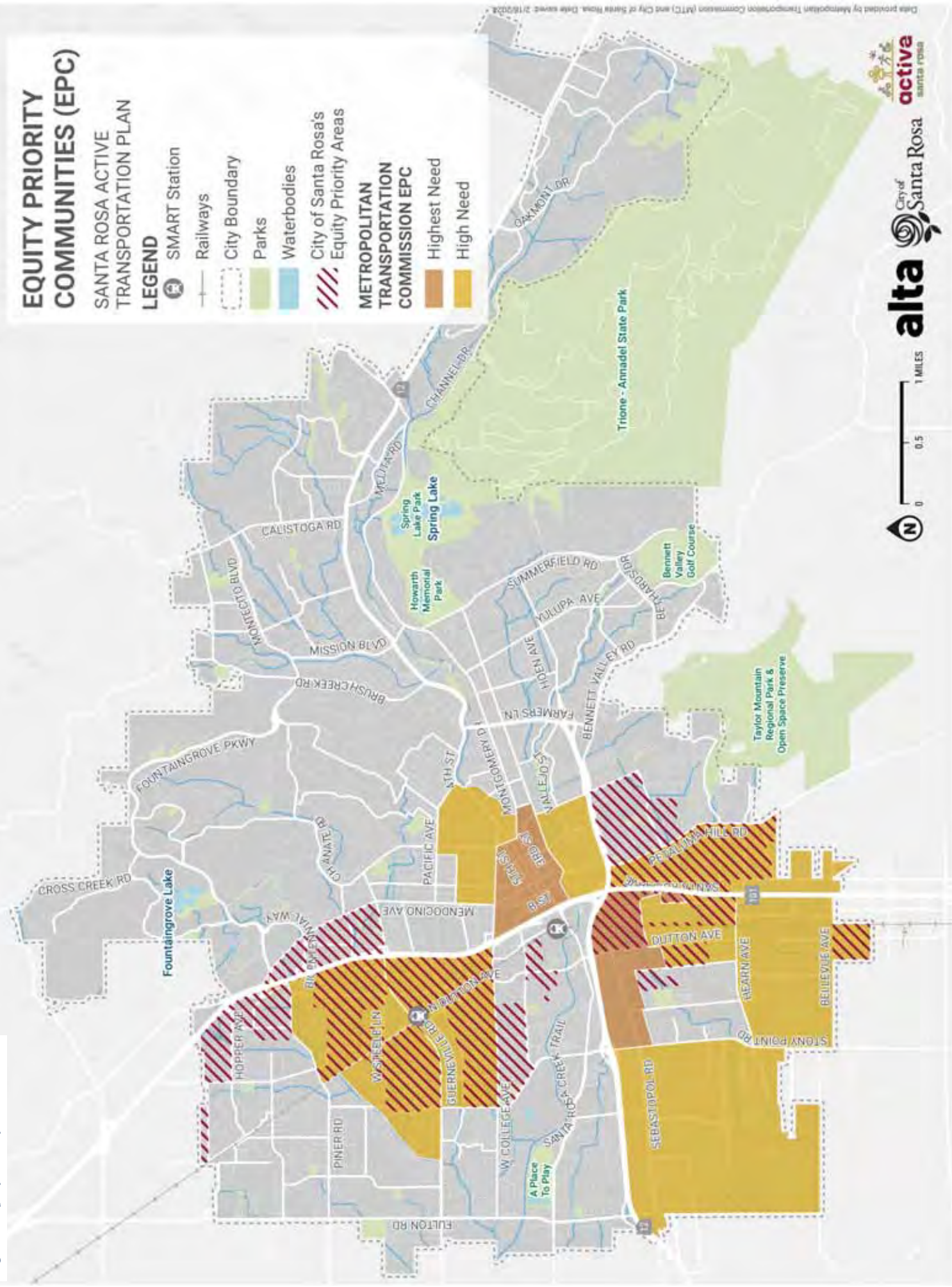
Highest Need

High Need

Data provided by Metropolitan Transportation Commission (MTC) and City of Santa Rosa. Date saved: 2/16/2024



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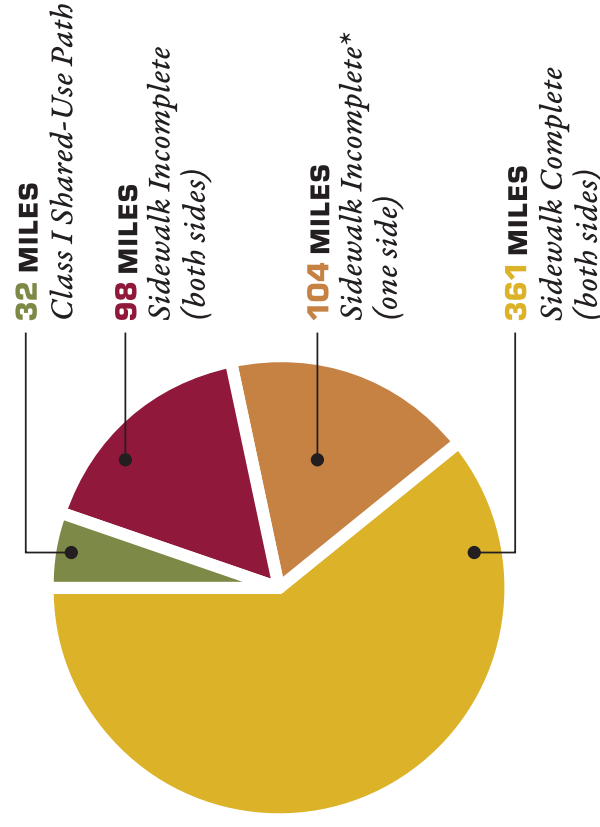
# Walking and Rolling

The city's existing walking and rolling facilities, as of spring 2024, include 361 miles of completed sidewalks and 32 miles of existing shared-use paths. Examples of these facilities are featured in **Figure 4** and **Figure 5**. The complete network of pedestrian facilities can be found in **Figure 6**. Most streets have complete sidewalks on both sides in the central downtown area, which has a well-connected and dense street grid. However, there are over 200 miles of roadways with incomplete facilities, where sidewalks are largely absent from one or both sides of the street. The sidewalk network is less complete outside of the downtown area, where the street grid is

interrupted on the western and southern areas of the city by highways and to the east by the city's hillside. Additionally, the Roseland neighborhood lacks many sidewalks due to past development decisions made prior to annexation by the City in 2017.

Our analysis showed that crosswalk markings exist at approximately 48% of intersections along major roadways (collectors and arterials) but are less common at intersections between local roads. However, crosswalks are often present at intersections between local roads near schools and parks. See **Figure 7** for more details.

**Existing Pedestrian Network (2024)** Excludes facilities along private roadways



\*In some instances, sidewalks are only appropriate on one side of the street, such as along frontage roads where there are no services next to a freeway.



Figure 4. Sidewalks along 4th Street in Downtown Santa Rosa



Figure 5. SMART Pathway/Great Redwood Trail (Shared-Use Path) in Santa Rosa

Figure 6. Existing Sidewalks

## EXISTING SIDEWALKS

### SANTA ROSA ACTIVE TRANSPORTATION PLAN

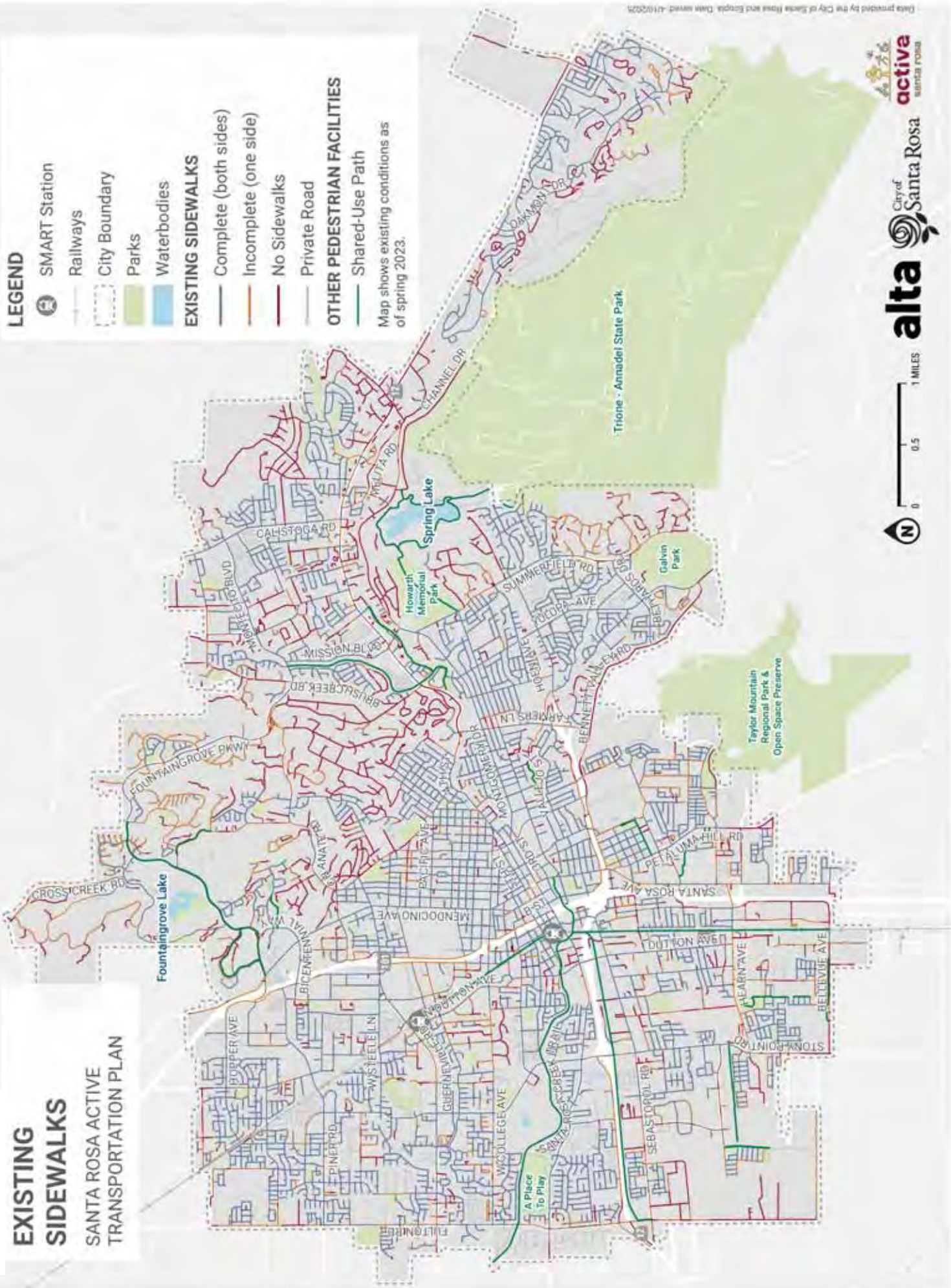


Figure 7. Existing Crosswalks

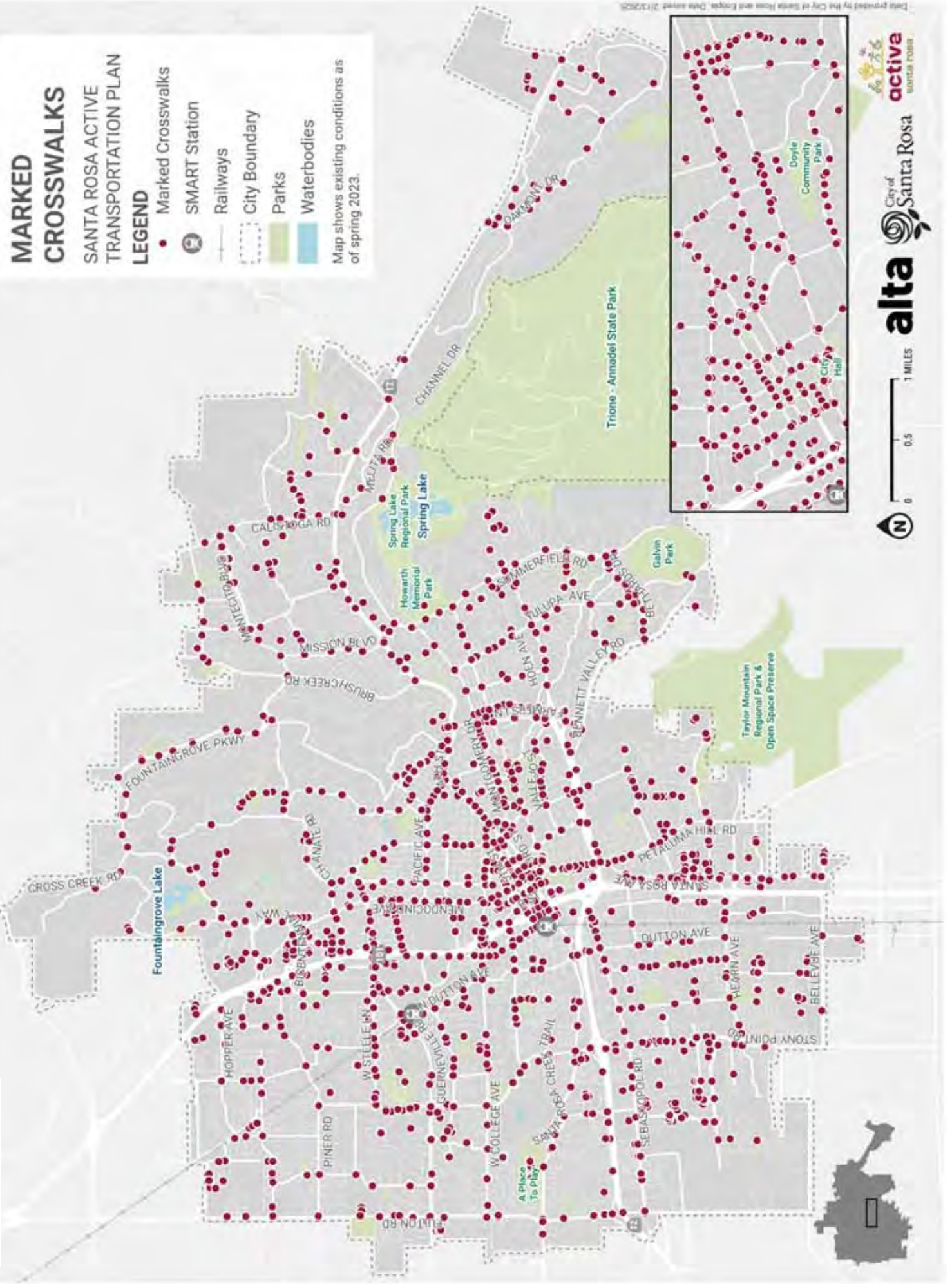
**MARKED CROSSWALKS**

SANTA ROSA ACTIVE TRANSPORTATION PLAN

**LEGEND**

- Marked Crosswalks
- 🚶 SMART Station
- Railways
- City Boundary
- Parks
- Waterbodies

Map shows existing conditions as of spring 2023.



Map provided by the City of Santa Rosa and Esri. Date: 01/2023

# Biking

Santa Rosa has 110 miles of bicycle facilities, as of 2023, as shown in **Figure 8**. The bicycle facility types are defined in the **Bicycle Facility Toolbox**. Most existing bicycle facilities consist of bike lanes (68 miles) along cross-city corridors, providing connections to regional destinations including downtown and the Santa Rosa Junior College. However, a significant portion of the bike lanes run along multilane arterials, such as Stony Point Road, Guerneville Road, and Santa Rosa Avenue. These arterial roadways can feel uncomfortable for many people biking due to the higher posted speed limits and lack of physical separation from vehicle traffic.

In addition to bike lanes, Santa Rosa also benefits from 32 miles of shared-use paths (2023) that often run alongside creeks and railroad tracks. Examples of shared-use paths include the Santa Rosa Creek Trail, the Joe Rodota Trail, and the SMART Pathway/Great Redwood Trail. Although the network of shared-use paths is extensive, connectivity between them can be interrupted by large roads, creating gaps in the network. Furthermore, while there is a concentration of shared-use paths on the western side of the city, the eastern parts have proportionately less separated facilities.



*Buffered bike lane on 7th Street in Santa Rosa, CA*

## Existing Bicycle Network (2023)



Figure 8. Existing Bicycle Facilities

# EXISTING BIKE FACILITIES

SANTA ROSA ACTIVE  
TRANSPORTATION PLAN

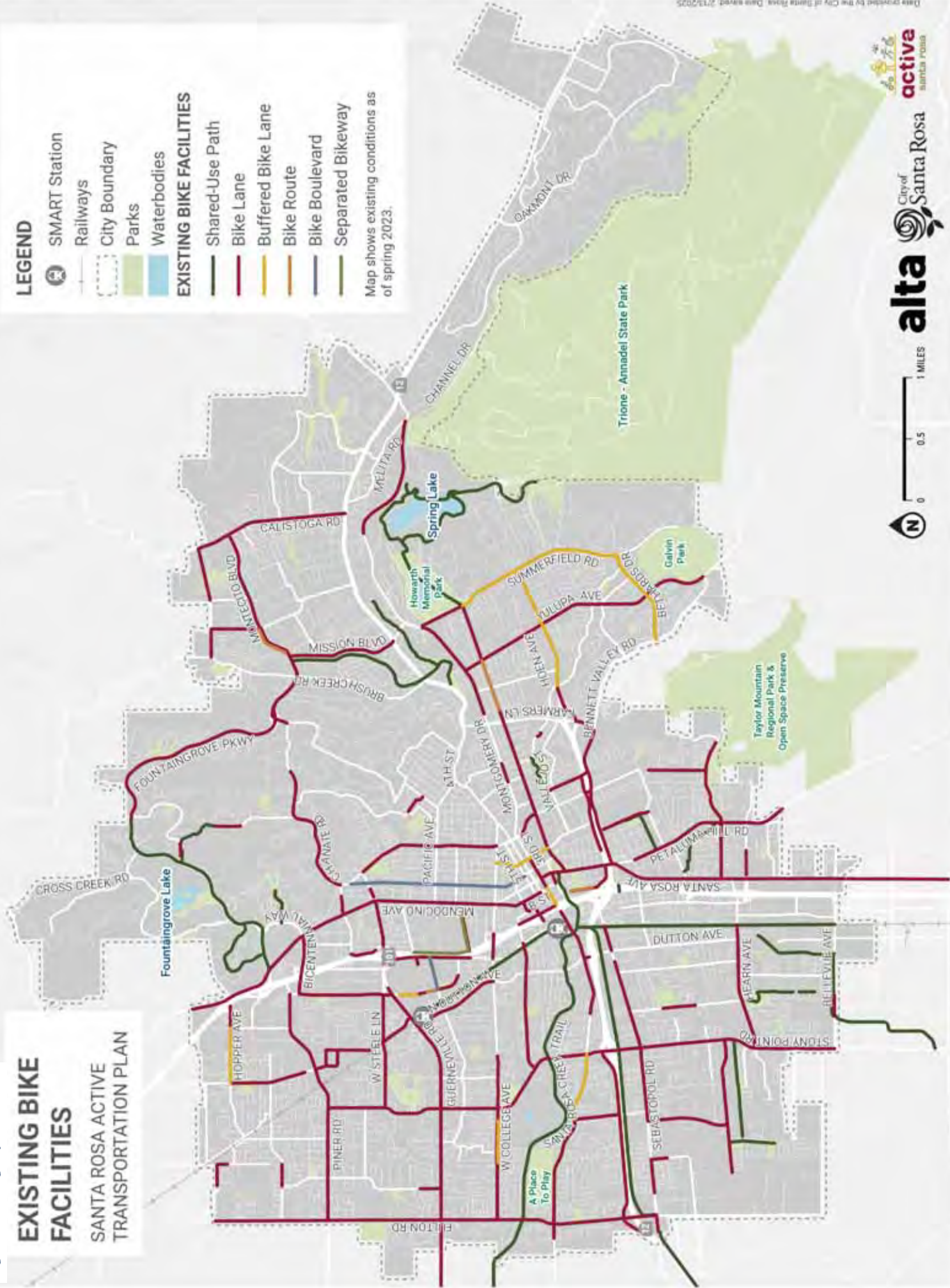
**LEGEND**

- SMART Station
- Railways
- City Boundary
- Parks
- Waterbodies

**EXISTING BIKE FACILITIES**

- Shared-Use Path
- Bike Lane
- Buffered Bike Lane
- Bike Route
- Bike Boulevard
- Separated Bikeway

Map shows existing conditions as of spring 2023.



# User Comfort

We also evaluated how comfortable our transportation network is for the average person walking, biking, or rolling based on existing characteristics, including the presence of sidewalks, dedicated facilities, and space between users. The more comfortable a walking, biking, or rolling facility is, the more accessible it becomes for a larger segment of the population, regardless of age or ability. To understand this, we used pedestrian level of traffic stress (PLTS) and bicycle level of traffic stress (BLTS) analyses, which helped us identify the streets that are least comfortable for people walking, biking, and rolling. The PLTS and BLTS scores are based off of the characteristics explained in [Appendix B](#) and are not meant to reflect subjective experiences of road users. The scores are just one of many factors used to inform the Plan recommendations and prioritization, but are not the exclusive mechanism for deciding projects. A full methodology of these analyses can be found in [Appendix B](#).

## Pedestrian LTS

Low-stress roadways for people walking or rolling feature minimal interactions between people and motor vehicles, either due to low vehicle speeds and volumes – such as a neighborhood street – or because there is a greater degree of separation between the sidewalk and the travel lane, such as wide sidewalks on major roadways. Our analysis

## PEDESTRIAN LEVEL OF TRAFFIC STRESS



indicated that most major roadways in Santa Rosa are high-stress environments for people walking and rolling, as illustrated in [Figure 9](#). Although many of these roads have six-foot sidewalks on both sides, the lack of buffer space between people walking and vehicle traffic, along with faster vehicle speeds and wider roadway widths, creates significant traffic-related stress. For instance, along segments of Santa Rosa Avenue, Guerneville Road, and College Avenue, people must walk or roll next to vehicles traveling at 35 mph or faster on a five-lane roadway without a parking aisle to separate the sidewalk from the travel lane.

In contrast, the local trail network offers off-street, low-stress connections between various neighborhoods in the city. Similar to the results

from the BLTS analysis, many parts of the city require traveling along a high-stress major street to access destinations. The stressful conditions along these major roads act as barriers to walking and rolling.

**PLTS:** An estimate of the level of comfort for people walking on a given roadway segment. Segments are defined as the stretch of road between intersections. PLTS is determined by characteristics of a given roadway segment including sidewalk presence and width, sidewalk buffer width and type, posted speed limit, and number of travel lanes. PLTS is scored from 1 to 4, with lower scores corresponding to high comfort, as seen above.

Figure 9. Pedestrian Level of Traffic Stress

# **PEDESTRIAN LEVEL OF TRAFFIC STRESS** SANTA ROSA ACTIVE TRANSPORTATION PLAN

## **LEGEND**



City Boundary

Parks

Waterbodies

## **PEDESTRIAN LEVEL OF TRAFFIC STRESS**

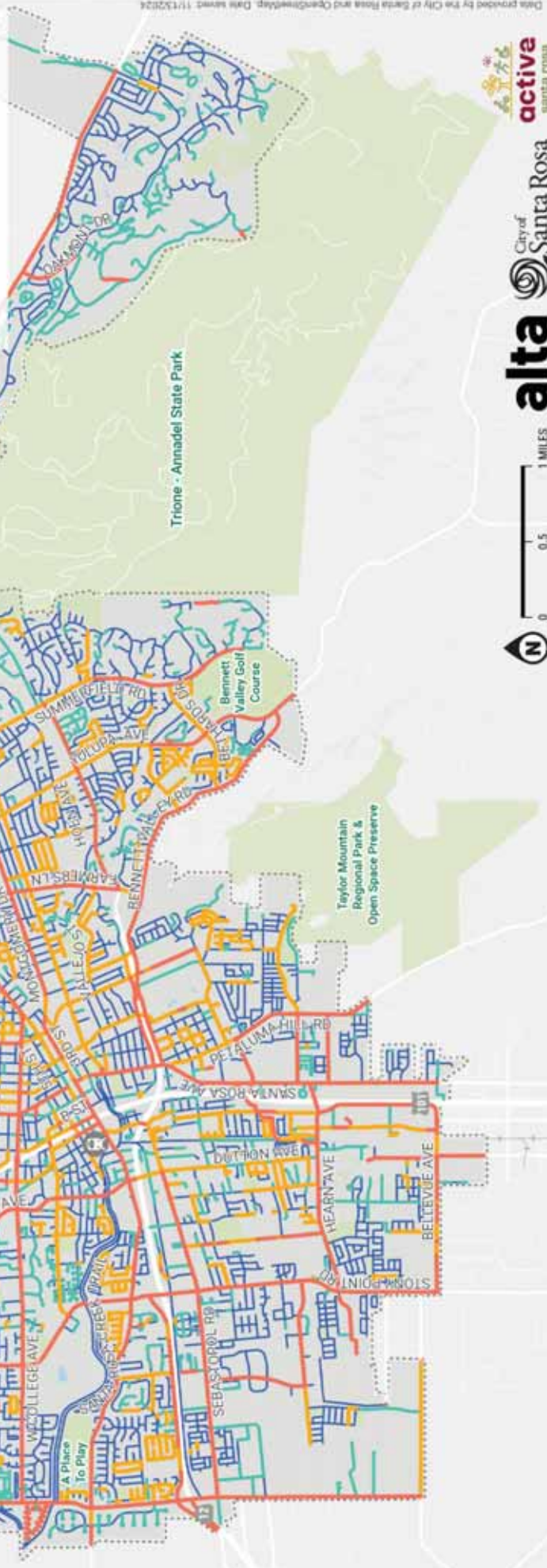
1 (Most comfortable)

2

3

4 (Least comfortable)

LTS scores reflect the metrics found in  
Appendix A and are not meant to be  
used for route selection



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Data provided by the City of Santa Rosa and OpenStreetMap. Date revised: 11/15/2024

## Bicycle LTS

Bikeways are considered low-stress when they involve minimal traffic interactions, either due to low vehicle speeds and volumes—such as a shared neighborhood street—or because there is a greater degree of physical separation between the bikeway and the traffic lane, like a separated bikeway on a major roadway. Similarly to the PLTS results, our analysis showed that major roadways are high-stress environments for people biking (rated BLTS 3 and BLTS 4), despite the presence of bike lanes on several of these routes. For instance, Sebastopol Road, Santa Rosa Avenue, and Mendocino Avenue are major roads with existing bike lanes but have posted speed limits of 35 mph. These higher speed limits diminish the effectiveness of the bicycle facilities and contribute to increased stress for most people biking.

In contrast, local roads offer a more comfortable biking experience within neighborhoods (rated BLTS 1 and BLTS 2) due to lower speed limits and fewer travel lanes. Additionally, shared-use paths such as the Joe Rodota Trail and Santa Rosa Creek Trail provide separated, low-stress east-west connections along the SR 12 corridor. However, many of the low-stress roadways are disconnected by high-stress roadways. Traveling from one neighborhood with low-stress local roadways to another neighborhood or to a community destination, often requires either biking along high-stress streets or making longer indirect routes on low-stress streets. This situation can lead to longer travel times and may discourage people from biking. The results from the BLTS analysis are documented in **Figure 10**.

**BLTS:** An estimate of the level of comfort for people biking on a given roadway segment. Segments are defined as the stretch of road between intersections. BLTS is determined by characteristics of the biking facility, buffer width, and type, posted speed limit, and the number of travel lanes. BLTS is scored from 1 to 4 with lower scores corresponding to high comfort as seen below.

### BICYCLE LEVEL OF TRAFFIC STRESS

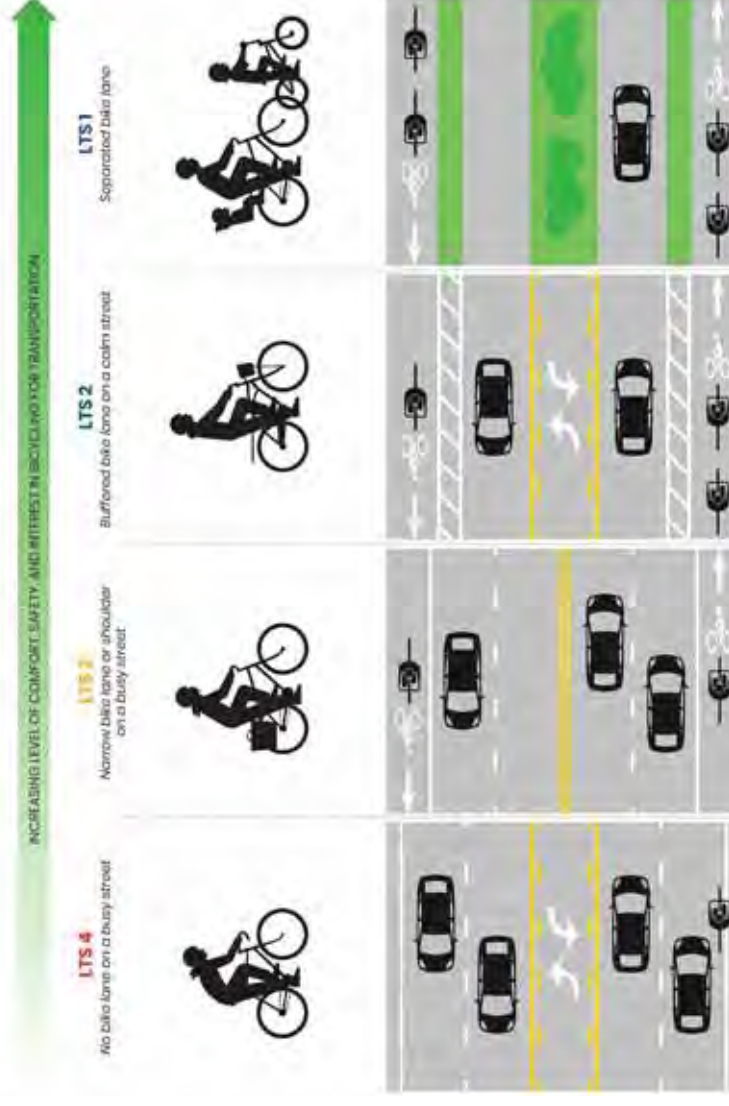


Figure 10. Bicycle Level of Traffic Stress

# **BICYCLE LEVEL OF TRAFFIC STRESS** SANTA ROSA ACTIVE TRANSPORTATION PLAN

## **LEGEND**

 SMART Station

 City Boundary

 Parks

 Waterbodies

## **BICYCLE LEVEL OF TRAFFIC STRESS**

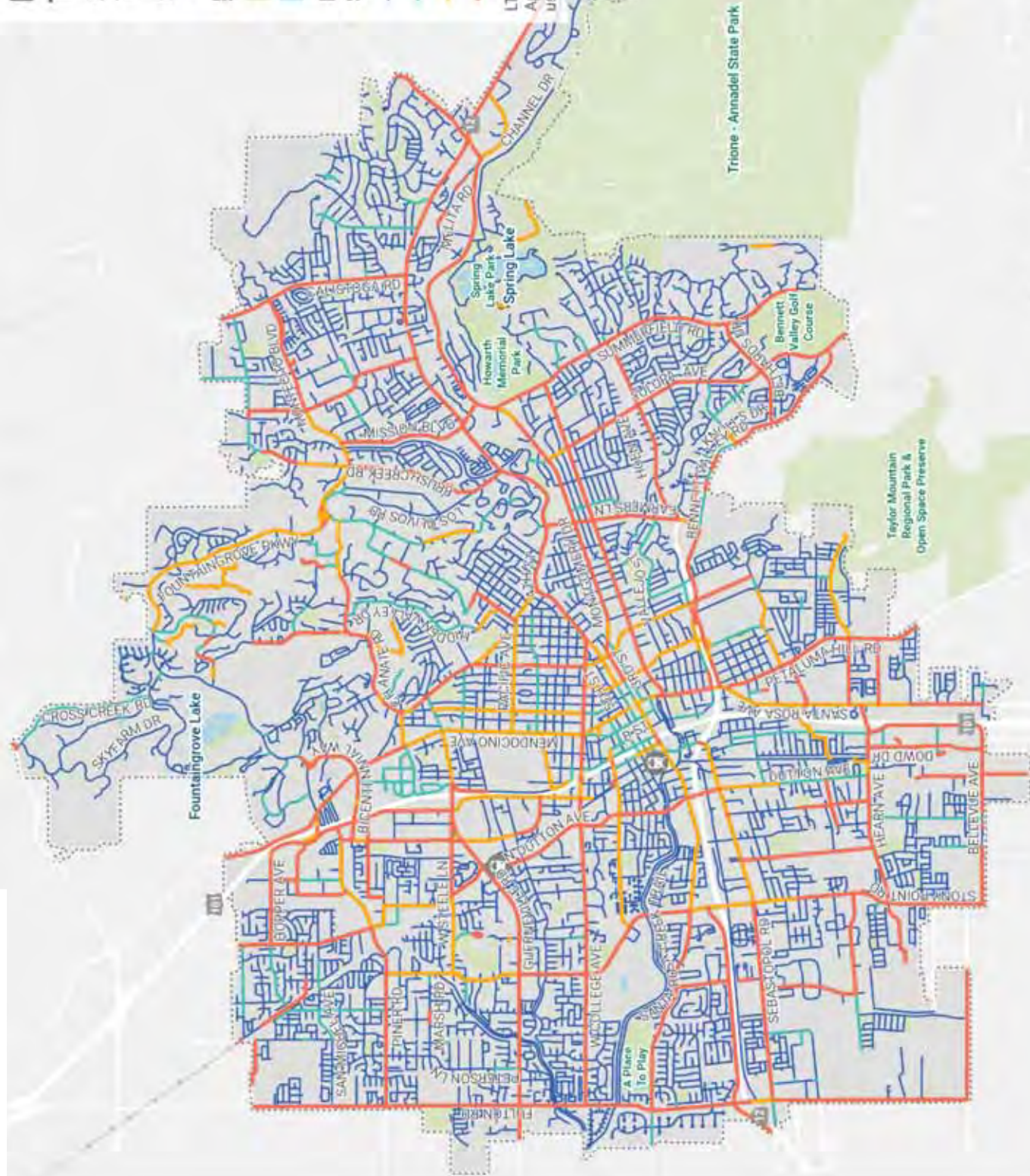
 1 (Most comfortable)

 2

 3

 4 (Least comfortable)

LTS scores reflect the metrics found in Appendix A and are not meant to be used for route selection

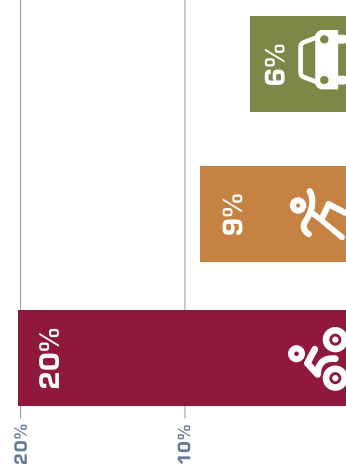


0 0.5 1 MILES

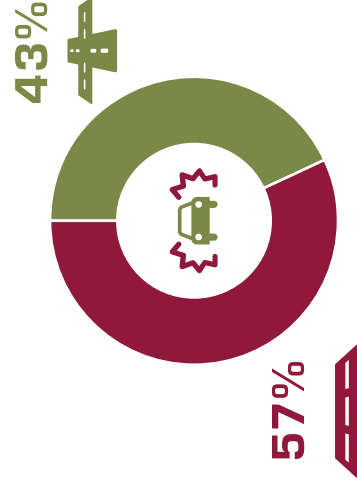
# Safety

Safety is a crucial component of *Active Santa Rosa*, as the data showed people who walk, bike, or roll tend to be particularly vulnerable and more likely to suffer serious injuries or fatalities when struck by a motor vehicle. We completed a collision analysis to identify the location, type, and severity of collisions involving people biking and walking. We were particularly interested in understanding the locations with a high number of people **killed or severely injured (KSI)** so we could improve conditions at those particular locations. **Figure 11** notes the location of all collisions for people walking, biking, and rolling for the five year period between 2017 and 2021. **Figure 12** highlights the collision hot spots that include some of the major corridors in the city including portions of Sebastopol Road, Santa Rosa Avenue, and SR 12.

The collision data shows reported collisions only. It is important to note that many minor collisions go unreported and are therefore not represented in our analysis. The results from our analysis revealed the following trends:



People **biking** and **walking** experience higher rates of KSI collisions than people driving.



The highest number of KSI collisions involving people walking, biking, or rolling occurred along major roadways with speed limits of over 35 MPH and where roadways intersect with Highway 101 and SR 12.

Over half (57%) of collisions involving people walking, biking, and rolling occurred along roadways, compared to 43% at intersections.

**57% of pedestrian-related collisions** were of people walking in the crosswalk



**57% of bicycle-related collisions** included violations of motor vehicles in the bicyclist right-of-way



Roadways along commercial and mixed-use land use designations are often arterials, and tend to experience higher rates of collisions compared to roadways with other land use categories (i.e., residential or industrial).

The most common collision type for people walking, biking, and rolling (all severities, including KSI) included **people walking in the crosswalk (57%)** and **bicyclist right-of-way (people driving failed to yield to people biking) (66%)**.

More details of the trends mentioned above can be found in **Appendix B**

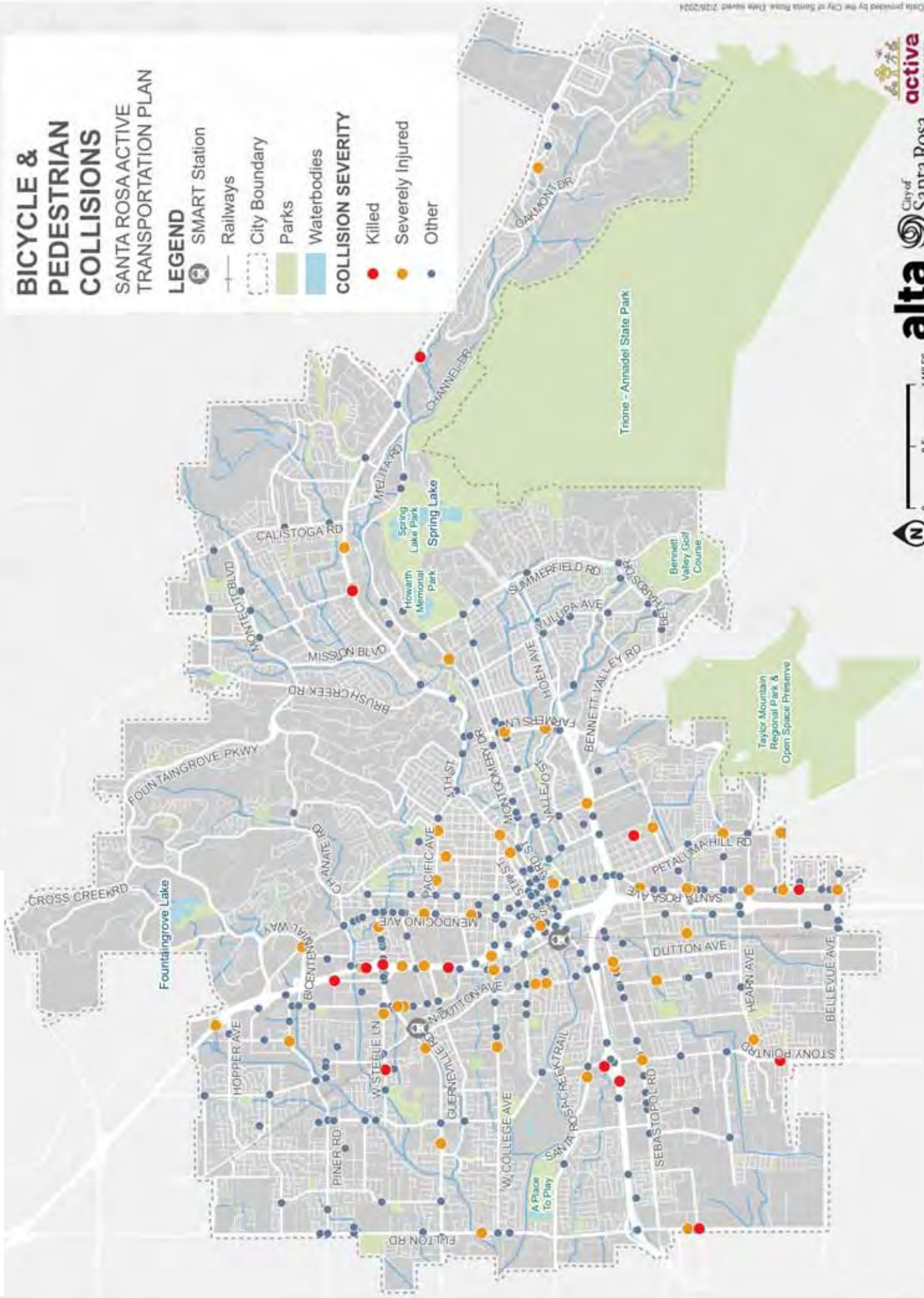
Figure 11. Bicycle and Pedestrian Collisions by Severity (2017–2021)

# BICYCLE & PEDESTRIAN COLLISIONS

## SANTA ROSA ACTIVE TRANSPORTATION PLAN

### LEGEND

-  SMART Station
  -  Railways
  -  City Boundary
  -  Parks
  -  Waterbodies
- ### COLLISION SEVERITY
-  Killed
  -  Severely Injured
  -  Other

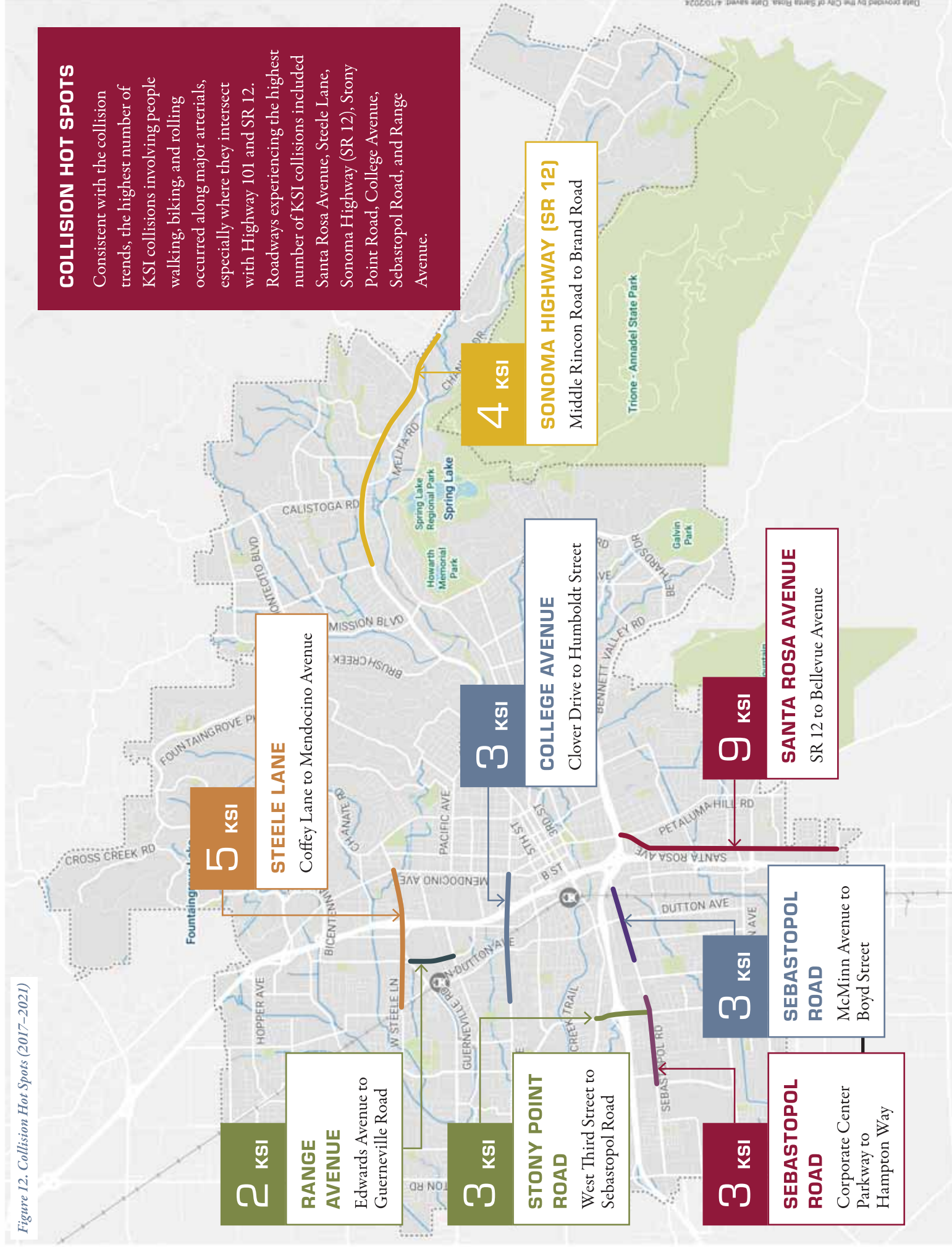


**alta**

City of Santa Rosa



Figure 12. Collision Hot Spots (2017–2021)



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# 03 Community Engagement



Throughout the development of *Active Santa Rosa*, we gathered input from a diverse group of community members and stakeholders to identify and better understand needs, challenges, and priorities regarding the active transportation network. The feedback focused on safety issues, distribution of facilities, and connections to local destinations.

This section summarizes the overall engagement approach, details the engagement strategies, identifies who was engaged, and highlights the insights gained during each phase. For a more comprehensive breakdown of the outreach activities and findings, please refer to **Appendix C**.



*Participants at Cinco de Mayo pop-up event during Phase 1 of engagement*

## Leading with Equity

We conducted outreach activities throughout the city, focusing particularly on the Equity Priority Communities (see **Figure 3** in **Chapter 2**). Understanding the experiences of these communities was essential for identifying existing issues and concerns from diverse perspectives. Their feedback helped shape recommendations

for creating a transportation system that serves everyone effectively. Materials were made available in English and Spanish, and bilingual staff focused on providing Spanish-only spaces during each outreach opportunity to encourage participation from Santa Rosa's Spanish-speaking communities.

# Engagement Strategies

Community engagement included both in-person and virtual strategies aimed at engaging with our community members where they were and providing a variety of convenient opportunities for involvement. Engagement strategies included the project webpage, online interactive map, attendance at Bicycle and Pedestrian Advisory Board (BPAB) meetings, stakeholder meetings, public workshops, and pop-up events. Engagement occurred in two phases:

## PHASE 1: DISCOVERY

We focused on understanding the unmet community needs related to walking, biking, and rolling. We used these results to inform the development of the Plan's recommendations.

## PHASE 2: RECOMMENDATIONS

We provided opportunities for community members to provide feedback on the Plan's draft recommendations. We used feedback to fine tune our recommended improvements and prioritize their implementation.

A complete list of the events, including dates and locations, can be found in **Appendix C**.



Project webpage

## STRATEGY

### Project Webpage

The City webpage was updated throughout the planning process to advertise engagement opportunities and post key Plan documents.

## STRATEGY

### Bicycle and Pedestrian Advisory Board (BPAB) Meetings

BPAB meetings were held at each phase of engagement to gather feedback from this key stakeholder group focused on walking, biking, and rolling. The meetings were held virtually and included a presentation followed by an open discussion. An additional six meetings were held with the BPAB for public comment opportunities on Plan deliverables not associated with a specific phase of engagement.

## PHASE 1

2 MEETINGS

## PHASE 2

1 MEETING

## STRATEGY

### Stakeholder Meetings

Thematic stakeholder meetings were held during each phase of engagement: one set of meetings was focused on community-based organizations while another set of meetings was geared towards partner agencies and City departments. The meetings were held virtually and included a presentation followed by an open discussion.

## PHASE 1

2 MEETINGS

## PHASE 2

2 MEETINGS

## Online Interactive Map

An online map was available during each phase of engagement. The online map allowed community members to provide feedback on specific challenges and desired facilities and routes for walking, biking, and rolling. Phase 1 included an interactive map where the community indicated barriers and opportunities to using active transportation, whereas the Phase 2 map requested that community members review and confirm the draft infrastructure recommendations.

### PHASE 1



**1,956**  
INTERACTIONS



**488**  
UNIQUE COMMENTS



**109**  
COMMENTS ON  
UNIQUE COMMENTS



**1,349**  
VOTES ON  
UNIQUE COMMENTS

### PHASE 2



**2,508**  
INTERACTIONS



**230**  
UNIQUE COMMENTS

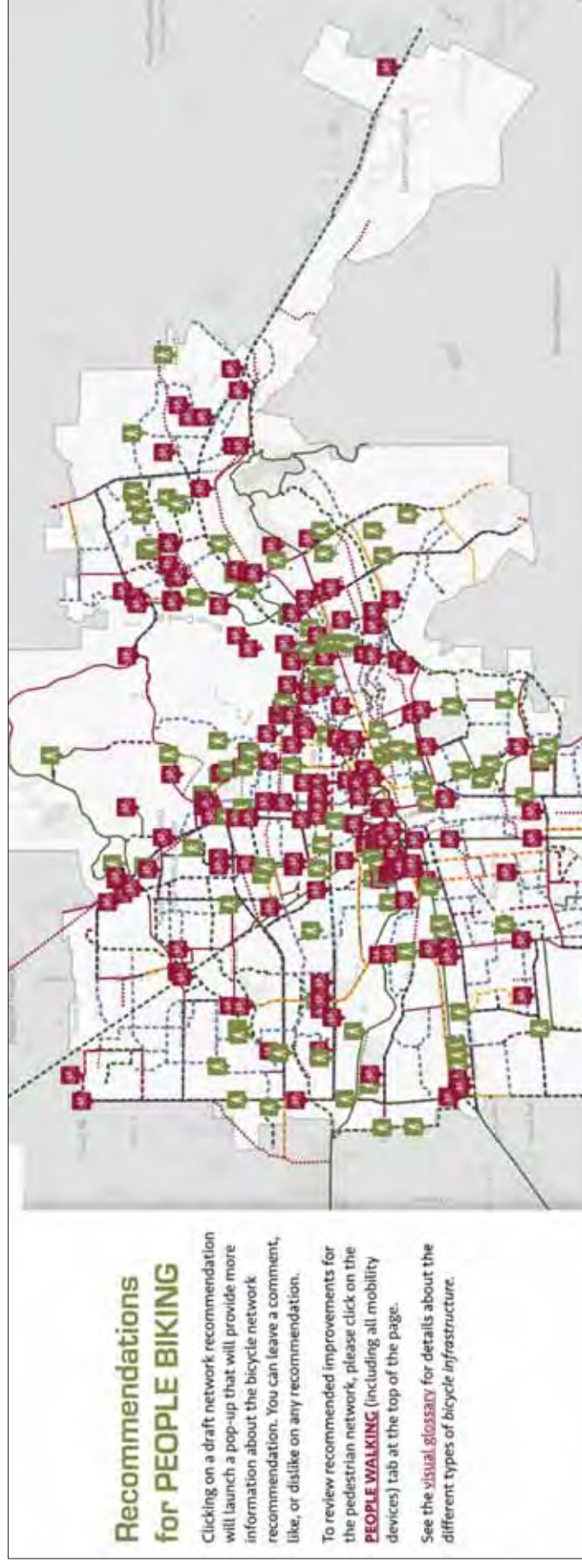


**181**  
COMMENTS ON  
UNIQUE COMMENTS



**1,865**  
VOTES ON  
UNIQUE COMMENTS

*Project webmap containing recommended improvements for the bicycle network.*



STRATEGY

Public Workshops

One public workshop was held during each phase of engagement. The first in-person workshop was held May 23, 2024, at Sonoma Clean Power Customer Center and included a presentation, discussion, and interactive stations showcasing the existing active transportation network. The second workshop was held virtually on October 15, 2024, and included a presentation followed by an open discussion.

PHASE 1

**1**  
WORKSHOP

**20**  
PARTICIPANTS

**70**  
COMMENTS

PHASE 2

**1**  
WORKSHOP

**7**  
PARTICIPANTS

**15**  
COMMENTS



Left: Sign advertising the in-person workshop; above right: one of the many feedback boards presented at the in-person workshop; below right: the in-person members attend the in-person public workshop.

## Pop-Up Events

Many pop-up events were held at various community destinations, often during existing community events. These events included feedback boards, comment cards, flyers, and other opportunities to provide feedback. Phase 1 of community engagement included a more robust approach with additional events focusing on helping us understand the barriers to using active transportation citywide to inform the Plan recommendations. Phase 2 was used to confirm recommendations with community members.

### PHASE 1

11  
EVENTS

548  
PARTICIPANTS

343  
COMMENTS

### PHASE 2

2  
EVENTS

75  
PARTICIPANTS

55  
COMMENTS



Left: Phase 1 pop-up event held near Martin Luther King Jr. Park in Santa Rosa; above right: Phase 1 pop-up event held at the Santa Rosa energizer Station on the 2024 Bay Area Bike to Wherever Day; below right: Phase 1 pop-up event held outside of Lola's Market.

# What We Heard

The following themes represent what was heard throughout the outreach process related to walking, biking, and rolling in Santa Rosa:

## Big Barriers Still Exist

Highway 101, SR 12, and other arterial roadways create barriers to walking, biking, and rolling in Santa Rosa.

## Need for Safer and More Comfortable Facilities

People feel unsafe crossing the freeways and traveling along arterial roadways while walking, biking, or rolling. This makes it difficult for people to travel across the city and reach key destinations without a motor vehicle.

Unsafe driving behavior discourages community members from walking, biking, and rolling. Many of our community members feel unsafe walking, biking, and rolling along major roadways as they reported cars speeding, running red lights, and failing to yield for people waiting to cross at intersections without traffic signals. On residential streets, some people expressed concern about vehicles parking on the sidewalk and cut-through traffic blocking the sidewalks.

## Need to Address Network Gaps

Gaps in the active transportation network limit access between and within neighborhoods. Some of the city's bike facilities are disconnected from each other and force people on bikes to share the road with motor vehicles. Additionally, the discontinuous sidewalk network requires people to walk in the travel lane along a number of corridors

## Need to Make the Network More Connected

People expressed a desire for cross-city bike facilities that are low-stress enough to accommodate the whole family. Additionally, many community members would like to see safer crossings downtown and around schools so they can feel safer walking to their everyday destinations.

There is a desire and need for better connections for walking, biking, and rolling to downtown and Santa Rosa Junior College with strong support for separated bike lanes. Moreover, many voiced support for car-free streets in downtown and safer bike facilities along major roads leading into downtown. Lastly, many comments suggested adding additional bike facilities connecting to neighborhood schools.



*Phase 1 pop-up at Santa Rosa Pride Festival*



*Phase 2 pop-up at Mitote Food Court*



*The City hosted the first annual Bike-In Block Party which coincided with Phase 1 of community engagement.*

04

# Recommendations

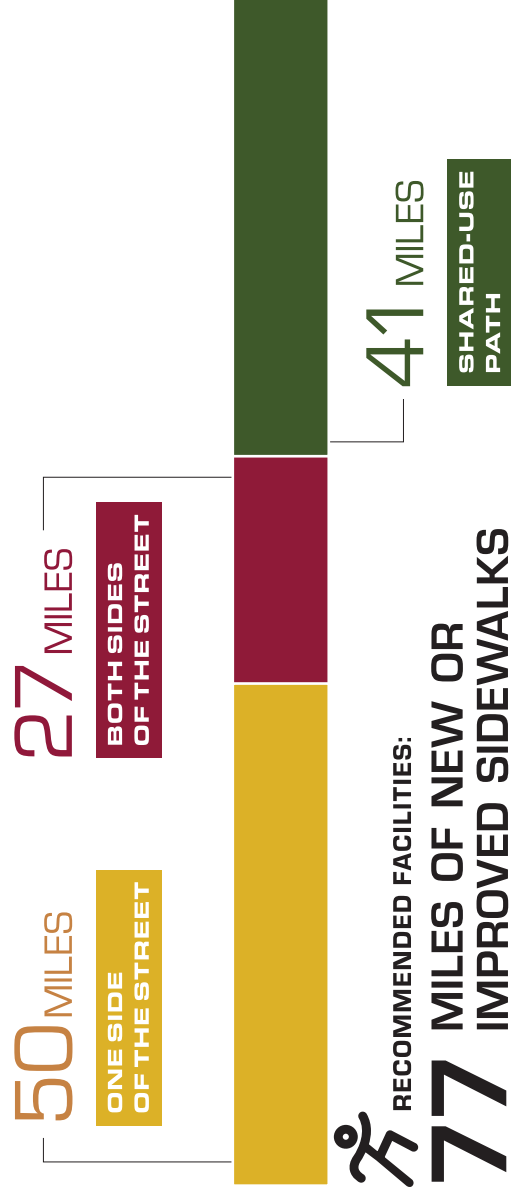


The recommendations included in this chapter focus on enhancing and expanding the existing active transportation network. The recommendations align with the Plan’s Vision of creating an active transportation network that is robust, accessible, and connected to everyone in the community, regardless of age and ability. These recommended improvements were informed by public feedback and best practices for the development of bicycle and pedestrian infrastructure. (see **Appendix D** for more details). This chapter presents the infrastructure recommendations for people walking, biking, and rolling, as well as supporting policy and program recommendations.

# Pedestrian Network Recommendations

The recommendations for people walking include new and upgraded shared-use paths, sidewalks, and crossing improvements. Together, these recommendations aim to create a safer, more comfortable, and better-connected network for those who walk or use mobility devices in Santa Rosa.

**Recommendations** are considered planning-level, meaning they should be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.



## Sidewalk and Shared-Use Path Recommendations

Sidewalks form the foundation of the pedestrian network, connecting community members to destinations such as schools, transit, parks, and shopping. The sidewalk inventory completed during the existing conditions phase of this Plan helped identify gaps in the existing sidewalk network that hinder local connectivity.

*Active Santa Rosa* recommends a total of 77 miles of new sidewalks, a certain subset of which are considered high-priority (see **Chapter 5**). Many of the sidewalk recommendations are located outside the central area of the city, where the street grid becomes more curvilinear or sparse, such as in the eastern hillside neighborhoods and the Roseland neighborhood.

As shared-use paths are used by people walking, biking, and rolling, they have been included as part of both the bike and pedestrian network recommendations. *Active Santa Rosa* recommends over 41 miles of new shared-use paths, a certain subset of which are considered high-priority (see **Chapter 5**). Many of the recommended shared-use paths were identified in previous planning efforts, such as the extension of the SMART Pathway/ Great Redwood Trail (the shared-use path traveling adjacent to the SMART railroad tracks), the Southeast Greenway (a 1.9-mile linear path from Farmers Lane/SR 12 to Spring Lake Regional Park), and the *Citywide Creeks Master Plan*.

## Crossing Improvements

This Plan recommends a total of 438 pedestrian crossing improvements, a certain subset of which are considered high-priority (see **Chapter 5**). The crossing improvements aim to enhance the safety and comfort for people walking or rolling as they cross the street at intersections, shared-use path crossings, or midblock.

The crossing improvement locations were identified, although not exclusively, based upon a combination of the following factors:

- Location along a major roadway (arterial or collector)
- Location at a shared-use path crossing
- Location of an unmarked crosswalk
- Proximity to schools, SMART stations and major bus stops, and major job and commercial destinations
- Highway on- and off-ramps (SR 12 and Highway 101)
- Location of collisions involving people walking, biking, and rolling that resulted in a severe injury or fatality
- Identified in a previous or current plan or design process

This Plan provides a list of potential infrastructure recommendations to be considered by the City based upon general design guidance and best practices. However, the location of pedestrian crossing improvements reflected in the Plan may be subject to change based on corridor-level study, public outreach, and design processes. Additionally, specific infrastructure recommendations for each of the identified pedestrian crossing improvements will require additional design and engineering judgment based on the context of the location. The **Pedestrian Facility Toolbox** (see next page) provides a list of potential infrastructure recommendations that will be considered on a spot-by-spot basis. The network recommendations for pedestrian facilities can be found in **Figure 13–Figure 18**.

# Pedestrian Facility Toolbox



*Sidewalk in downtown Santa Rosa.*

## **SIDEWALKS**

Sidewalks provide an area for people walking to travel separated from motor vehicle traffic. Typically constructed out of concrete and separated from the roadway by a curb or gutter and sometimes a landscaped buffer.



*Curb ramps on Fulton Road at Jenes Lane in Santa Rosa.*

## **CURB RAMPS**

Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, hand carts, bicycles, and for people who have trouble stepping up and down high curbs.



*High-visibility crosswalk in Santa Rosa.*

## **HIGH-VISIBILITY CROSSWALKS**

High-visibility crosswalks are marked with thick bars, drawing additional attention and awareness to the crossing. In school zones, these crossings are yellow instead of the standard white color.

# Pedestrian Facility Toolbox (continued)



*Raised Crosswalk along Thomas Lake Harris Drive in Santa Rosa.*

## RAISED CROSSWALKS

Traffic calming infrastructure which can eliminate grade changes from the pedestrian path and give pedestrians greater prominence as they cross the street. Raised crosswalks also function as speed tables, and encourage motorists to slow down. As such, they should be used only in cases where a special emphasis on pedestrians is desired. Typically implemented on low-speed streets, bike boulevards and other areas of high pedestrian activity. Often paired with curb extensions for greater traffic calming effects.



*Curb Extension in Moraga, CA.*

## CURB EXTENSIONS

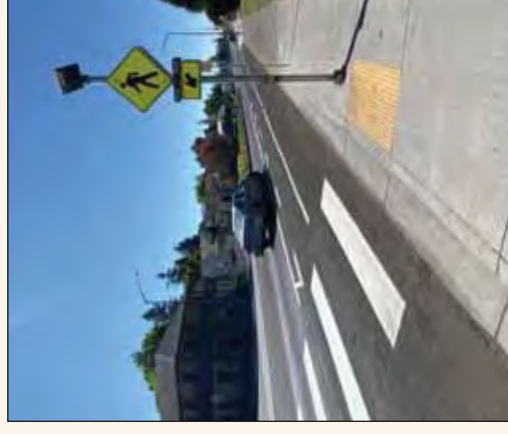
Curb extensions minimize exposure for people crossing the street by shortening crossing distance and giving them a better chance to see and be seen before committing to crossing. Sometimes these can include temporary facilities to test configurations and materials before a hardened improvement is implemented.



*Median Refuge Island along Santa Rosa Avenue in Santa Rosa.*

## MEDIAN REFUGE ISLAND

Median refuge islands help improve access for people walking by increasing visibility and allowing pedestrians to cross one direction of traffic at a time.



*Rectangular Rapid-Flashing Beacon along Santa Rosa Avenue in Santa Rosa.*

## RECTANGULAR RAPID-FLASHING BEACON

Rectangular rapid-flashing beacons (RRFBs) are a type of active warning beacon used at unsignalized crossings. They are designed to increase motor vehicle yielding compliance on multilane or high-volume roadways.

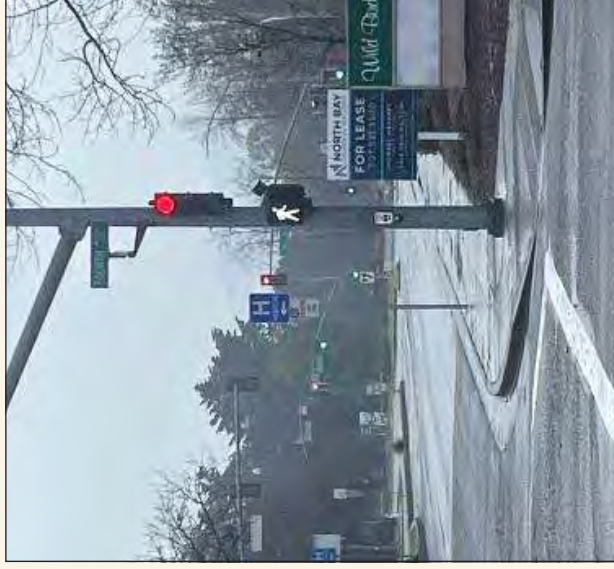
# Pedestrian Facility Toolbox (continued)



*High-Intensity Activated Crosswalk across Mendocino Avenue in Santa Rosa.*

## HIGH-INTENSITY ACTIVATED CROSSWALKS

High-intensity activated crosswalks are beacons that are used to improve unsignalized intersections or midblock crossings of major streets. They are only activated when pedestrians or bicyclists are present, resulting in minimal user delays.



*Leading Pedestrian Interval along 4th Street in Santa Rosa.*

## LEADING PEDESTRIAN INTERVAL

A leading pedestrian interval (LPI) is a traffic signal phase that gives people crossing an intersection the opportunity to enter the crosswalk a few seconds before vehicles are given a green light. This allows people to establish their presence in the crosswalk before drivers have priority to turn right.



*Speed cushion along Kingwood Street in Santa Rosa.*

## SPEED CUSHION

A speed cushion is similar to a speed hump, but includes wheel cutouts to allow large vehicles (e.g., fire trucks and large emergency vehicles) to pass unaffected, while reducing vehicle speeds for all other vehicles.

Figure 13. Pedestrian Recommendations (Citywide)

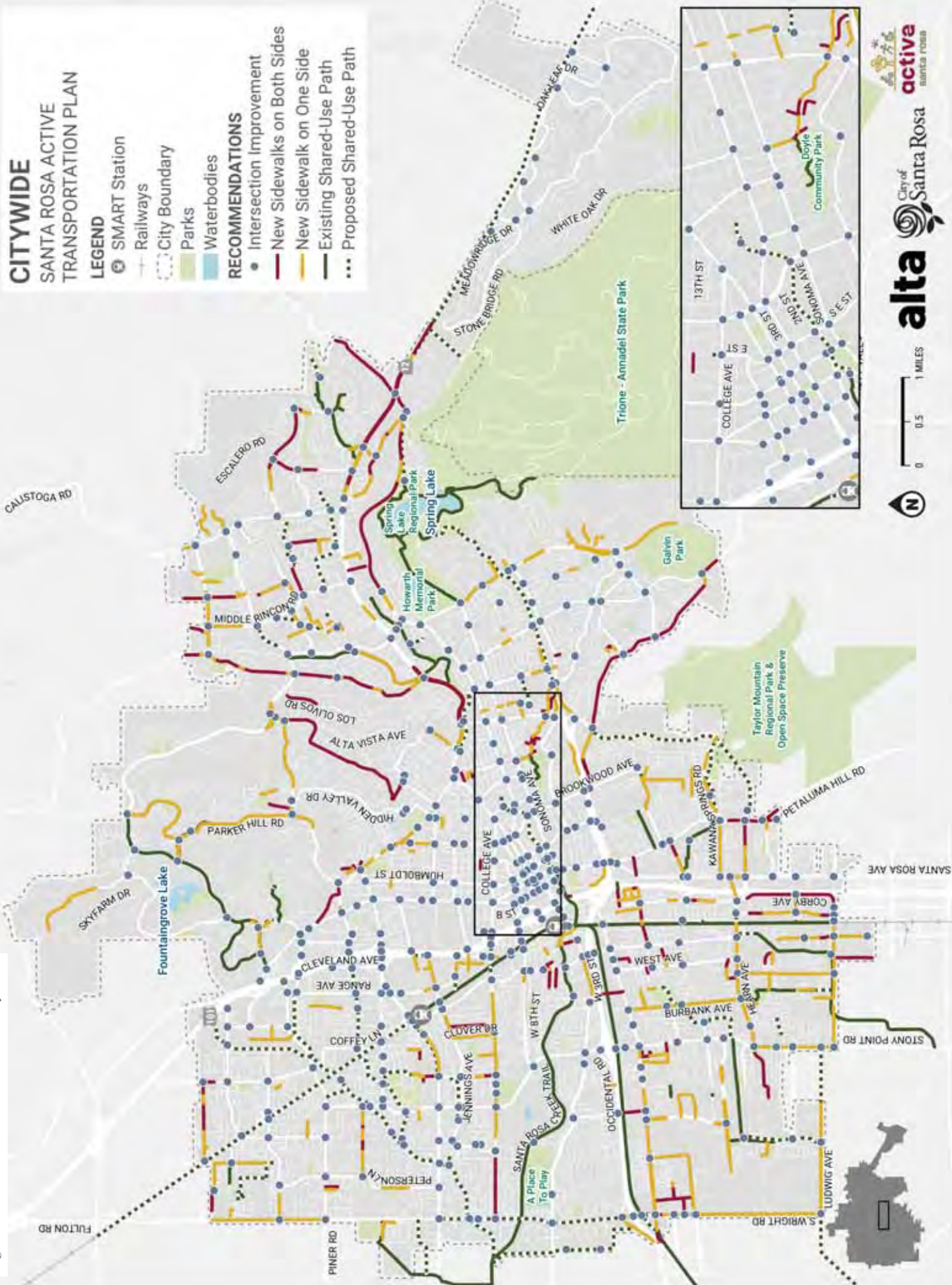


Figure 14. Pedestrian Recommendations (Downtown)



Figure 15. Pedestrian Recommendations (Northwest)





Figure 17. Pedestrian Recommendations (Southwest)

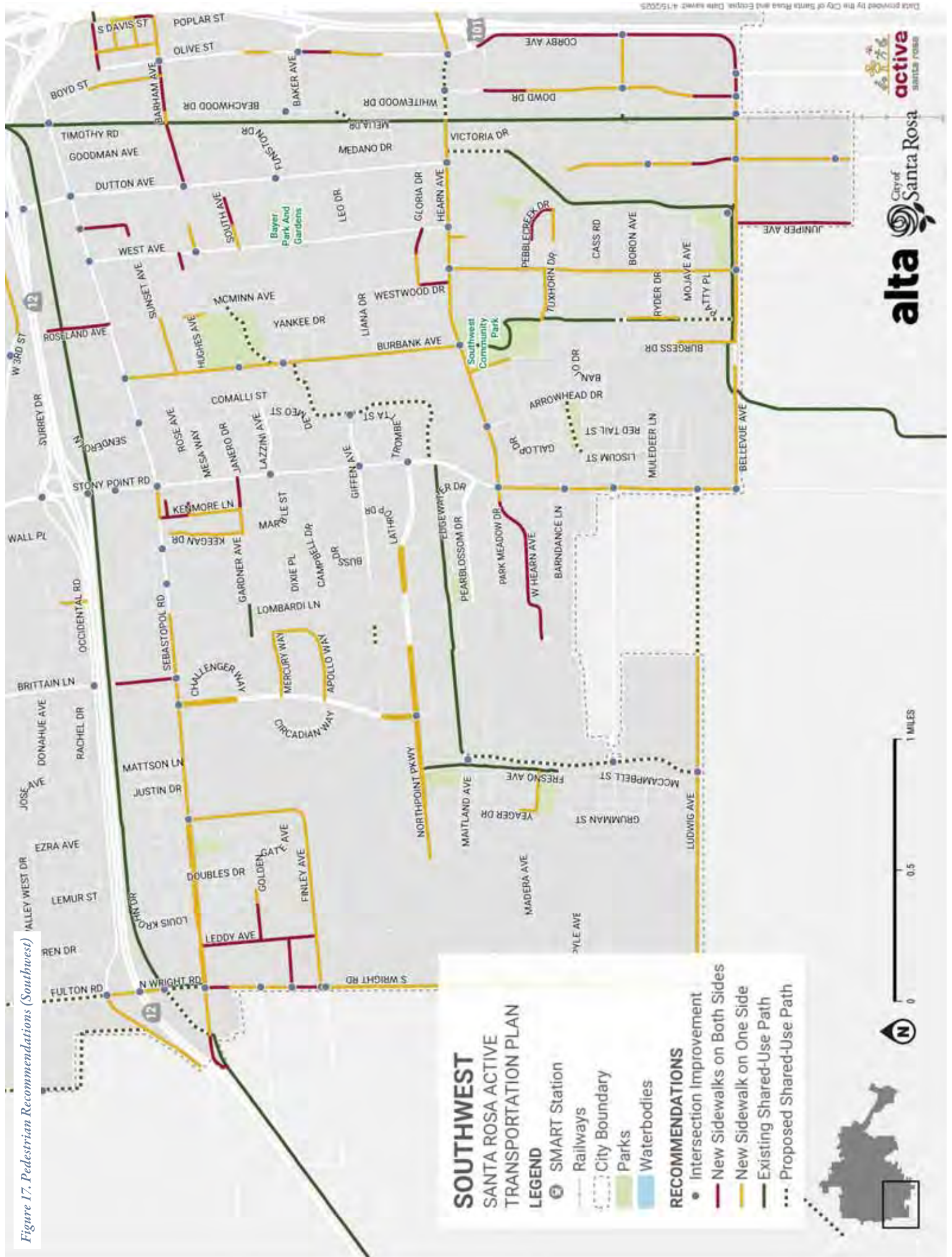
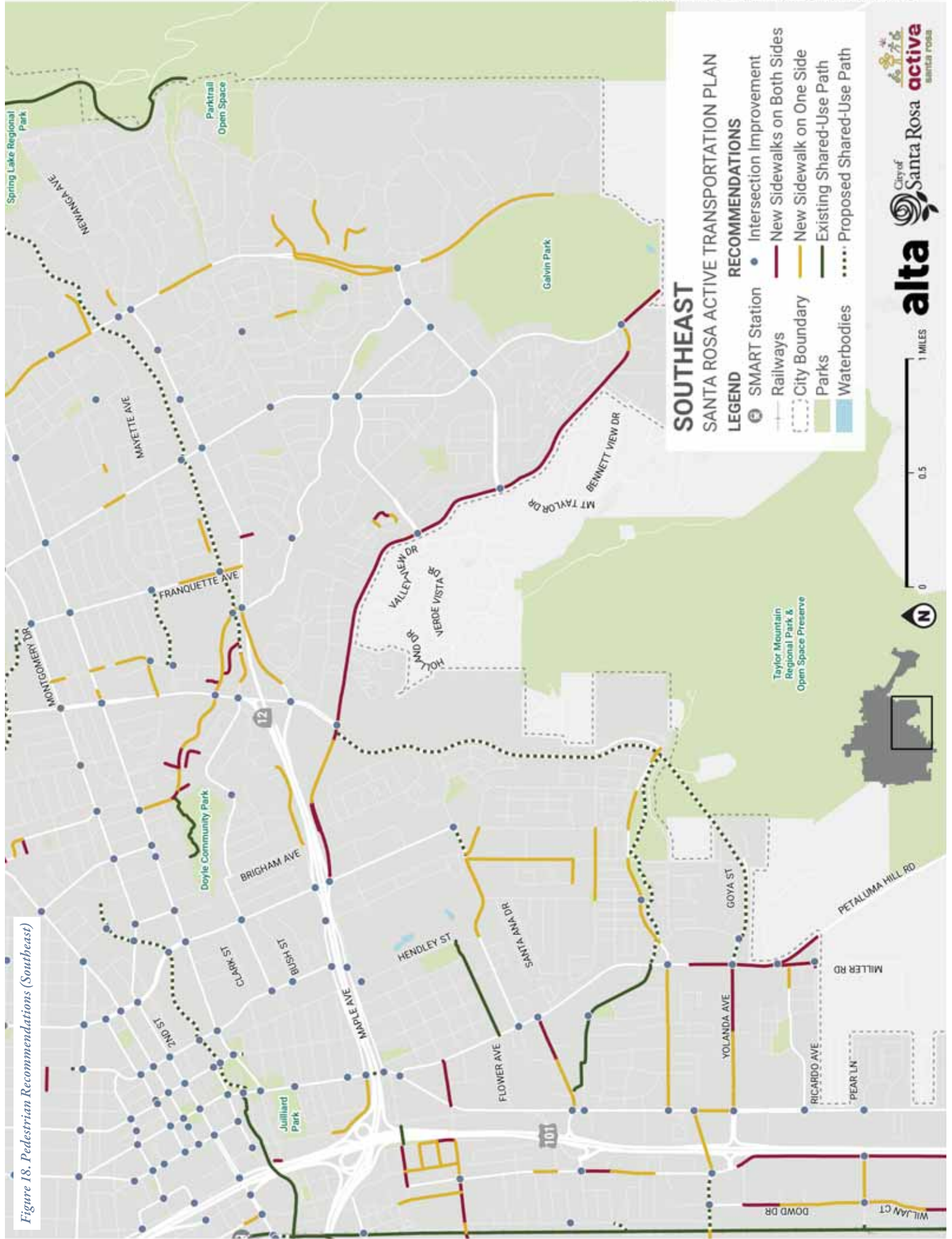


Figure 18. Pedestrian Recommendations (Southeast)



# Bicycle Network Recommendations

The recommended low-stress bicycle network emphasizes the following:

- Improving the safety and comfort of local, neighborhood routes for biking (e.g., bicycle boulevard recommendations along Spencer Avenue, Brown Street, and Jennings Avenue)
- Building upon and improving access to the extensive shared-use path network in Santa Rosa (e.g., Santa Rosa Creek Trail, SMART Pathway/ Great Redwood Trail)
- Providing additional separation, where feasible, between motor vehicles and people biking along major roadways (e.g., separated bike lane recommendations along W College Avenue, Sebastopol Road, and Santa Rosa Avenue)

Based upon the results of community input and the analysis of existing conditions, the recommended bicycle network focuses on providing a connected network of low-stress facilities that offer convenient access both within neighborhoods and across the city such as to parks, schools, downtown, SMART stations, and shopping centers. Low-stress bicycle facilities are aimed at being comfortable for a wide range of potential bicycle riders and include shared-use paths, separated bike lanes, and bicycle boulevards (see [page 58](#) for more information).

TOTAL  
BICYCLE FACILITY  
RECOMMENDATIONS



=

NEW  
BICYCLE FACILITIES



+

UPGRADES TO EXISTING  
BICYCLE FACILITIES



Combined with the existing bicycle facilities, Santa Rosa would have a total of

**250 miles**

of bicycle facilities when fully built out.

The **Bicycle Facility Toolbox** defines the recommended bicycle facilities, which include shared-use paths, bike lanes, buffered bike lanes, bike routes, bicycle boulevards, and separated bike lanes. In total, this Plan recommends 197 miles of new bicycle facilities or upgrades to existing bicycle facilities, a certain subset of which are considered high-priority (see more in [Chapter 5](#)). This Plan also recommends 4 miles of study corridors, which are roadways that will require additional community engagement and traffic and design analysis before recommending a specific bicycle facility. Recommended bicycle improvements can be found in [Figure 19–Figure 24](#).

# Bicycle Facility Toolbox



*The Prince Memorial Greenway is a Shared-Use Path in Santa Rosa.*

## **CLASS I – BIKE PATH (SHARED-USE PATH)**

Class I facilities are dedicated paths for walking, biking, and rolling that might parallel streets but are completely separated from the roadway by at least five feet. Since Class I facilities are shared between people walking, biking, and rolling, this Plan uses the term “shared-use path” instead of “bike path” to describe Class I facilities.



*Bike Lane on Third Street in Downtown Santa Rosa.*

## **CLASS II – BIKE LANE**

Class II bike lanes are striped lanes for people biking located against the curb or next to a parking lane.



*Buffered Bike Lane along Santa Rosa Avenue.*

## **CLASS IIB - BUFFERED BIKE LANE**

Class IIB buffered bike lanes are bike lanes that include a striped “buffer” area of paint on one or both sides to increase separation from the traffic lane or from parked cars.

# Bicycle Facility Toolbox (continued)

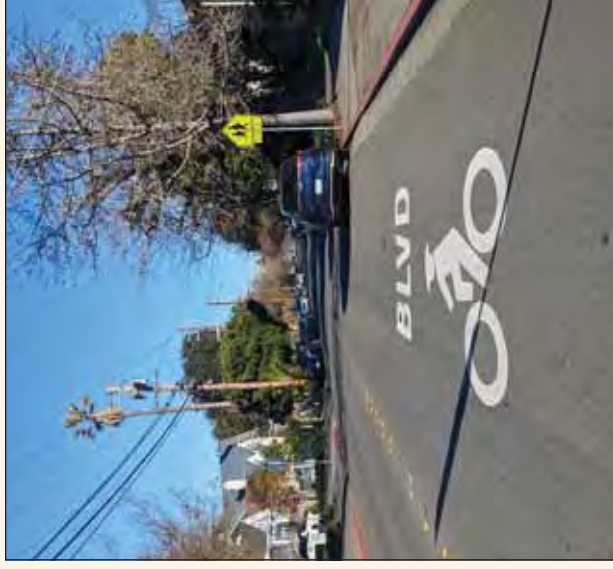


*Bike Route Pavement Stencil in San Francisco.*

## CLASS III - BIKE ROUTE\*

Class III bike routes are signed routes for people biking, where lanes are shared with motorists. These routes are typically placed on local roads with low vehicle volumes and speeds and where there are typically not additional traffic calming techniques.

\*Senate Bill 1216, signed into law in 2024, governs the maximum allowable speed limit when installing sharrows as part of a Class III facility. As of January 1, 2025, cities and agencies are prohibited from installing sharrows on any roadway with a speed limit above 30 mph. Exceptions are allowed when sharrows are used at, or near, an intersection for the purpose of connecting Class I, Class II, or Class IV bikeways through an intersection. Furthermore, the bill stipulates that any project funded through the C.A. Active Transportation Program (aTP) may not install a Class III facility or sharrows on a roadway with a speed limit above 25 mph. This requirement goes into effect as of January 1, 2026. Roadways with speeds over 25 mph are still eligible for Class III facilities or sharrows if they can demonstrate the project will reduce the speed limit to 25 or lower or if they can demonstrate the Class III marking is appropriate for the local community context and advances a lower-stress environment or low-stress network.



*Bike Boulevard Pavement Stencil on Humboldt Street in Santa Rosa.*

## CLASS IIIB - BIKE BOULEVARD

Class IIIB bike boulevards are signed routes for people biking on local neighborhood roadways, where lanes are shared with motorists. What separates bike boulevards from a Class III bike route is the inclusion of traffic-calming features or other treatments to prioritize comfort for people biking and deliberately slow vehicles down or reduce vehicle volumes. See **Bicycle Boulevard Implementation** on page 52 for more information on potential improvements related to bicycle boulevards.



*Two-way Separated Bike Lane along Santa Rosa Avenue.*

## CLASS IV - SEPARATED BIKEWAY (SEPARATED BIKE LANE)

Separated bike lanes provide a physical vertical barrier between the bicycle space and motor vehicle lanes. The barrier could include bollards, flexible delineators, curbs, planted buffers, or parked cars.

Figure 19, Bicycle Recommendations (Citywide)

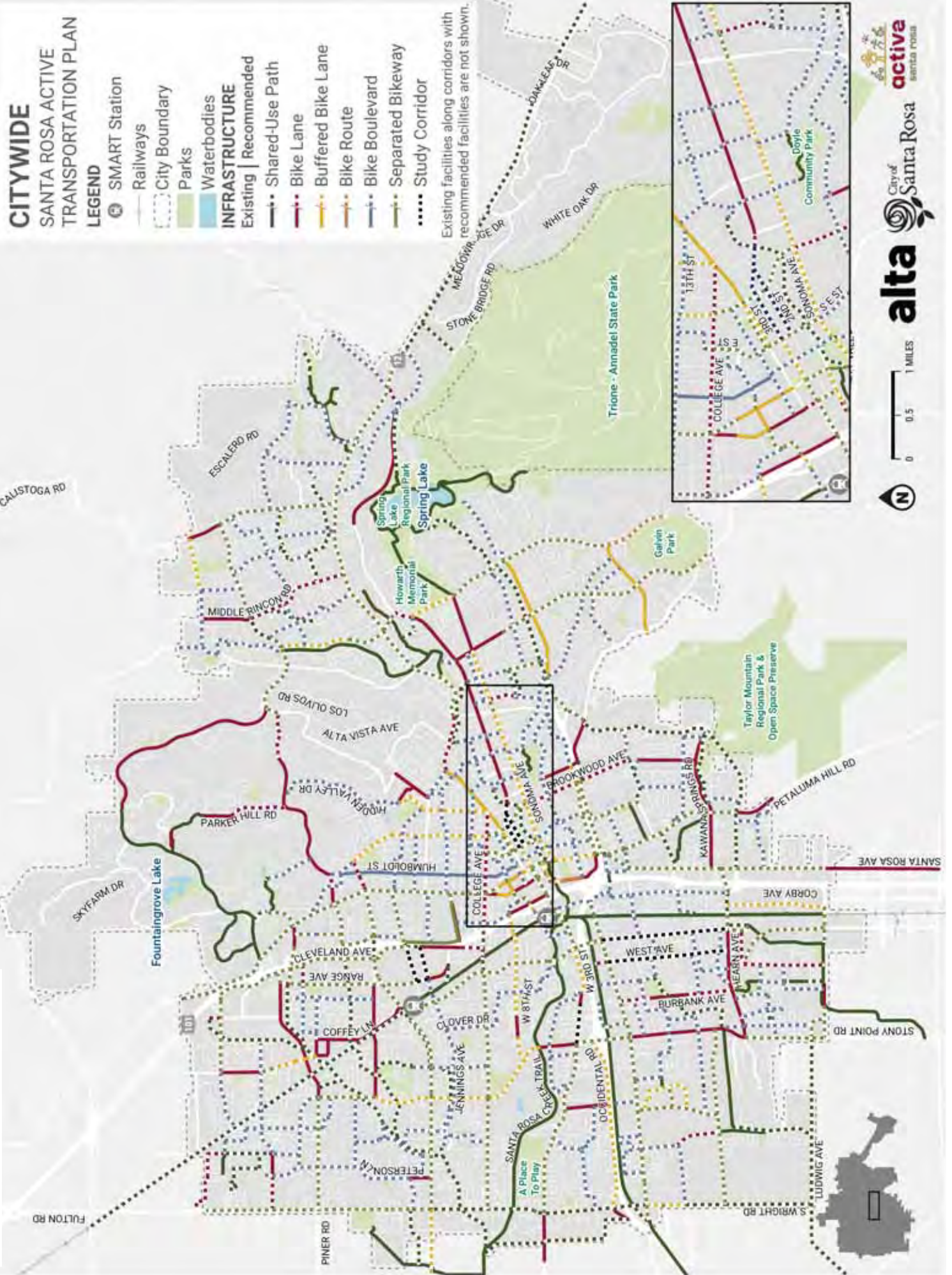


Figure 20. Bicycle Recommendations (Downtown)

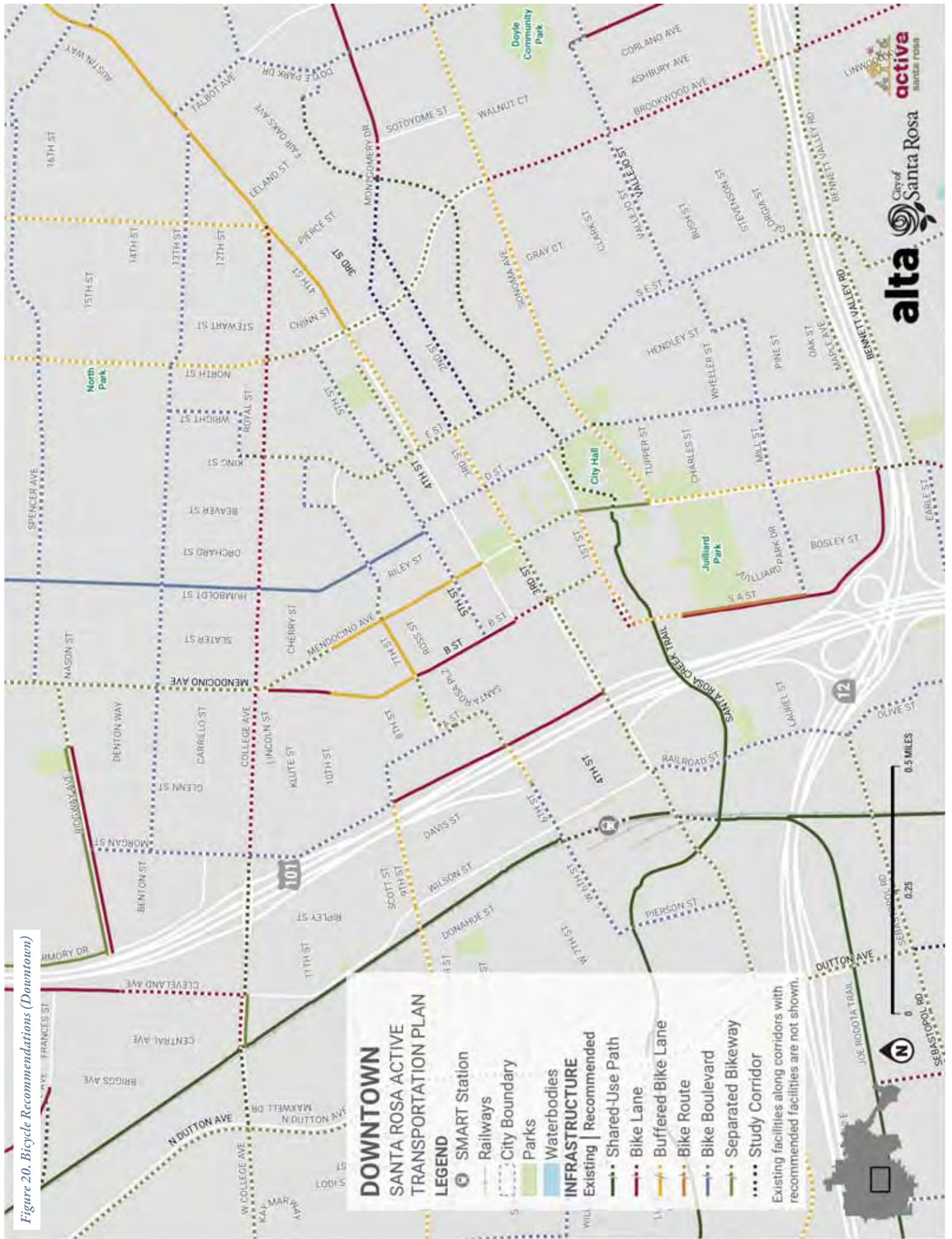


Figure 21. Bicycle Recommendations (Northwest)



Figure 22. Bicycle Recommendations (Northeast)

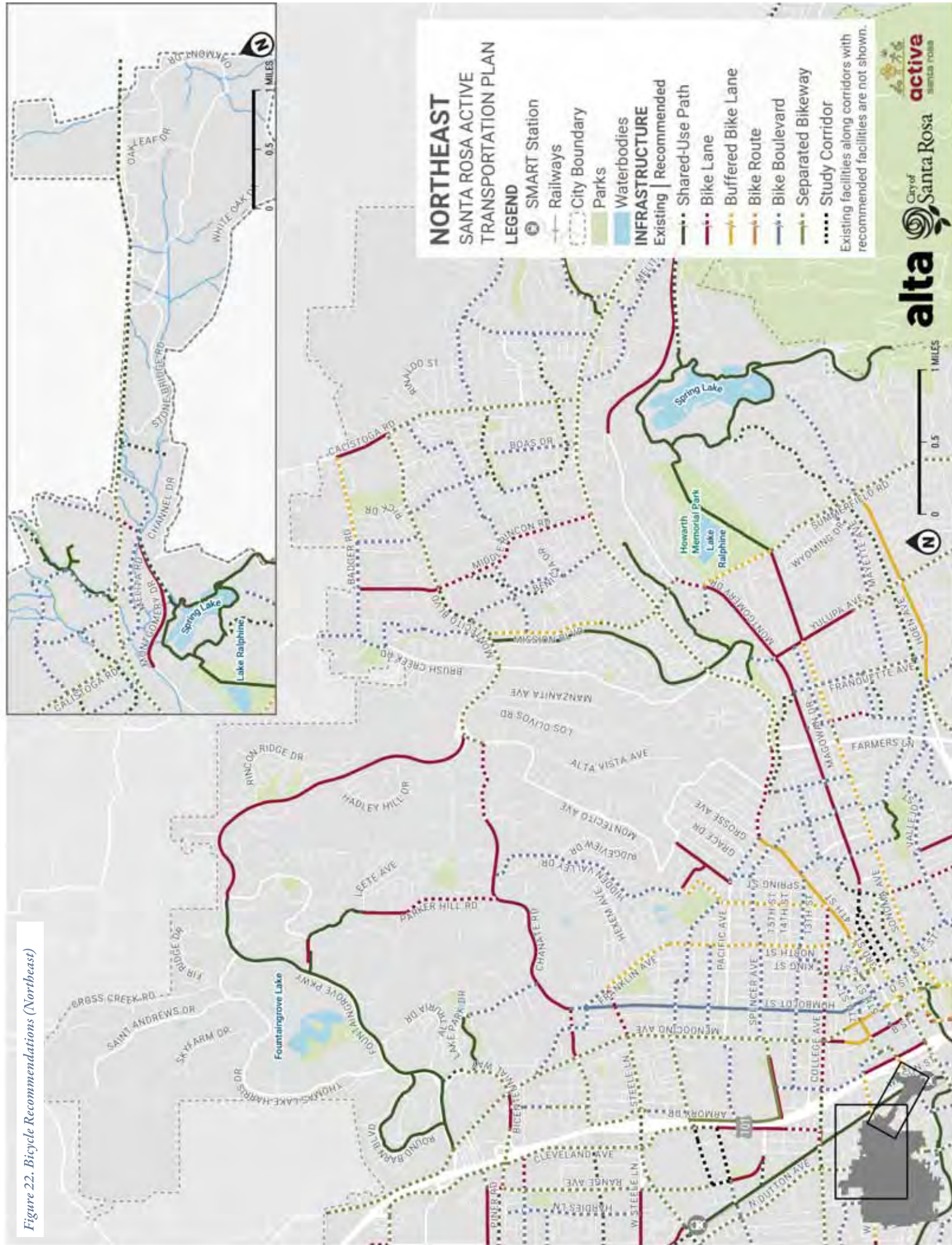


Figure 23. Bicycle Recommendations (Southwest)

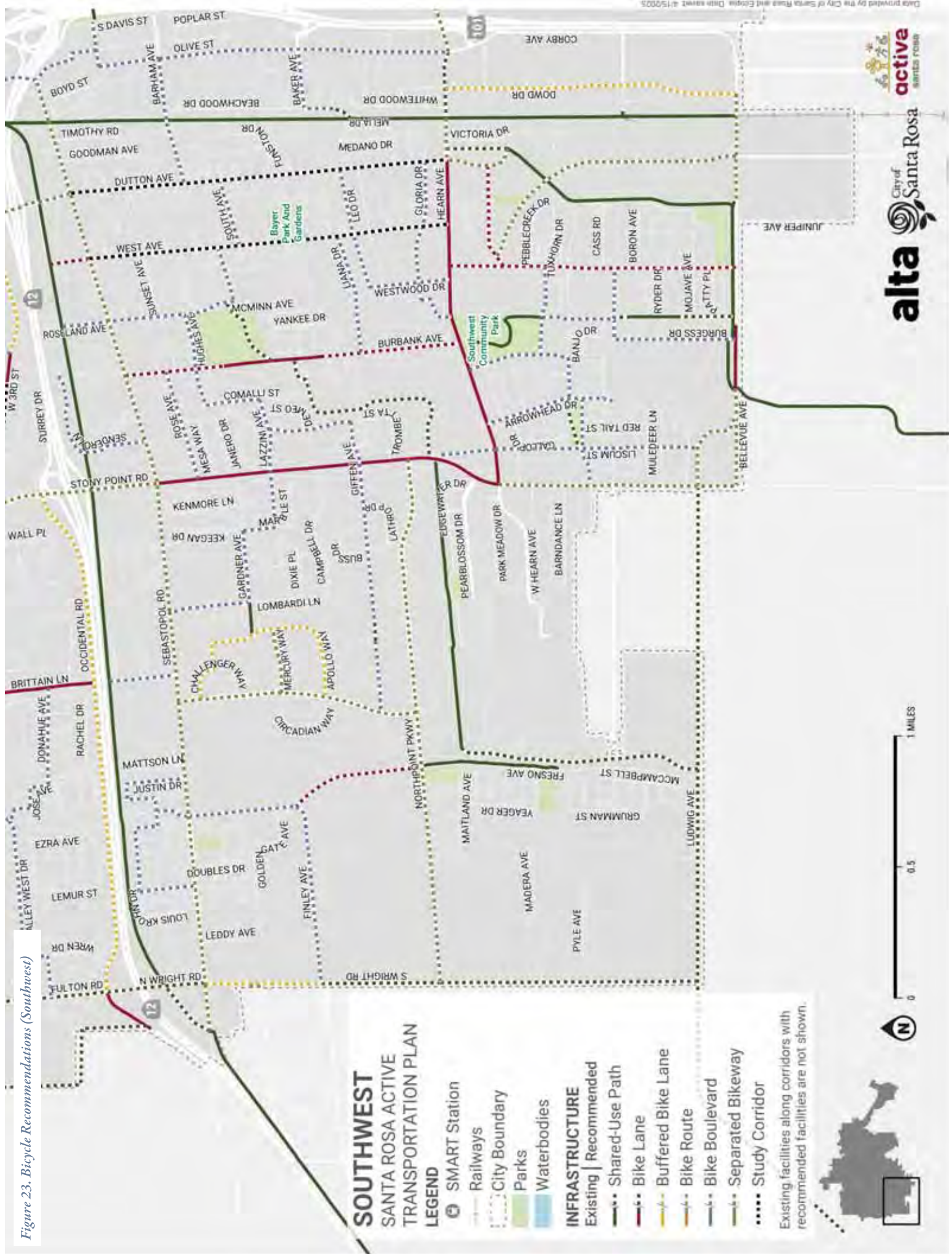


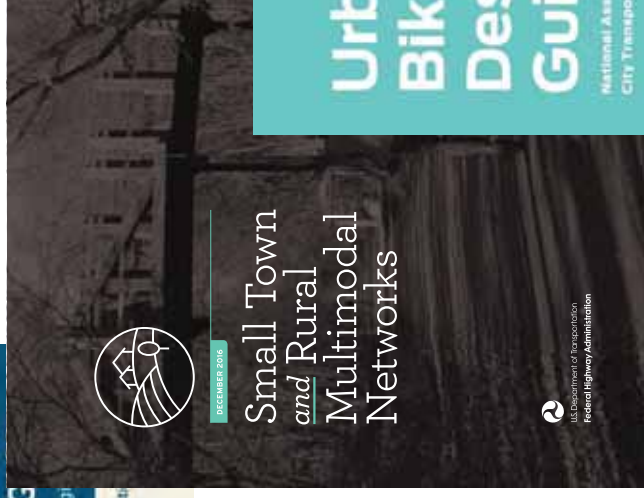
Figure 24. Bicycle Recommendations (Southeast)



## Bicycle Boulevard Implementation

Bicycle boulevards are signed routes for people biking on local neighborhood roadways, where lanes are shared with motor vehicles. What separates bicycle boulevards from a Class III bike route is the inclusion of traffic-calming features such as chicanes and traffic diverters, among others, to deliberately slow down motor vehicles, reduce vehicle volumes on some streets, and prioritize comfort for people biking. The following guidelines and reference documents have served to inform this section:

- [\*Caltrans Traffic Calming Guide\* \(2023\)](#)
- [\*FHWA Small Town and Rural Multimodal Networks\* \(2016\)](#)
- [\*NACTO Urban Bikeway Design Guide\* \(2014\)](#)



## POTENTIAL IMPROVEMENTS

Best practices for the implementation of bicycle boulevards focus on implementing the following actions and may include a combination of the following improvements depending on the context of the roadway:

**Prioritize safe and comfortable crossings for people walking, biking, and rolling.** Potential improvements will vary depending on the context such as whether the intersection is unsignalized, signalized, or requires crossing a major or minor roadway. For more information, see the Approach to Bicycle Crossing Improvements section below. **Figure 25** shows an RRFB used to enhance a bicycle and pedestrian crossing.

**Reduce or prevent speeding.** The speed limit along bicycle boulevards should not exceed 25 mph and would preferably be 20 mph or lower. In addition to speed limits, a variety of traffic-calming measures can be used both along the roadway or at intersections. **Figure 26** shows a speed cushion along a bicycle boulevard in Oakland, California.

**Discourage or prevent cut-through motor vehicle traffic.** Bicycle boulevards should aim for 1,500 vehicles per day, or a maximum of 3,000 vehicles per day. Some common strategies for vehicle volume reduction include traffic diverters (**Figure 27**). Traffic diverters can be configured to fully or partially prevent motor vehicle through traffic or require cars to turn off the bicycle boulevard.



Figure 25. Rectangular Rapid-Flashing Beacon in Santa Rosa



Figure 26. Speed Cushion (Oakland, CA)

### Make the routes easy to find and follow.

Designated signage and pavement markings can clearly indicate that the route is a bicycle boulevard and include wayfinding signs (**Figure 28**).



Figure 27. Traffic Diverter (Berkeley, CA)



Figure 28. Bicycle Boulevard Pavement Stencil in Santa Rosa

## APPROACH TO BICYCLE CROSSING IMPROVEMENTS

Bicycle crossing improvements will be considered on a case-by-case basis and in conjunction with the pedestrian crossing improvements identified in this Plan. Many of the pedestrian crossing improvements also overlap with and benefit people biking. Potential improvements will vary depending on the context such as whether the intersection is unsignalized, signalized, or requires crossing a major or minor roadway. Bicycle crossing improvements generally aim to reduce motor vehicle turning speeds, increase the visibility of people biking, and give priority to people biking.

Some example bicycle crossing improvements include a dedicated bike signal, intersection bike conflict markings, hardened centerlines (**Figure 29**), raised crossings, daylighting (**Figure 32**), or bicycle boxes (**Figure 30**). Additionally, protected intersections are one of the most advanced bicycle crossing improvements because they tend to combine a large variety of strategies to keep people biking physically protected from motor vehicles right up until the intersection (**Figure 31**). Protected intersections can be applied at a variety of intersection types but can be particularly useful at intersections with major roadways. More information on best practices for bicycle crossing improvements can be found in the [NACTO Don't Give Up at the Intersection](#) report.



Figure 29. Hardened Center Line (South San Francisco, CA)



Figure 30. Bike Box in Santa Rosa



Figure 31. Protected Intersection (San Luis Obispo, CA)



Figure 32. Bike Parking Used to Daylight the Intersection in Santa Rosa

# Policy and Program Recommendations

Making Santa Rosa more walkable and bikeable requires not only new infrastructure investments but also ongoing programs that support and encourage those who rely on active travel and those who choose it for convenience. Developing new initiatives and enhancing existing ones is crucial for Santa Rosa to effectively invest in the communities that will benefit from this Plan. This section outlines the recommended policies and programs designed to help achieve the goals set forth in this Plan. The recommendations are organized by the six Es framework for supporting walking, biking, and rolling: Engineering, Education, Encouragement, Evaluation, Engagement, and Equity.<sup>1</sup> Additional details can be found in **Appendix E**.

1 C. Isidro, "Dropping Enforcement from the Safe Routes to School 6 E's Framework," Safe Routes Partnership, June 9, 2020, <https://www.safeschoolpartnership.org/blog/dropping-enforcement-safe-routes-school-6-es-framework>.

**A note on Enforcement:** For more than 15 years, Enforcement programs/policies were used as a core factor in the organizing framework for transportation planning. In recent years, however, this framework has been updated to remove enforcement and include equity and engagement as two of the main pillars of programmatic and policy work. As a result, this Plan does not recommend general enforcement programs. However, enforcement focused on road safety including penalizing dangerous actions such as vehicle speeding, running red lights, and failure to yield or stop at traffic control devices should still be considered.

## ENGINEERING

*Active Santa Rosa* seeks to use engineering interventions to solve many of the common challenges historically addressed through enforcement, such as speeding and bike lane encroachment. Engineering is the single most important tool the City has for improving walking, biking, and rolling. This Plan also supports City collaboration with the Santa Rosa Police Department on active transportation safety education and encouragement activities. **Table 1** summarizes the proposed engineering programs and policies supporting bike and pedestrian recommendations to improve the walking, biking, and rolling experience in Santa Rosa.

Table 1. Recommended Engineering Programs and Policies

| SUPPORT POLICY/<br>PROGRAM              | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                           | PLAN GOAL                                                                                                                                                                                                                             |
|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Implement "No Right Turn on Red" Policy | The City will evaluate restrictions banning motor vehicles from turning right while they have a red-light signal on a case-by-case basis. Specifically at high pedestrian/bicycle traffic intersections and near schools as projects move into the design phase.                                                                                                      |  Make Safety the Default Option<br> Increase Access and Comfort     |
| Bike Detection at Key Intersections     | Develop an inventory of signalized intersections without bicycle detection where bicycle facilities exist and implement prioritized traffic signal modifications to include bicycle detection at high-traffic bicycle locations. Research various types of bicycle detection to understand best practices in the type and location of detection at each intersection. |  Make Safety the Default Option<br> Create a Sustainable City     |
| Leading Pedestrian Interval Policy      | Create a policy that standardizes Leading Pedestrian Intervals (LPIs) at high pedestrian traffic intersections across the city, except where the City determines there to be an exception. These improvements should be prioritized within disadvantaged communities and at intersections with a history of pedestrian collisions.                                    |  Make Safety the Default Option<br> Increase Access and Comfort |

Table 1. Recommended Engineering Programs and Policies (continued)

| SUPPORT POLICY/<br>PROGRAM                                                  | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | PLAN GOAL                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Update Street Design Standards                                              | Review and update all relevant policy and design standards regarding bikeway facilities, path and sidewalk design, materials, and supporting amenities to be consistent with the most recent best practices and state and federal standards for bicycle and pedestrian facilities and in compliance with the latest Americans with Disabilities Act (ADA) Standards for Accessible Design and Public Right-of-Way Accessibility Guidelines (PROWAG).                                              |  Make Safety the Default Option<br> Increase Access and Comfort<br> Create a Sustainable City                                                                                                                        |
| Staff Training                                                              | Support City staff in studying the most up to date engineering practices through attending conferences, training, webinars, and other opportunities.                                                                                                                                                                                                                                                                                                                                              |  Make Safety the Default Option<br> Increase Access and Comfort                                                                                                                                                                                                                                       |
| Rapid Implementation & Piloting                                             | To streamline project delivery, the City should consider implementation of Quick-Build or Tactical Urbanism strategies. The City should prioritize Quick-Build projects, especially in historically under-invested/disadvantaged communities and at high-collision locations. Quick-Build projects may include slip lane retrofits and corner curb extensions. Additionally, the City should consider implementing Quick-Build projects identified in completed school Walk Audits.               |  Make Safety the Default Option<br> Promote Equity and Social Justice<br> Increase Access and Comfort<br> Create a Sustainable City |
| Daylighting                                                                 | In compliance with the <a href="#">California Vehicle Codes Section 22500</a> that prohibits people from parking, stopping, or leaving a motor vehicle unattended within 20 feet of the vehicle approach side of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present, the City can improve enforcement of the California Vehicle Code by installing a red-painted curb, curb extensions, bicycle parking or other space activation, or signage. |  Make Safety the Default Option<br> Increase Access and Comfort<br> Create a Sustainable City                                                                                                                       |
| Lower Speed Limits                                                          | Create a program to analyze and reduce speeds where appropriate along arterial and collector roadways based on the CA Manual for Setting Speed Limits. Lowering the speed limits on streets may lessen the severity and frequency of crashes.                                                                                                                                                                                                                                                     |  Make Safety the Default Option                                                                                                                                                                                                                                                                                                                                                      |
| School Zone Speed Limits                                                    | Per <a href="#">California Vehicle Code Section 22358.8</a> , the City should consider reducing speed limits around School Zones, which may be lowered to 15 mph on all two-way residential streets under the City's jurisdiction within 500 feet of schools and 25 mph up to 1,000 feet from schools.                                                                                                                                                                                            |  Make Safety the Default Option<br> Increase Access and Comfort                                                                                                                                                                                                                                   |
| Expand and protect the City's Tree canopy through Programming and Education | Consider planting shade trees and other greening elements along bike and pedestrian corridors and within school zones. <sup>1</sup>                                                                                                                                                                                                                                                                                                                                                               |  Increase Access and Comfort<br> Create a Sustainable City                                                                                                                                                                                                                                        |

<sup>1</sup> Caltrans considers street trees to be traffic-calming elements as they are often attributed to a perceived narrowing of the roadway, a sense of rhythm and human scale created by framing the street, and the perception that the driver is in a place where they are more likely to encounter pedestrians, bicyclists, and cross-traffic.

## EQUITY

Equity programs and policies aim to redistribute resources to the city's communities that have historically experienced disinvestment. **Table 2** lists proposed programs that help bring the focus toward creating healthy, thriving communities for people of all ages, races, ethnicities, incomes, and abilities.



*A Safe Routes to School activity held in Santa Rosa.*

*Table 2. Recommended Equity Programs and Policies*

| SUPPORT PROGRAM/<br>FACILITY                                                     | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                  | PLAN GOAL                                                                                                                                                                                                                                                                                                                                                      |
|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bicycle and Pedestrian Infrastructure Equity Program                             | Prioritize implementing bicycle and pedestrian safety projects in equity priority communities. Continually review implementation to promote equitable distribution of infrastructure in support of people walking, biking, and rolling, especially in areas with a disproportionate number of pedestrian or bicycle-related crashes.                         |  Promote Equity and Social Justice                                                                                                                                                                                                                                            |
| Bicycle and Bicycle Accessories Giveaway Program                                 | Subsidize or provide free bicycles and bicycle equipment through a voucher program to community members who qualify for CalFresh or SCE CARE/FERA utility discount. Consider working with local bike shops to implement this program.                                                                                                                        |  Promote Equity and Social Justice<br> Increase Access and Comfort                                                                                                                           |
| E-Bike Rebates and Incentives                                                    | Create a program to provide additional funding for e-bike purchases for low-income individuals.                                                                                                                                                                                                                                                              |  Promote Equity and Social Justice<br> Increase Access and Comfort<br> Create a Sustainable City            |
| Bike Lending Library                                                             | Work with the <a href="#">Santa Rosa Tool Library</a> to establish a bike and bike tool library to rent out bikes and bike tools to individuals who may not have access to one or are curious about getting around by bike. Integrate safety and education courses to support users, especially those new to biking.                                         |  Promote Equity and Social Justice<br> Increase Access and Comfort                                                                                                                        |
| Assess Travel Patterns and Collisions Involving People Experiencing Homelessness | Collaborate with the City's contracted outreach provider, Catholic Charities' <a href="#">Homeless Outreach Services Team</a> (HOST), to understand the travel patterns of people experiencing homelessness to inform improvements. Additionally, the City should work to catalog people experiencing homelessness as part of the City's collision analysis. |  Make Safety the Default Option<br> Promote Equity and Social Justice<br> Increase Access and Comfort |

## ENCOURAGEMENT

Encouragement programs and policies provide incentives and support to help people choose to walk, bike, or roll to their destination instead of driving. These programs and policies target “interested but concerned” people who would like to ride a bike but may not feel confident in their skills or in their interactions with people driving. **Table 3** summarizes the recommended policies and programs aimed at encouraging walking and biking.



*A social ride put on by the Sonoma County Bicycle Coalition.*

*Table 3. Recommended Encouragement Programs and Policies*

| SUPPORT PROGRAM/FACILITY                                   | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                           | PLAN GOAL                                                                                                                                                                                                                             |
|------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bicycle/Pedestrian-Friendly Designation                    | Continue to pursue bicycle-friendly and pedestrian-friendly designations from the <a href="#">League of American Bicyclists</a> and <a href="#">Walk Friendly America</a> , respectively. Santa Rosa currently has a silver designation in the Bicycle Friendly Communities program from the League of American Bicyclists.                                                           |  Create a Sustainable City                                                                                                                           |
| Open Streets                                               | Open Streets are temporary events that close a street or network of streets to cars to allow people to freely walk, bike, or roll. Start a regular Open Streets program to encourage walking, biking, and rolling and strengthen local bike culture.                                                                                                                                  |  Increase Access and Comfort<br> Create a Sustainable City          |
| Transportation Demand Management (TDM) Implementation Plan | Develop a Transportation Demand Management Implementation Plan or Report to increase support for commuters bicycling or walking to work.                                                                                                                                                                                                                                              |  Increase Access and Comfort<br> Create a Sustainable City          |
| Safe Routes to School                                      | The City will continue to act as an engaged partner with the <a href="#">Sonoma County Safe Routes to School program</a> in support of Safe Routes to School activities and programs at schools within the city. This includes participating in walk audits and the Safe Routes to School Task Force meetings.                                                                        |  Increase Access and Comfort<br> Promote Equity and Social Justice  |
| Trail Maintenance                                          | Work to regularly maintain and address community safety concerns (including obstructions or barriers to using the facility) on shared-use paths.                                                                                                                                                                                                                                      |  Increase Access and Comfort<br> Promote Equity and Social Justice  |
| Social Walks/Rides                                         | Continue to support local organizations that wish to host social rides or walks or that advocate on behalf of Vision Zero initiatives.                                                                                                                                                                                                                                                |  Increase Access and Comfort<br> Create a Sustainable City       |
| Waste Bin Placement                                        | Provide clear instructions on the City website and in utility bills mailed to community members about properly placing waste bins. Where on-street parking exists, bins should be placed near the curb within the parking aisle. Community members should be instructed to place bins against the curb where no on-street parking exists to minimize intrusion into the bicycle lane. |  Make Safety the Default Option<br> Increase Access and Comfort |
| Bicycle Parking at Large Events                            | Revise <a href="#">Chapter 11-40 Section 040</a> of the Santa Rosa Municipal Code regarding event permits to include “Conditions for Issuance” to require events expected to draw more than 5,000 attendees to provide secure, attended bicycle parking for attendees at no charge.                                                                                                   |  Increase Access and Comfort<br> Create a Sustainable City      |

## EDUCATION

Education programs and policies help those interested in walking, biking, and rolling feel more comfortable, safe, and confident navigating streets and shared-use paths. **Table 4** outlines potential programs and program expansions that the City should consider.



*A meeting held to debrief about the annual Week Without Driving Challenge.*

*Table 4. Recommended Education Programs and Policies*

| SUPPORT PROGRAM/ FACILITY             | DESCRIPTION                                                                                                                                                                                                                                                                                                                            | PLAN GOAL                                                                                     |
|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Bicycle Safety Education for Adults   | Continue supporting the <a href="#">Sonoma County Bicycle Coalition's Smart Cycling</a> classes by advertising them and providing meeting space in Santa Rosa.                                                                                                                                                                         | Create a Sustainable City<br>Increase Access and Comfort<br>Make Safety the Default Option    |
| Mini-Main Street Education Events     | Partner with <a href="#">Sonoma County Safe Routes to School program</a> and the Parks Department, as needed, to install permanent traffic gardens at select schools or parks.<br><br>Mini main streets and traffic gardens provide safe environments for children to practice roadway safety.                                         | Create a Sustainable City<br>Increase Access and Comfort<br>Promote Equity and Social Justice |
| Walk and Bike Buses to School (SRTS)  | Partner with <a href="#">Sonoma County Safe Routes to School program</a> , as needed, to encourage and support efforts to organize walk and bike buses throughout the school year.<br><br>Consider pursuing Caltrans and Sonoma County Active Transportation Authority funding for ongoing long-term programs throughout Santa Rosa.   | Create a Sustainable City<br>Increase Access and Comfort<br>Make Safety the Default Option    |
| Bike Repair Clinics                   | Offer bike repair clinics at big events and advertise repair and maintenance shops on the City website.<br><br>Repair clinics could be conducted in partnership with <a href="#">Community Bikes Santa Rosa</a> .                                                                                                                      | Increase Access and Comfort<br>Promote Equity and Social Justice                              |
| Bike Repair Station                   | Install bike repair stations along trails that include bike maintenance tools, air pumps, and water fountains.<br><br>The City can partner with <a href="#">Eagle Scouts</a> , which already provides bike repair stations nearby.                                                                                                     | Increase Access and Comfort<br>Create a Sustainable City                                      |
| Rider/Driver Education Program        | Create a program that educates drivers on how to anticipate and respond to people biking and walking. These classes could be held with the Safe Routes to School Program to advertise bicycle-friendly training to high school students.<br><br>The City should consider advertising the program with Bike to Everywhere Month in May. | Increase Access and Comfort<br>Make Safety the Default Option                                 |
| New Infrastructure Education Campaign | Implement an education campaign to increase awareness about using upgraded pedestrian and bicycle infrastructure, which may be new to the area and which community members may not be familiar with.                                                                                                                                   | Increase Access and Comfort<br>Make Safety the Default Option                                 |

## EVALUATION

Evaluation programs are an important component of any engineering or programmatic investment. They help the City measure its success at meeting the goals of this Plan and identify adjustments that may be necessary. **Table 5** lists proposed programs and policies supporting evaluation efforts.



*City crews install safety improvements along Steele Lane in Santa Rosa.*

*Table 5. Recommended Evaluation Programs and Policies*

| SUPPORT PROGRAM/<br>REPORT                      | DESCRIPTION                                                                                                                                                                                                                                           | PLAN GOAL                                                                                                                                                                                           |
|-------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Annual Bicycle and Pedestrian Collision Reports | Track progress of Vision Zero goals by conducting annual reviews of bicycle and pedestrian collisions to assess traffic safety issues and track progress toward a safer community for bicyclists and pedestrians.                                     | <div> <div> </div> <div>Make Safety the Default Option</div> </div> <div> <div> </div> <div>Create a Sustainable City</div> </div> <div> <div> </div> <div>Increase Access and Comfort</div> </div> |
| Bicycle and Pedestrian Count Program            | Continue to use SCTA counters available to the City to measure bikeway activity and analyze the impact of infrastructure improvements.                                                                                                                | <div> <div> </div> <div>Increase Access and Comfort</div> </div> <div> <div> </div> <div>Create a Sustainable City</div> </div>                                                                     |
| End-of-Year Workplan Reporting                  | As part of the end-of-year reporting to the Santa Rosa Bicycle and Pedestrian Advisory Board, catalog all finished projects from the previous fiscal year and calculate the miles of new and/or upgraded bicycle and pedestrian facilities installed. | <div> <div> </div> <div>Increase Access and Comfort</div> </div> <div> <div> </div> <div>Create a Sustainable City</div> </div>                                                                     |
| Maintenance                                     | The City will ensure sufficient funding in order to support bicycle and pedestrian maintenance activities, including restriping and street sweeping.                                                                                                  | <div> <div> </div> <div>Increase Access and Comfort</div> </div> <div> <div> </div> <div>Make Safety the Default Option</div> </div>                                                                |

# 05 Implementation and Funding



# Project Prioritization

Prioritizing the implementation of the recommended improvements included in this Plan must consider what is realistic given historic and anticipated funding, while also providing Santa Rosa with flexibility to respond to changing conditions and opportunities that may arise. The prioritization of proposed projects helps formulate a strategic list to guide project implementation. Prioritization results are flexible concepts that serve as guidelines.

Over time as development occurs or changes to existing land uses and the city's transportation network take place, this framework can be used to re-evaluate remaining projects and continue pursuing implementation of the recommended improvements. For example, an opportunity-project may be completed ahead of a high-priority project due to immediate funding opportunities as part of a redevelopment or larger project. Similarly, a high-priority project may require additional study and funding, making it take longer to implement. The City will use the prioritization scores as a guide

to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

## Methodology

Focusing public investments into areas with the greatest needs helps to leverage the greatest public benefits from scarce public dollars for improving transportation access, connectivity, and project sustainability. *Active Santa Rosa* prioritizes improvements for people walking, biking, and rolling based on the following project goals: Safety, Equity and Social Justice, Access and Comfort, and Sustainability. We used a set of criteria to identify metrics that facilitated the ranking of each project (see [Table 6](#), [Table 7](#), and [Table 8](#)).

The overall prioritization reflects an order of which projects may provide the greatest community benefit by improving safety and connectivity. The projects were sorted into High-Priority Projects and Opportunity Projects. Ideally, the City would like to implement High-Priority Projects first. Opportunity Projects may be completed when funding and other opportunities like street repaving or private development projects occur. The rankings are not intended to reflect an order in which to complete projects but rather a guide for staff to select projects based on a variety of factors that present opportunities to move projects forward. [Figure 33-Figure 38](#) present the prioritized pedestrian projects. [Figure 39-Figure 44](#) present bicycle related prioritization rankings.

For a full list of all High-Priority and Opportunity Projects, see [Appendix F](#).

*Prioritization methodology explained*

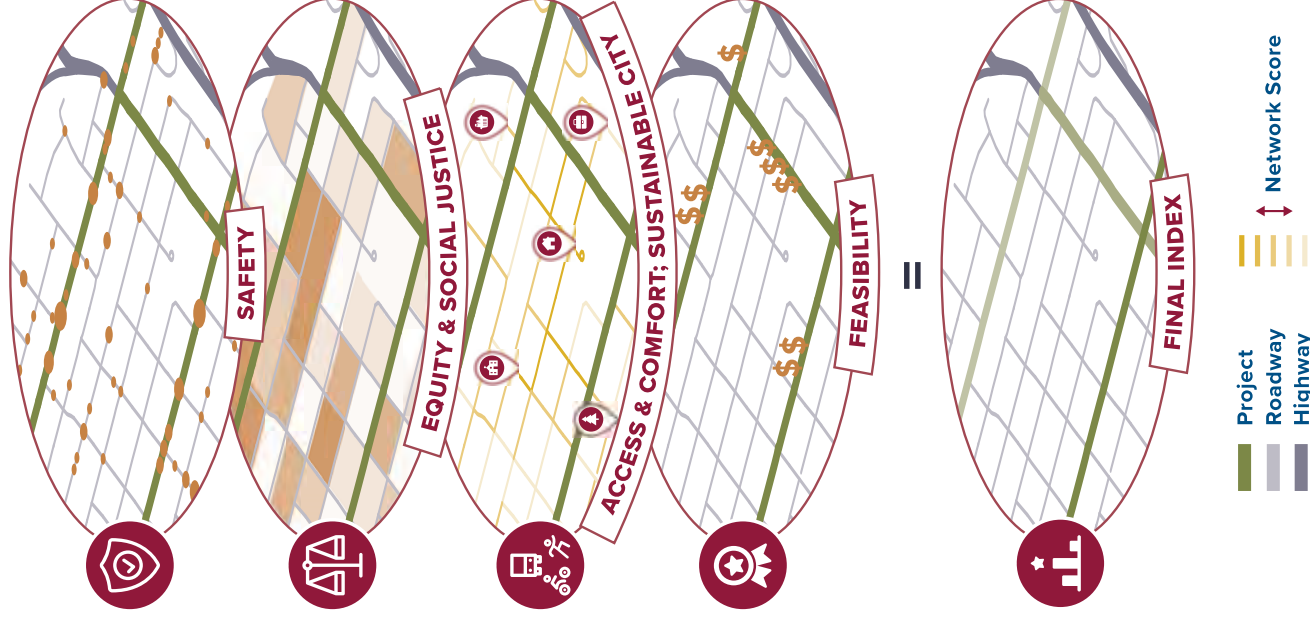


Table 6. Pedestrian Facility Improvements Prioritization Metrics

| GOAL                                                                                                                           | CRITERIA                            | METRIC                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------------------------------------------------------|
| Safety<br>                                  | Collision History                   | Roadway segment scores on the Pedestrian Crash Severity Index.                      |
|                                                                                                                                | Stress Level                        | Max score from pedestrian LTS analysis.                                             |
| Equity and Social Justice<br>               | Health and Equity Analyses          | Segment borders or travels within region with high socio-economic needs.            |
|                                                                                                                                |                                     | Segment borders or travels within region with high Environmental and Health Burden. |
| Access and Comfort;<br>Sustainable City<br> | Transit                             | Presence of transit stops along the roadway.                                        |
|                                                                                                                                | Park Access                         | Park located nearby.                                                                |
|                                                                                                                                | School Access                       | School located nearby.                                                              |
|                                                                                                                                | Existing City and Regional Networks | Fills facility gap within a segment.                                                |

Tour de Creek bridge



Table 7. Pedestrian Intersection Improvements Prioritization Metrics

| GOAL                                                                                                                                                                                                               | CRITERIA                   | METRIC                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| Safety<br>                                                                                                                      | Collision History          | Intersection improvement is located along a roadway segment that scores on the Pedestrian Crash Severity Index.                              |
|                                                                                                                                                                                                                    | Stress Level               | Max score from pedestrian LTS analysis.                                                                                                      |
| Equity and Social Justice<br>                                                                                                   | Health and Equity Analyses | Intersection improvement is located along a roadway segment that borders or travels within region with high socio-economic needs.            |
|                                                                                                                                                                                                                    |                            | Intersection improvement is located along a roadway segment that borders or travels within region with high Environmental and Health Burden. |
| Access and Comfort;<br>Sustainable City<br>  | Transit                    | Presence of transit stops along the roadway.                                                                                                 |
|                                                                                                                                                                                                                    | Park Access                | Park located nearby.                                                                                                                         |
|                                                                                                                                                                                                                    | School Access              | School located nearby.                                                                                                                       |

Table 8. Bicycle Facility Improvements Prioritization Metrics

| GOAL                                                                                                                                                                                                                   | CRITERIA                   | METRIC                                                                                                                                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Safety<br>                                                                                                                          | Collision History          | Roadway segment scores on the Bike Crash Severity Index.                                                                                                                                   |
|                                                                                                                                                                                                                        | Stress Level               | Recommended Bicycle Facility upgrade from existing conditions.                                                                                                                             |
| Equity and Social Justice<br>                                                                                                     | Health and Equity Analyses | Segment borders or travels within region with high socio-economic needs.                                                                                                                   |
|                                                                                                                                                                                                                        |                            | Segment borders or travels within region with high Environmental and Health Burden.                                                                                                        |
| Access and Comfort;<br>Sustainable City<br>  | Transit                    | Presence of major transit stops along the roadway.                                                                                                                                         |
|                                                                                                                                                                                                                        | Demand                     | Roadway has high active trip potential.                                                                                                                                                    |
|                                                                                                                                                                                                                        | School Access              | School located nearby.                                                                                                                                                                     |
|                                                                                                                                                                                                                        | Low-Stress Connectivity    | Segment connects to an existing or already planned/approved low-stress bike facility (Class IV, Class I).                                                                                  |
| Feasibility                                                                                                                                                                                                            | Parking Removal            | Potential need for parking removal based upon aerial imagery. Parking removal is included because projects can often be implemented faster in cases where parking doesn't currently exist. |

Figure 33. Pedestrian Infrastructure Improvements Prioritization (Citywide)

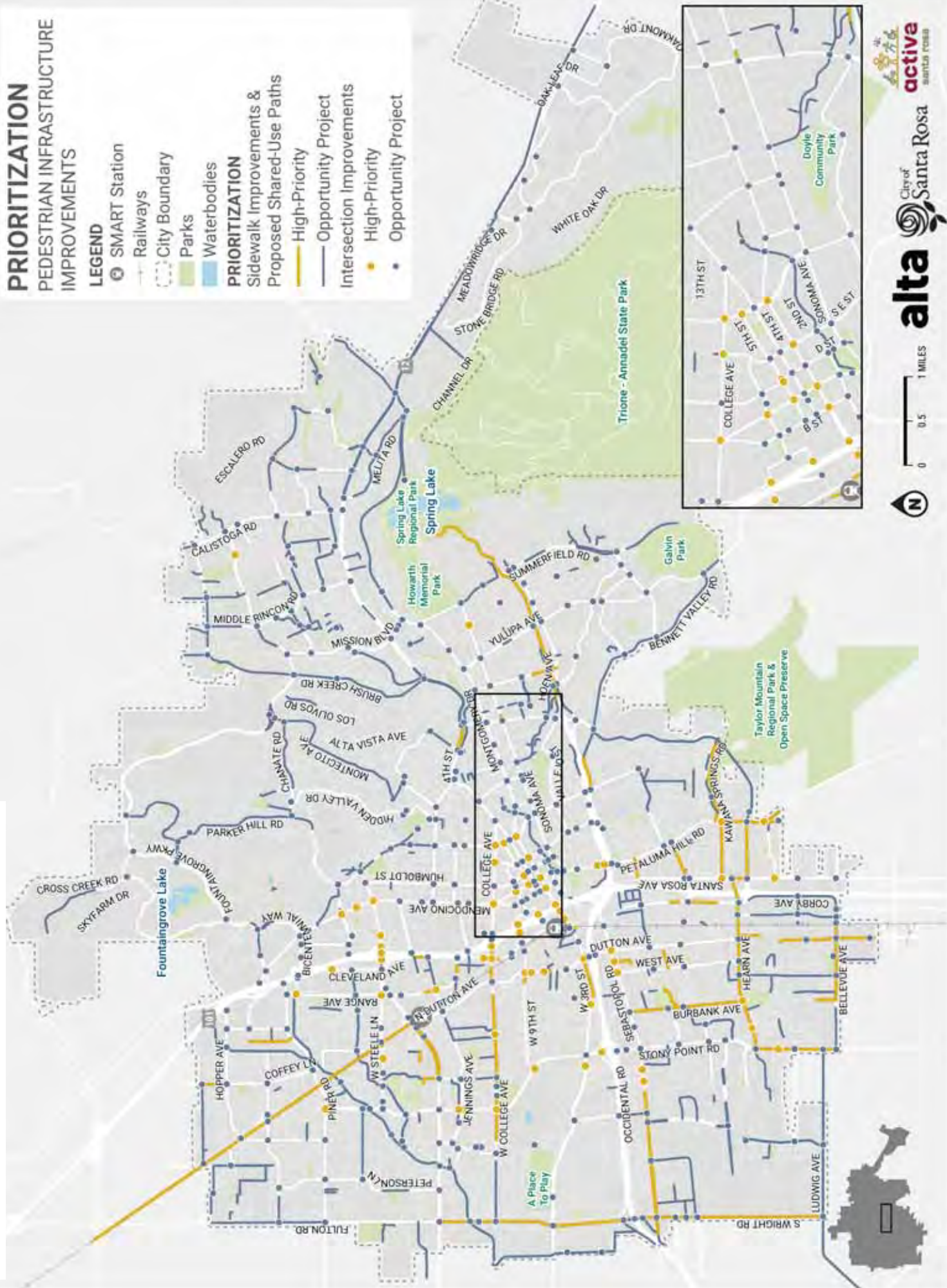


Figure 34. Pedestrian Infrastructure Improvements Prioritization (Downtown)

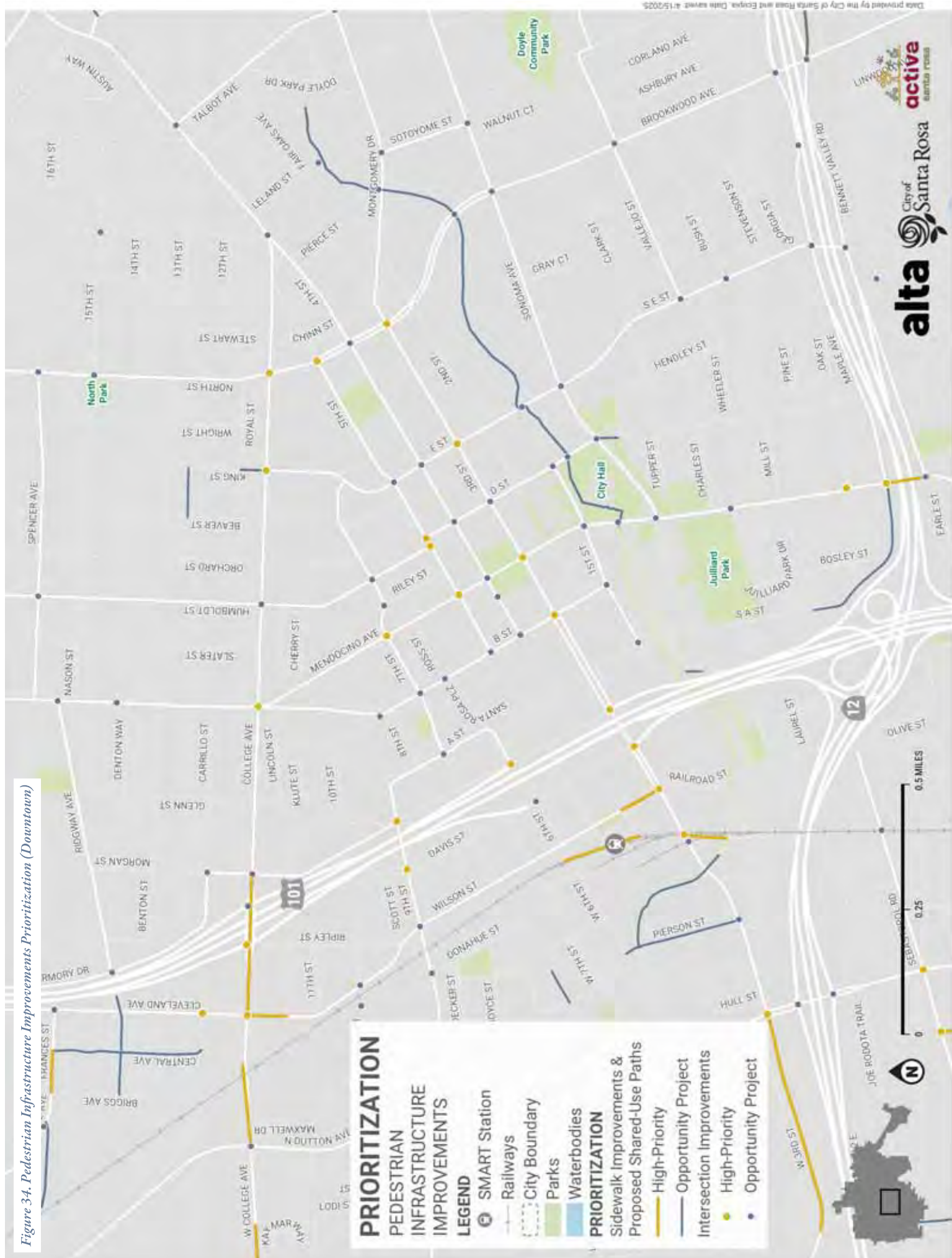


Figure 35. Pedestrian Infrastructure Improvements Prioritization (Northwest)

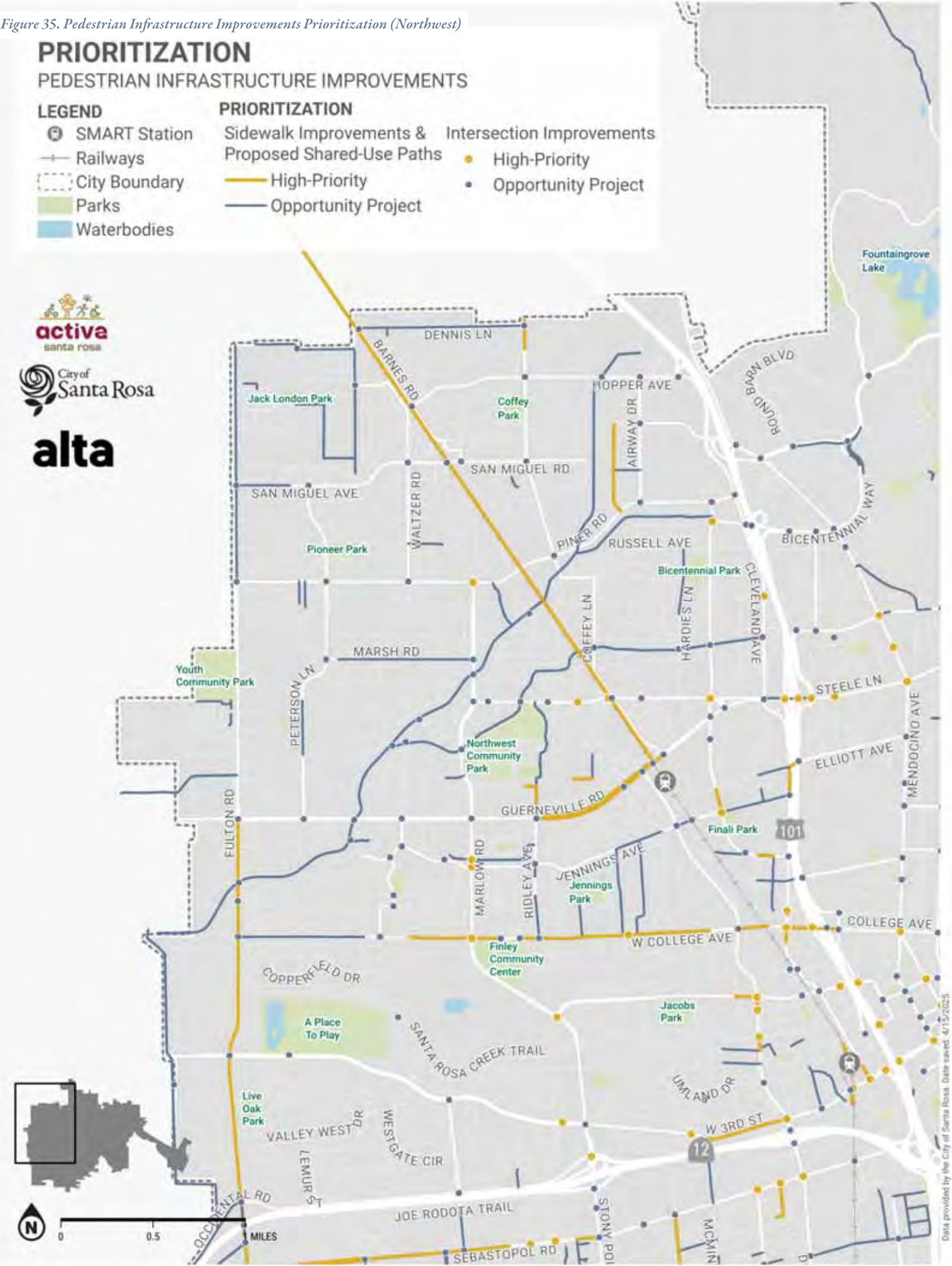


Figure 36. Pedestrian Infrastructure Improvements Prioritization (Northeast)

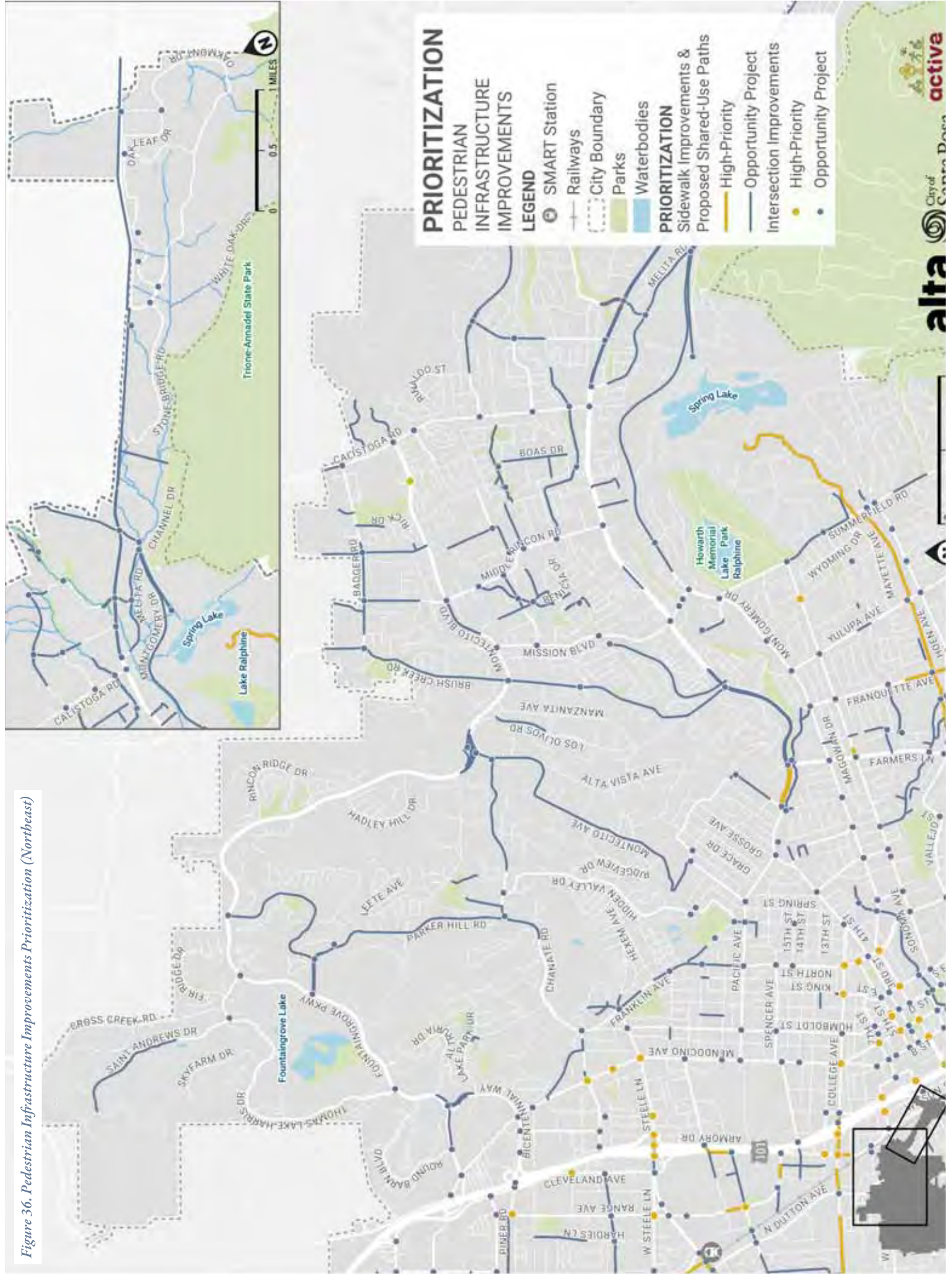


Figure 37. Pedestrian Infrastructure Improvements Prioritization (Southwest)

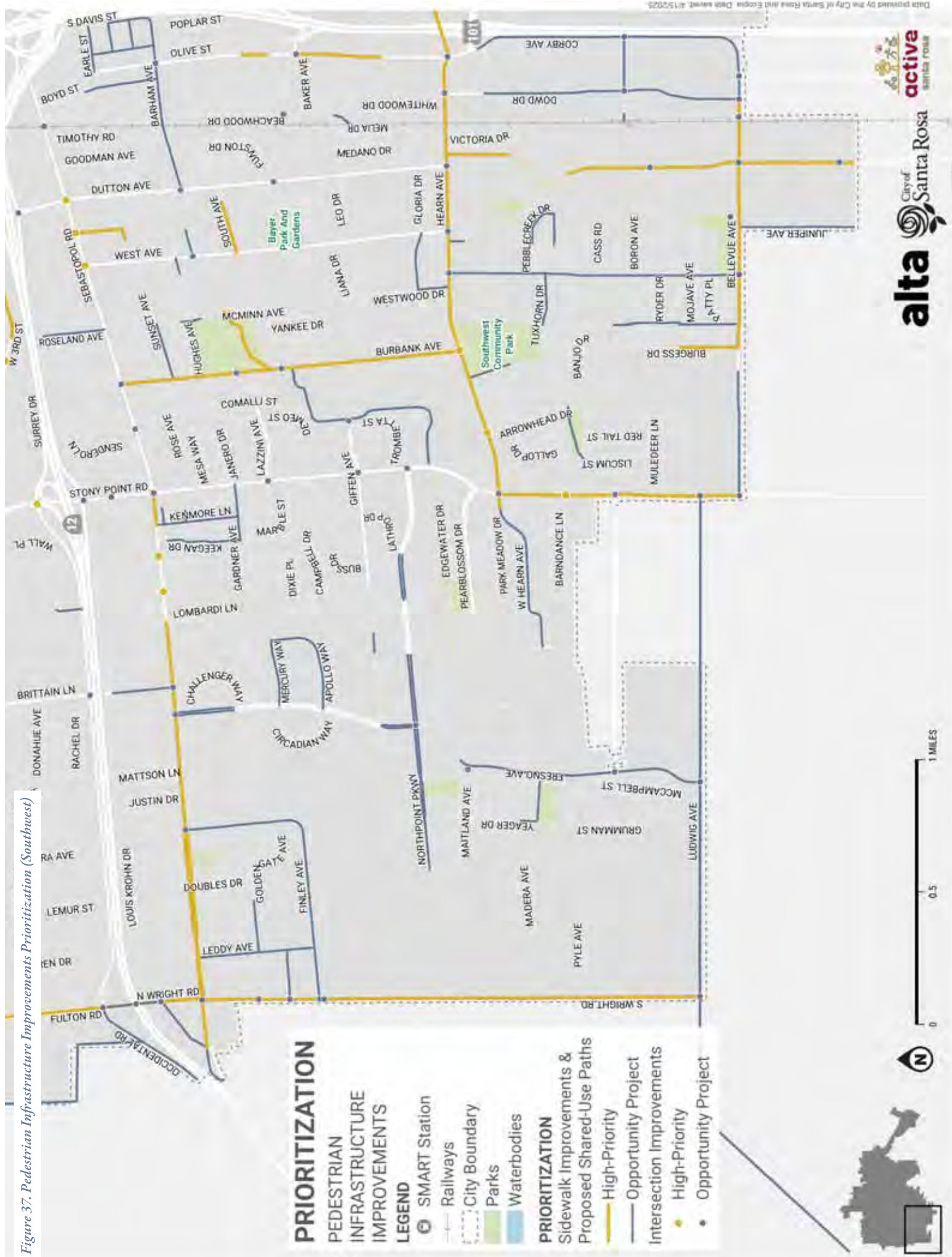


Figure 38. Pedestrian Infrastructure Improvements Prioritization (Southeast)

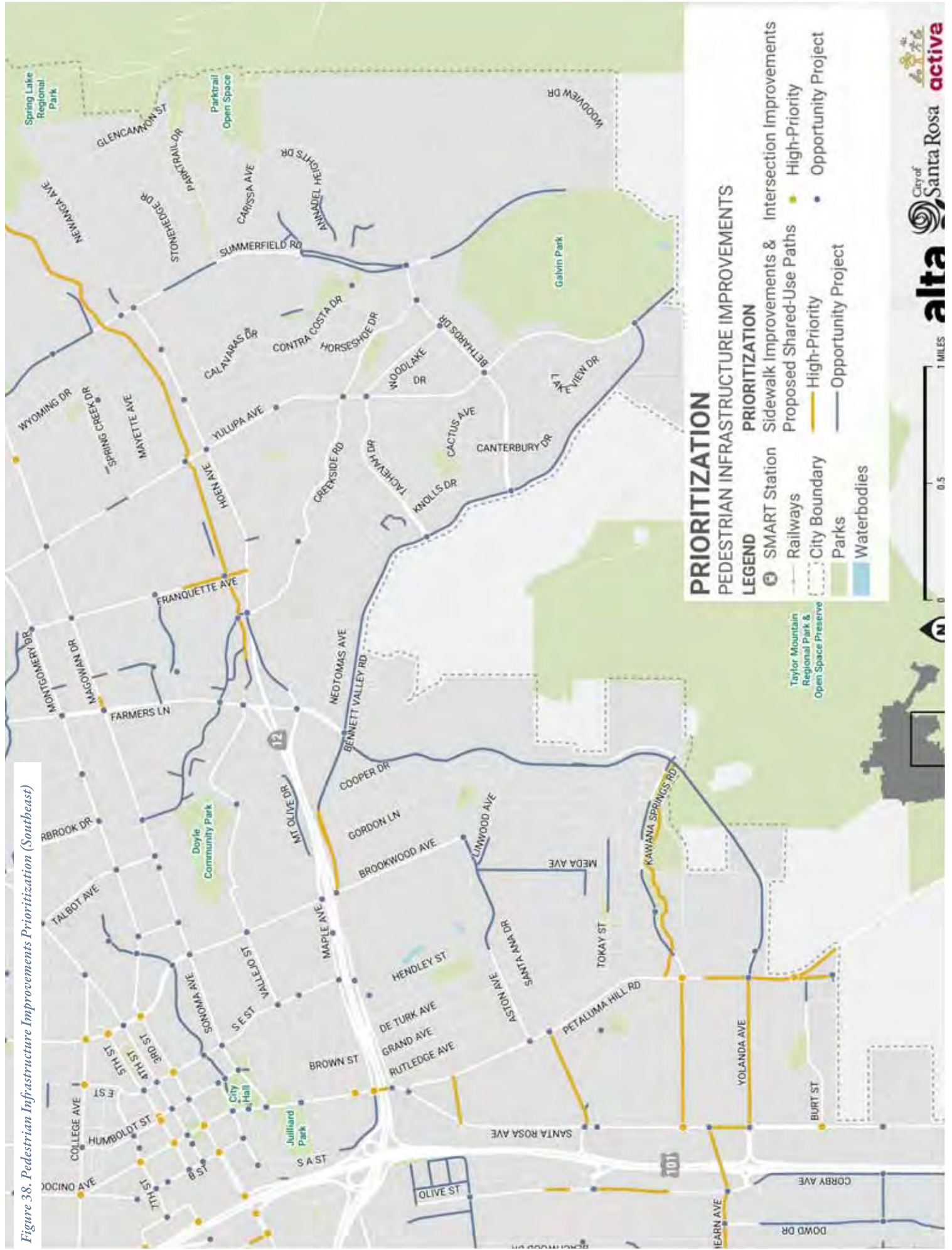
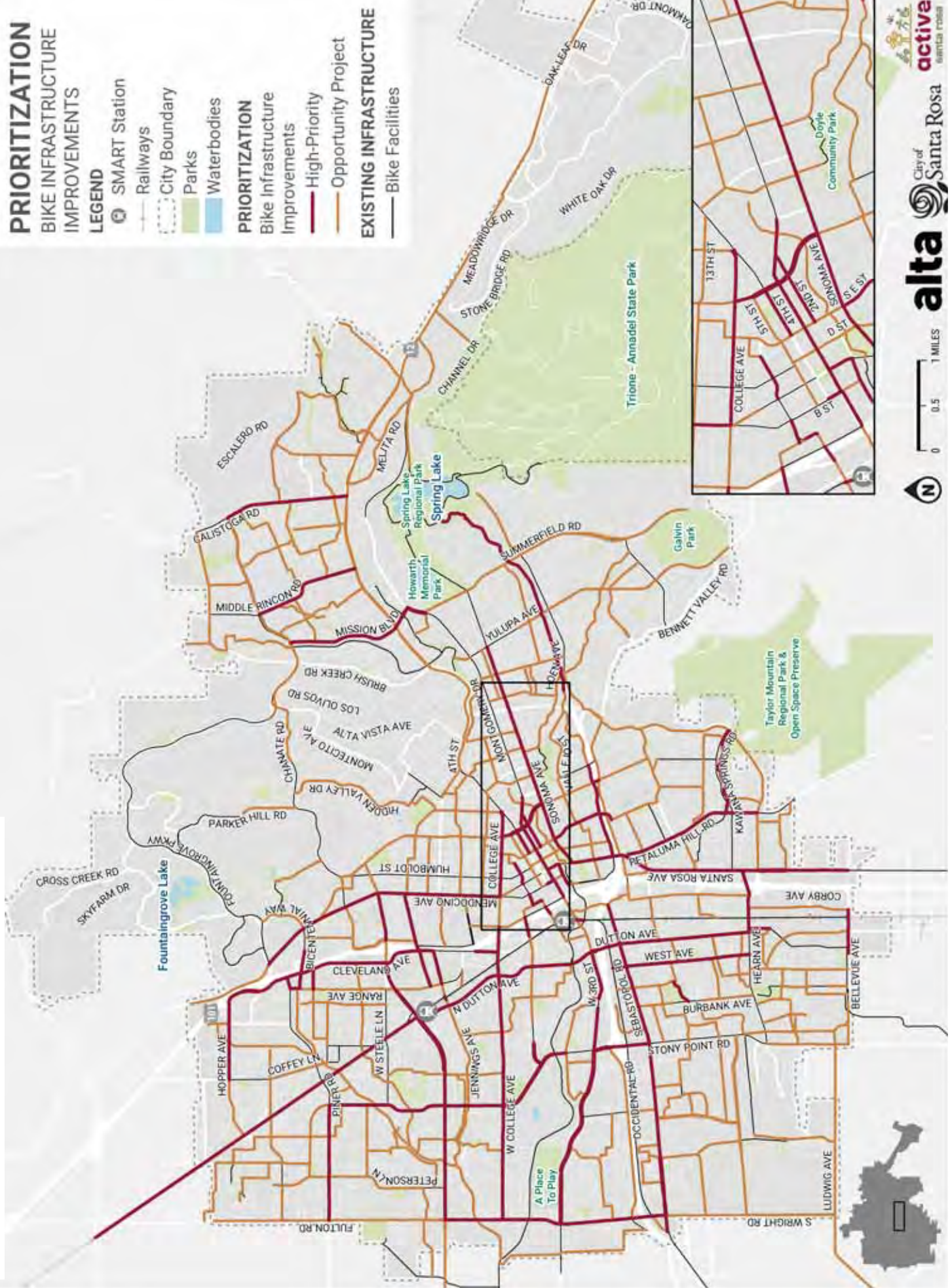


Figure 39. Bicycle Infrastructure Improvements Prioritization (Citywide)

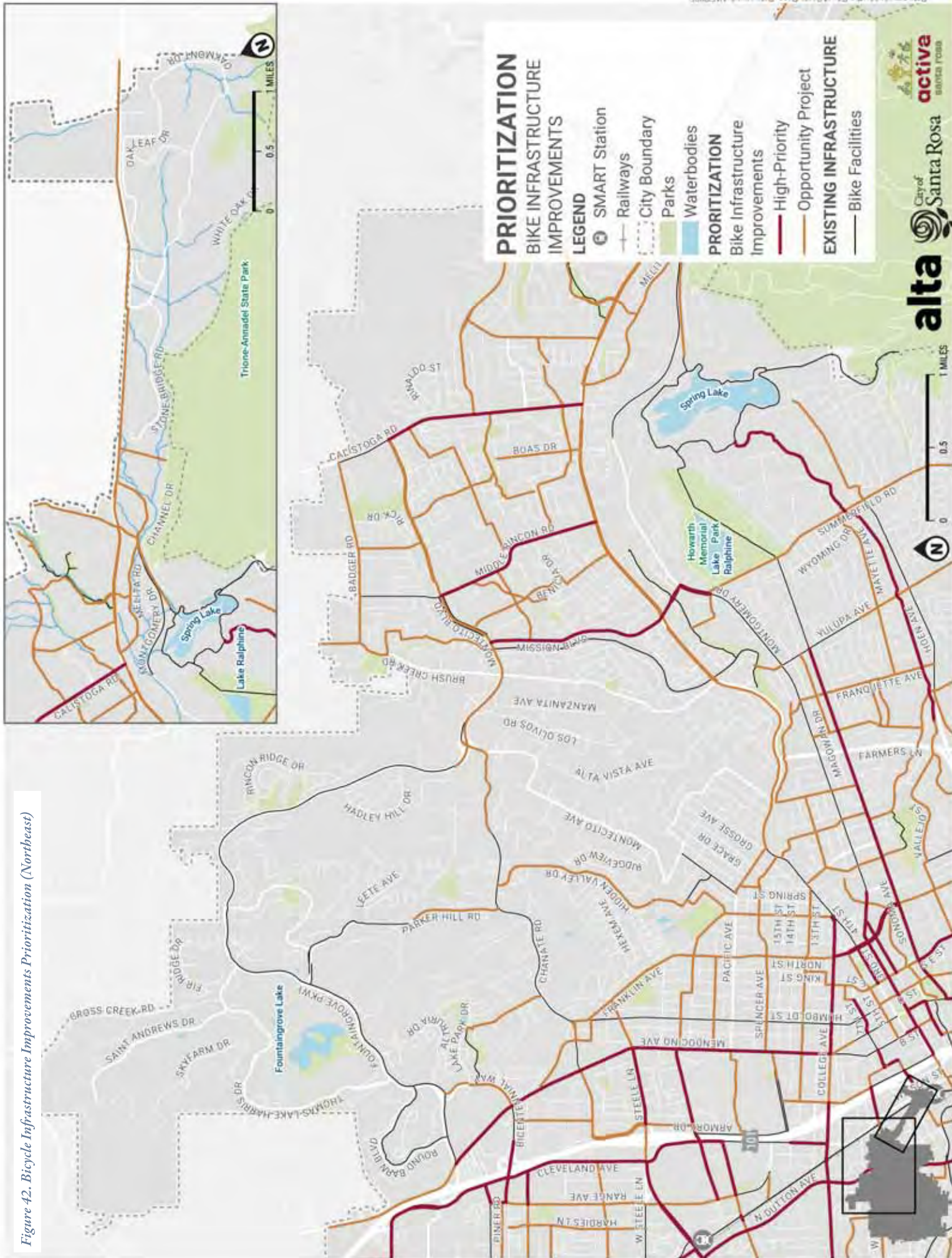


**Figure 40. Bicycle Infrastructure Improvements Prioritization (Downtown)**

Figure 41. Bicycle Infrastructure Improvements Prioritization (Northwest)



A detailed map of the Spring Lake area in Trion, Georgia. The map shows the Spring Lake River flowing through the center, with several roads crossing it: Oak Leaf Dr, Lone Bridge Rd, Channel Dr, Mount Conery Dr, and Sycamore Rd. To the east of the river is Trion-Annadel State Park, and to the south is Lake Ralphine. A scale bar indicates distances up to 1 mile, and a north arrow is present in the top right corner.



**Figure 43. Bicycle Infrastructure Improvements Prioritization (Southwest)**

**PRIORITIZATION**  
BIKE INFRASTRUCTURE IMPROVEMENTS

**LEGEND**

- SMART Station
- Railways
- City Boundary
- Parks
- Waterbodies

**PRIORITIZATION**  
Bike Infrastructure Improvements

- High-Priority
- Opportunity Project

**EXISTING INFRASTRUCTURE**  
Bike Facilities

Scale: 0 to 1 mile. North arrow pointing up.

Figure 44. Bicycle Infrastructure Improvements Prioritization (Southeast)



# Cost Estimates

Active Santa Rosa recommends \$748,288,356 in linear projects (\$221,213,780 for High-Priority Projects and \$527,074,576 for Opportunity Projects) for people walking, biking, and rolling. This cost estimate does not include the intersection improvements included in the Plan. It does include construction of new and upgraded facilities.

To better identify potential intersection improvements, we have grouped them into three distinct typologies:

- **Typology A** - Crossing and Accessibility Improvements: These include improvements focused on crossing the street, including enhanced signing and striping.
- **Typology B** - Roadway Improvements: Modifications to a street's lane configuration or the length of the crossing. Project costs can be lower for some improvements, such as bike lane striping, when they are paired with pavement maintenance projects.
- **Typology C** - Traffic Control Improvements: Changes to traffic signal timing or installation of pedestrian beacons.

Each recommended intersection improvement was assigned a typology, or combination of typologies, resulting in a generalized cost for each location (**Table 9**). This table includes a list of the improvements included in each typology and the generalized costs related to said improvement. Similarly, **Table 10** includes generalized costs per mile of implementing the recommended bicycle facilities.

Finally, this section includes cost estimates for the High-Priority Projects (as a result of the prioritization process). These are listed in **Table 11**, **Table 12**, **Table 13**, and **Table 14**. The complete set of costs and prioritization can be found in **Appendix F**.



*Construction of a new curb and ramp to support a new Rectangular Rapid Flashing Beacon in Santa Rosa, CA.*

Cost estimates were calculated using 2024 dollars and are likely to rise over time. The City of Santa Rosa Transportation and Public Works Department has approximately \$20 million in budget each year, which includes pavement maintenance and operational funds. The City will implement as many projects from this Plan as are possible each year given the budget.

Table 9. Generalized Costs for Pedestrian Improvements<sup>1</sup>

| PROPOSED IMPROVEMENTS                                                                        | GENERALIZED COSTS | ASSUMPTIONS                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------------------------------------------------------------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TYPOLOGY A - CROSSING AND ACCESSIBILITY IMPROVEMENTS</b>                                  |                   |                                                                                                                                                                                                                                                                                                                                                                             |
| Advanced Stop/Yield Bar                                                                      | \$                | Cost includes striping and varies by street width and striping type. Cost does not include signage or striping removal.                                                                                                                                                                                                                                                     |
| High-Visibility Crosswalk                                                                    | \$                | Cost includes striping and signage. Cost range depends on street width. Cost does not include striping removal.                                                                                                                                                                                                                                                             |
| In-Street Crossing Sign                                                                      | \$                | Cost includes striping and signage. Cost depends on striping needs. Cost does not include striping removal or pavement resurfacing.                                                                                                                                                                                                                                         |
| Raised Crosswalk/Speed Table                                                                 | \$\$              | Cost includes striping, asphalt, ramp removal, and sidewalk reconstruction. Cost range depends on street width and sidewalk reconstruction needs. Cost does not include striping removal.                                                                                                                                                                                   |
| Visibility Improvements                                                                      | \$-\$\$           | Cost includes striping, signage, and the addition of street lights. Cost range depends on visibility needs, low cost represents daylighting only.                                                                                                                                                                                                                           |
| <b>TYPOLOGY B - ROADWAY IMPROVEMENTS</b>                                                     |                   |                                                                                                                                                                                                                                                                                                                                                                             |
| Curb Extensions                                                                              | \$\$              | Cost includes ramp modifications, striping, and concrete construction for one street corner or approach only. Range depends on number of ramps being replaced and dimensions of curb extension. Does not include the cost of potentially relocating a drainage inlet or striping removal.                                                                                   |
| Pedestrian Refuge Island                                                                     | \$\$              | Cost includes signing, striping, and concrete construction. Cost range depends on street width, refuge dimensions, and signage needs. Cost does not include striping removal.                                                                                                                                                                                               |
| Road Diet (per mile)                                                                         | \$\$\$-\$\$\$\$   | High cost includes striping, ramp, concrete median construction, resurfacing, and traffic signal modification; low cost is restriping only. Cost estimate includes curb extensions, pedestrian refuge island, visibility improvements, and high-visibility crosswalks. Cost range depends on street width, traffic signal modification, and other traffic-calming measures. |
| <b>TYPOLOGY C - TRAFFIC CONTROL IMPROVEMENTS</b>                                             |                   |                                                                                                                                                                                                                                                                                                                                                                             |
| High-intensity Activated Crosswalk beacon (HAWK)                                             | \$\$\$\$          | Cost includes curb ramps, signing and striping, and lighting. Does not include curb extensions, pedestrian refuge islands, signing or striping removal, or pavement resurfacing.                                                                                                                                                                                            |
| Rectangular Rapid-Flashing Beacon (RRFB)                                                     | \$\$-\$\$\$       | High cost includes curb ramps, signing and striping, and lighting. Does not include curb extensions, pedestrian refuge islands, signing or striping removal, or pavement resurfacing. Low cost is for RRFB and striping.                                                                                                                                                    |
| Signal Timing Changes (leading pedestrian interval (LPI), longer pedestrian crossing phases) | \$                | Cost includes a day of labor to adjust signal timing. No other costs are included.                                                                                                                                                                                                                                                                                          |
| <b>TYPOLOGY D - LINEAR IMPROVEMENTS</b>                                                      |                   |                                                                                                                                                                                                                                                                                                                                                                             |
| Sidewalks (per mile)                                                                         | \$\$\$            | Cost includes concrete for sidewalk. No other costs included. Variation is based on sidewalk width. Cost does not include potential purchase of right-of-way from private property owners.                                                                                                                                                                                  |

1. Costs are based on values obtained on bid documents and planning-level cost estimates from the City of Santa Rosa, and unit cost estimates from Alameda CTC. Values derived from bid documents and unit cost estimates were factored up to 2024 dollars using the Caltrans Construction Cost Index and then multiplied by a planning level contingency factor (25%), administration factor (15%), design factor (15%), and environmental clearance factor (5%) to account for additional project needs not explicitly stated in the descriptions. Costs include the cost of materials and labor and do not include public outreach efforts or inter-agency coordination.

Table 10. Generalized Costs for Bicycle Facilities<sup>1</sup>

| FACILITY                       | GENERALIZED COSTS | ASSUMPTIONS                                                                                                                                                                                                                                                                                                                          |
|--------------------------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Shared-Use Path (Class I)      | \$\$\$\$          | Cost includes asphalt path, minor crossing improvements, and signal modification. Cost does not include right-of-way acquisition. Assumes 10' width and 4" asphalt section.                                                                                                                                                          |
| Bike Lane (Class II)           | \$ - \$\$\$\$     | Cost assumes signage and striping. Cost range depends on green conflict marking and traffic signal modification, including bike signal detection. Does not include pavement remediation or striping removal.                                                                                                                         |
| Buffered Bike Lane (Class IIB) | \$\$\$\$          | Cost assumes signage, striping, and a painted buffer. Cost range depends on green conflict marking, traffic signal modification (including bike signal detection), and wayfinding signage. Does not include pavement remediation or striping removal.                                                                                |
| Bike Routes (Class III)        | \$                | Cost includes signage and pavement markings. Does not include pavement remediation or striping removal.                                                                                                                                                                                                                              |
| Bicycle Boulevard (Class IIIB) | \$\$\$\$          | Cost assumes signage, striping, and minor traffic calming (such as speed humps and up to three other elements such as medians, diverters, or a raised crosswalk). Cost range depends on low-cost items plus traffic circles, curb extensions, traffic signal modification (including bike signal detection), and wayfinding signage. |
| Separated Bikeway (Class IV)   | \$\$\$\$          | Cost assumes signage, striping, and a painted buffer with flexible delineators. Cost range depends on green conflict marking, traffic signal modification (including bike signal detection), and a raised concrete buffer.                                                                                                           |

<sup>1</sup> Costs are based on values obtained on bid documents and planning-level cost estimates from the Town of Windsor, and bid documents from the City of Santa Rosa, and unit cost estimates from Alameda CTC. Values derived from bid documents and unit cost estimates were factored up to 2024 dollars using the Caltrans Construction Cost Index and then multiplied by a planning level contingency factor (25%), administration factor (15%), design factor (15%), and environmental clearance factor (5%) to account for additional project needs not explicitly stated in the descriptions. Costs include the cost of materials and labor and do not include public outreach efforts or inter-agency coordination.



A Class IV Separated Bikeway along Steele Lane in Santa Rosa, CA.

# High-Priority Projects and Cost Estimates

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 11. High-Priority Sidewalk Improvements and Generalized Costs - by street name

| CORRIDOR          | FROM                          | TO                        | RECOMMENDED IMPROVEMENT | LENGTH (MI.) | GENERALIZED COSTS (PER MI.) | PRIORITIZATION CATEGORY |
|-------------------|-------------------------------|---------------------------|-------------------------|--------------|-----------------------------|-------------------------|
| 4th St            | Rogers Wy                     | Farmers Ln                | Sidewalk on 1-side      | 0.46         | \$\$\$                      | High-Priority           |
| Bellevue Ave      | Burgess Dr                    | Wiljan Ct                 | Sidewalk on 1-side      | 0.74         | \$\$\$                      | High-Priority           |
| Burbank Ave       | Sebastopol Rd                 | Hearn Ave                 | Sidewalk on 1-side      | 1.00         | \$\$\$                      | High-Priority           |
| Burgess Dr        | Flapjack Wy                   | Bellevue Ave              | Sidewalk on 1-side      | 0.17         | \$\$\$                      | High-Priority           |
| Cleveland Ave     | College Ave                   | Lincoln St                | Sidewalk on 1-side      | 0.06         | \$\$\$                      | High-Priority           |
| Colgan Ave        | Santa Rosa Ave                | La Esplanada Pl           | Sidewalk on 1-side      | 0.19         | \$\$\$                      | High-Priority           |
| Corby Ave         | Cottonwood Dr                 | 550 ft south of Baker Ave | Sidewalk on 1-side      | 0.15         | \$\$\$                      | High-Priority           |
| Corby Ave         | Myrtlewood Dr                 | Greenwood Dr              | Sidewalk on 1-side      | 0.07         | \$\$\$                      | High-Priority           |
| Dutton Ave        | Bellevue Ave                  | City Limits               | Sidewalk on 1-side      | 0.34         | \$\$\$                      | High-Priority           |
| Dutton Ave        | Ohair Ct                      | End of Street             | Sidewalk on 1-side      | 0.37         | \$\$\$                      | High-Priority           |
| Frances St        | Briggs Ave                    | Central Ave               | Sidewalk on 1-side      | 0.06         | \$\$\$                      | High-Priority           |
| Franquette Ave    | Mayette Ave                   | Hoen Ave                  | Sidewalk on 1-side      | 0.22         | \$\$\$                      | High-Priority           |
| Guerneville Rd    | Ridley Ave                    | Coffey Ln                 | Sidewalk on 1-side      | 0.63         | \$\$\$                      | High-Priority           |
| Hearn Ave         | Corby Ave                     | Santa Rosa Ave            | Sidewalk on 1-side      | 0.22         | \$\$\$                      | High-Priority           |
| Hearn Ave         | Park Meadow Dr                | Railroad                  | Sidewalk on 1-side      | 1.16         | \$\$\$                      | High-Priority           |
| Industrial Dr     | Industrial Dr                 | Piner Rd                  | Sidewalk on 1-side      | 0.38         | \$\$\$                      | High-Priority           |
| Kawana Springs Rd | Santa Rosa Ave                | Petaluma Hill Rd          | Sidewalk on 1-side      | 0.50         | \$\$\$                      | High-Priority           |
| N Dutton Ave      | W 8th St                      | Trowbridge St             | Sidewalk on 1-side      | 0.06         | \$\$\$                      | High-Priority           |
| N Dutton Ave      | W 9th St                      | Decker St                 | Sidewalk on 1-side      | 0.05         | \$\$\$                      | High-Priority           |
| Range Ave         | Edwards Ave                   | Jennings Ave              | Sidewalk on 1-side      | 0.10         | \$\$\$                      | High-Priority           |
| S Wright Rd       | 400 ft south of Sebastopol Rd | Lancaster Ave             | Sidewalk on 1-side      | 0.18         | \$\$\$                      | High-Priority           |
| S Wright Rd       | Finley Ave                    | Ludwig Ave                | Sidewalk on 1-side      | 1.12         | \$\$\$                      | High-Priority           |
| Santa Rosa Ave    | Hearn Ave                     | Yolanda Ave               | Sidewalk on 1-side      | 0.14         | \$\$\$                      | High-Priority           |
| Sebastopol Rd     | Kenmore Ln                    | Stony Point Rd            | Sidewalk on 1-side      | 0.10         | \$\$\$                      | High-Priority           |
| Sebastopol Rd     | Lombardi Ln                   | Joe Rodora Trail          | Sidewalk on 1-side      | 1.72         | \$\$\$                      | High-Priority           |
| Sonoma Ave        | Farmers Ln                    | Village Ct                | Sidewalk on 1-side      | 0.05         | \$\$\$                      | High-Priority           |

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 11. High-Priority Sidewalk Improvements and Generalized Costs - by street name (continued)

| CORRIDOR             | FROM                              | TO                               | RECOMMENDED IMPROVEMENT | LENGTH (MI.) | GENERALIZED COSTS (PER MI.) | PRIORITIZATION CATEGORY |
|----------------------|-----------------------------------|----------------------------------|-------------------------|--------------|-----------------------------|-------------------------|
| South Ave            | West Ave                          | Dutton Ave                       | Sidewalk on 2-sides     | 0.09         | \$\$\$                      | High-Priority           |
| South Ave            | West Ave                          | Dutton Ave                       | Sidewalk on 1-side      | 0.07         | \$\$\$                      | High-Priority           |
| Stony Point Rd       | Hearn Ave                         | Bellevue Ave                     | Sidewalk on 1-side      | 0.71         | \$\$\$                      | High-Priority           |
| W 3rd St             | Dutton Ave                        | 500 ft east of Rusch Ct          | Sidewalk on 1-side      | 0.35         | \$\$\$                      | High-Priority           |
| W 9th St             | Saracen Rd                        | N Dutton Ave                     | Sidewalk on 1-side      | 0.09         | \$\$\$                      | High-Priority           |
| W College Ave        | Casassa Wy                        | Sparrow Creek St                 | Sidewalk on 1-side      | 0.39         | \$\$\$                      | High-Priority           |
| W College Ave        | Tyara Wy                          | 550 ft east of Link Ln           | Sidewalk on 1-side      | 0.81         | \$\$\$                      | High-Priority           |
| Wilson St            | 4th St                            | 3rd St                           | Sidewalk on 1-side      | 0.07         | \$\$\$                      | High-Priority           |
| Yolanda Ave          | Santa Rosa Ave                    | 1600 ft west of Petaluma Hill Rd | Sidewalk on 1-side      | 0.27         | \$\$\$                      | High-Priority           |
| Avalon Ave           | Sebastopol Rd                     | End of Street                    | Sidewalk on 2-sides     | 0.17         | \$\$\$                      | High-Priority           |
| Barham Ave           | Santa Rosa Ave                    | Petaluma Hill Rd                 | Sidewalk on 2-sides     | 0.16         | \$\$\$                      | High-Priority           |
| Bennett Valley Rd    | Brookwood Ave                     | Cork Tree Ln                     | Sidewalk on 2-sides     | 0.39         | \$\$\$                      | High-Priority           |
| Coffey Ln            | City Limits                       | 650 ft south of Dennis Ln        | Sidewalk on 2-sides     | 0.12         | \$\$\$                      | High-Priority           |
| Colgan Ave           | La Esplanada Pl                   | Petaluma Hill Rd                 | Sidewalk on 2-sides     | 0.16         | \$\$\$                      | High-Priority           |
| Corby Ave            | Baker Ave                         | 550 ft south of Baker Ave        | Sidewalk on 2-sides     | 0.10         | \$\$\$                      | High-Priority           |
| Dutton Ave           | Bellevue Ave                      | Ohair Ct                         | Sidewalk on 2-sides     | 0.14         | \$\$\$                      | High-Priority           |
| Lance Dr             | Iroquois St                       | End of Street                    | Sidewalk on 2-sides     | 0.08         | \$\$\$                      | High-Priority           |
| Old Petaluma Hill Rd | Petaluma Hill Rd                  | Winterhaven Ave                  | Sidewalk on 2-sides     | 0.13         | \$\$\$                      | High-Priority           |
| Petaluma Hill Rd     | 500 ft south of Kawana Springs Rd | Winterhaven Ave                  | Sidewalk on 2-sides     | 0.46         | \$\$\$                      | High-Priority           |
| Ridley Ave           | Ridley Ave                        | End of Street                    | Sidewalk on 2-sides     | 0.18         | \$\$\$                      | High-Priority           |
| S Wright Rd          | Lancaster Ave                     | Finley Ave                       | Sidewalk on 2-sides     | 0.09         | \$\$\$                      | High-Priority           |
| S Wright Rd          | Sebastopol Rd                     | 400 ft south of Sebastopol Rd    | Sidewalk on 2-sides     | 0.07         | \$\$\$                      | High-Priority           |
| Yolanda Ave          | Petaluma Hill Rd                  | 1600 ft west of Petaluma Hill Rd | Sidewalk on 2-sides     | 0.23         | \$\$\$                      | High-Priority           |

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 12. High-Priority Proposed Shared-Use Paths

| CORRIDOR                      | FROM               | TO                      | RECOMMENDED IMPROVEMENT   | LENGTH (MI.) | GENERALIZED COSTS (PER MI.) | PRIORITIZATION CATEGORY |
|-------------------------------|--------------------|-------------------------|---------------------------|--------------|-----------------------------|-------------------------|
| Cleveland Ave                 | Jennings Ave       | Edwards Ave             | Shared Use Path (Class I) | 0.12         | \$\$\$\$                    | High-Priority           |
| College Ave                   | Mendocino Ave      | N Dutton Ave            | Shared Use Path (Class I) | 0.22         | \$\$\$\$                    | High-Priority           |
| Dutton Ave (Extension)        | Dutton Meadow      | North End of Dutton Ave | Shared Use Path (Class I) | 0.37         | \$\$\$\$                    | High-Priority           |
| Fulton Rd                     | Guerneville Rd     | Sebastopol Rd           | Shared Use Path (Class I) | 1.92         | \$\$\$\$                    | High-Priority           |
| Guerneville Rd                | SMART Trail        | Ridley Ave              | Shared Use Path (Class I) | 0.53         | \$\$\$\$                    | High-Priority           |
| Guerneville Rd                | Coffey Ln          | SMART Trail             | Shared Use Path (Class I) | 0.05         | \$\$\$\$                    | High-Priority           |
| Hearn Ave                     | Smart Path         | Corby Ave               | Shared Use Path (Class I) | 0.20         | \$\$\$\$                    | High-Priority           |
| Hearn Hub Project             | Colgan Creek Trail | Hearn Ave               | Shared Use Path (Class I) | 0.18         | \$\$\$\$                    | High-Priority           |
| Highway 101 Overcrossing      | Elliott Ave        | Edwards Ave             | Shared Use Path (Class I) | 0.05         | \$\$\$\$                    | High-Priority           |
| Kawana Springs Park           | Farmers Ln         | Meda Ave                | Shared Use Path (Class I) | 0.79         | \$\$\$\$                    | High-Priority           |
| Roseland Creek Trail          | Burbank Ave        | McMinn Ave              | Shared Use Path (Class I) | 0.23         | \$\$\$\$                    | High-Priority           |
| Santa Rosa Ave                | Maple Ave          | Bennett Valley Rd       | Shared Use Path (Class I) | 0.07         | \$\$\$\$                    | High-Priority           |
| SE Greenway Connector         | Southeast Greenway | Spring Lake Path        | Shared Use Path (Class I) | 0.32         | \$\$\$\$                    | High-Priority           |
| SMART Trail                   | 4th St             | 6th St                  | Shared Use Path (Class I) | 0.12         | \$\$\$\$                    | High-Priority           |
| SMART Trail                   | 3rd St             | Santa Rosa Creek        | Shared Use Path (Class I) | 0.07         | \$\$\$\$                    | High-Priority           |
| SMART Trail (Extension)       | Shiloh Rd          | Guerneville Rd          | Shared Use Path (Class I) | 3.38         | \$\$\$\$                    | High-Priority           |
| SMART Trail At-Grade Crossing | Jennings Ave       | Jennings Ave            | Shared Use Path (Class I) | 0.03         | \$\$\$\$                    | High-Priority           |
| Southeast Greenway            | Spring Lake Park   | Vallejo St              | Shared Use Path (Class I) | 1.82         | \$\$\$\$                    | High-Priority           |
| W College Ave                 | SMART Trail        | Dutton Ave              | Shared Use Path (Class I) | 0.13         | \$\$\$\$                    | High-Priority           |

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 13. High-Priority Intersection Improvements by Typology Group

| CROSS STREET 1       | CROSS STREET 2    | TPOLOGY GROUP *                                                                                                                        | PRIORITIZATION CATEGORY |
|----------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| 9th St               | Davis St          | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Santa Rosa Ave       | Oak St            | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Old Petaluma Hill Rd | Petaluma Hill Rd  | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Kawana Springs Rd    | Santa Rosa Ave    | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Hearn Ave            | Burbank Ave       | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements                                              | High-Priority           |
| Sebastopol Rd        | West Ave          | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| Bicentennial Way     | Range Ave         | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Petaluma Hill Rd     | Kawana Springs Rd | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| Durton Ave           | Sebastopol Rd     | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| Burt St              | Santa Rosa Ave    | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Mendocino Ave        | 7th St            | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| Mendocino Ave        | College Ave       | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Marlow Rd            | Piner Rd          | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| 5th St               | Mendocino Ave     | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| Range Ave            | W Steele Ln       | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |

\*Refer to **Table 9** for more information about cost estimates for each group. Projects that do not have an assigned group require additional study and, therefore, do not fit within the groups.

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 13. High-Priority Intersection Improvements by Typology Group (continued)

| CROSS STREET 1   | CROSS STREET 2 | TPOLOGY GROUP*                                                                                                                         | PRIORITIZATION CATEGORY |
|------------------|----------------|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| Chanate Rd       | Mendocino Ave  | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| Jennings Ave     | Range Ave      | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements                                              | High-Priority           |
| Mendocino Ave    | Steele Ln      | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| College Ave      | Brookwood Ave  | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Maple Ave        | S A St         | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| 3rd St           | E St           | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| 3rd St           | Santa Rosa Ave | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| Marlow Rd        | Jennings Ave   | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| N Dutton Ave     | 9th St         | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| Brookwood Ave    | College Ave    | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| College Ave      | King St        | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| 9th St           | Morgan St      | Typology A - Crossing and Accessibility Improvements                                                                                   | High-Priority           |
| W College Ave    | Stony Point Rd | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| N Dutton Ave     | 3rd St         | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| W 3rd St         | Wilson St      | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| B St             | 3rd St         | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| County Center Dr | Steele Ln      | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |

\*Refer to Table 9 for more information about cost estimates for each group. Projects that do not have an assigned group require additional study and, therefore, do not fit within the groups.

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 13. High-Priority Intersection Improvements by Typology Group (continued)

| CROSS STREET 1 | CROSS STREET 2 | TPOLOGY GROUP *                                                                                                                        | PRIORITIZATION CATEGORY |
|----------------|----------------|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| Occidental Rd  | Stony Point Rd | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| 3rd St         | Brookwood Ave  | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| W 9th St       | Stony Cir      | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Steele Ln      | Us 101 Ramp    | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Steele Ln      | Us 101 Ramp    | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| College Ave    | Us 101 Ramp    | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Morgan St      | Us 101 Ramp    | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| 3rd St         | Us 101 Ramp    | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| 3rd St         | Us 101 Ramp    | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| W College Ave  | Clover Dr      | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| N Dutton Ave   | Decker St      | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |

\*Refer to **Table 9** for more information about cost estimates for each group. Projects that do not have an assigned group require additional study and, therefore, do not fit within the groups.

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 13. High-Priority Intersection Improvements by Typology Group (continued)

| CROSS STREET 1 | CROSS STREET 2    | TYPOLGY GROUP*                                                                                                                         | PRIORITIZATION CATEGORY |
|----------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| N Dutton Ave   | W 8th St          | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| W Steele Ln    | Iroquois St       | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| W 3rd St       | Brockhurst Dr     | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| D St           | 5th St            | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements                                              | High-Priority           |
| Humboldt St    | 5th St            | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements                                              | High-Priority           |
| Brookwood Ave  | 5th St            | Typology A - Crossing and Accessibility Improvements                                                                                   | High-Priority           |
| W Steele Ln    | Coffey Ln         | Typology A - Crossing and Accessibility Improvements                                                                                   | High-Priority           |
| Marlow Rd      | Midblock Crossing | Typology A - Crossing and Accessibility Improvements                                                                                   | High-Priority           |
| W 3rd St       | Midblock Crossing | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Arrowhead Dr   | Hearn Ave         | Typology A - Crossing and Accessibility Improvements                                                                                   | High-Priority           |
| Barndance Ln   | Stony Point Rd    | Typology A - Crossing and Accessibility Improvements                                                                                   | High-Priority           |
| Steele Ln      | Meyers Dr         | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| Cleveland Ave  | State Farm Dr     | Typology C - Traffic Control Improvements                                                                                              | High-Priority           |
| Cleveland Ave  | Carrillo St       | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements                                              | High-Priority           |
| Sebastopol Rd  | Avalon Ave        | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |

\*Refer to **Table 9** for more information about cost estimates for each group. Projects that do not have an assigned group require additional study and, therefore, do not fit within the groups.

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 13. High-Priority Intersection Improvements by Typology Group (continued)

| CROSS STREET 1 | CROSS STREET 2    | TYPOLGY GROUP*                                                                                                                         | PRIORITIZATION CATEGORY |
|----------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| 3rd St         | Rusch Dr          | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Sebastopol Rd  | Laurel Grove Cir  | Typology B - Roadway Improvements                                                                                                      | High-Priority           |
| Sebastopol Rd  | Laurel Grove Cir  | Typology B - Roadway Improvements                                                                                                      | High-Priority           |
| Sonoma Ave     | Carley Rd         | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Montecito Blvd | Maria Carrillo Hs | Typology A - Crossing and Accessibility Improvements<br>Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements | High-Priority           |
| Mendocino Ave  | Schurman Dr       | Typology B - Roadway Improvements<br>Typology C - Traffic Control Improvements                                                         | High-Priority           |

Midblock Crossing Improvements along Santa Rosa Avenue in Santa Rosa, CA



The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 14. High-Priority Bicycle Improvements and Costs by Alphabetical Order

| CORRIDOR                | FROM           | TO                | RECOMMENDED BICYCLE FACILITY   | LENGTH (MI.) | GENERALIZED COSTS | PRIORITIZATION CATEGORY |
|-------------------------|----------------|-------------------|--------------------------------|--------------|-------------------|-------------------------|
| 1st St (South Side)     | Midblock East  | A St              | Bike Route (Class III)         | 0.10         | \$                | High-Priority           |
| 1st St (South Side)     | D St           | A St              | Buffered Bike Lane (Class IIB) | 0.10         | \$\$\$            | High-Priority           |
| 2nd St                  | E St           | Montgomery Dr     | Study Corridor                 | 0.33         | Undetermined      | High-Priority           |
| 2nd St & 3rd St Couplet | E St           | Santa Rosa Creek  | Study Corridor                 | 0.49         | Undetermined      | High-Priority           |
| 3rd St                  | E St           | Santa Rosa Ave    | Buffered Bike Lane (Class IIB) | 0.21         | \$\$\$            | High-Priority           |
| 3rd St                  | Santa Rosa Ave | B St              | Separated Bike Lane (Class IV) | 0.10         | \$\$\$\$          | High-Priority           |
| 3rd St                  | B St           | Morgan St         | Separated Bike Lane (Class IV) | 0.17         | \$\$\$\$          | High-Priority           |
| 4th St                  | Brookwood Ave  | Hope St           | Buffered Bike Lane (Class IIB) | 0.06         | \$\$\$            | High-Priority           |
| 4th St (South Side)     | Hope St        | E St              | Buffered Bike Lane (Class IIB) | 0.16         | \$\$\$            | High-Priority           |
| 6th St                  | Davis St       | Morgan St         | Buffered Bike Lane (Class IIB) | 0.07         | \$\$\$            | High-Priority           |
| 7th St                  | Riley St       | Beaver St         | Bicycle Boulevard (Class IIIB) | 0.15         | \$\$\$            | High-Priority           |
| 7th St                  | B St           | A St              | Separated Bike Lane (Class IV) | 0.10         | \$\$\$\$          | High-Priority           |
| 7th St                  | Mendocino Ave  | Riley St          | Separated Bike Lane (Class IV) | 0.05         | \$\$\$\$          | High-Priority           |
| 9th St                  | Morgan St      | Wilson St         | Buffered Bike Lane (Class IIB) | 0.17         | \$\$\$            | High-Priority           |
| A St                    | 7th St         | 6th St            | Separated Bike Lane (Class IV) | 0.06         | \$\$\$\$          | High-Priority           |
| B St                    | 3rd St         | 4th St            | Bike Lane (Class II)           | 0.06         | \$ - \$\$\$\$     | High-Priority           |
| Bellevue Ave            | Juniper Ave    | Wiljan Ct         | Separated Bike Lane (Class IV) | 0.38         | \$\$\$\$          | High-Priority           |
| Bicentennial Way        | Range Ave      | Kaiser            | Separated Bike Lane (Class IV) | 0.33         | \$\$\$\$          | High-Priority           |
| Brookwood Ave           | Maple Ave      | Bennett Valley Rd | Separated Bike Lane (Class IV) | 0.05         | \$\$\$\$          | High-Priority           |
| Brookwood Ave           | College Ave    | Sonoma Ave        | Separated Bike Lane (Class IV) | 0.89         | \$\$\$\$          | High-Priority           |
| Calistoga Rd            | Montecito Blvd | Hwy 12            | Separated Bike Lane (Class IV) | 1.07         | \$\$\$\$          | High-Priority           |
| Cleveland Ave           | College Ave    | Ridgeway Ave      | Bike Lane (Class II)           | 0.20         | \$ - \$\$\$\$     | High-Priority           |
| Cleveland Ave           | Jennings Ave   | Edwards Ave       | Shared Use Path (Class I)      | 0.12         | \$\$\$\$          | High-Priority           |
| Cleveland Ave           | Edwards Ave    | Hopper Ave        | Separated Bike Lane (Class IV) | 1.94         | \$\$\$\$          | High-Priority           |
| College Ave             | Morgan St      | 4th St            | Bike Lane (Class II)           | 0.77         | \$ - \$\$\$\$     | High-Priority           |
| College Ave             | SMART Trail    | Cleveland Ave     | Bike Lane (Class II)           | 0.09         | \$ - \$\$\$\$     | High-Priority           |
| College Ave             | Mendocino Ave  | N Dutton Ave      | Shared Use Path (Class I)      | 0.22         | \$\$\$\$          | High-Priority           |

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 14. High-Priority Bicycle Improvements and Costs by Alphabetical Order (continued)

| CORRIDOR                 | FROM               | TO                 | RECOMMENDED BICYCLE FACILITY   | LENGTH (MI.) | GENERALIZED COSTS | PRIORITIZATION CATEGORY |
|--------------------------|--------------------|--------------------|--------------------------------|--------------|-------------------|-------------------------|
| Dutton Ave               | Sebastopol Rd      | 3rd St             | Separated Bike Lane (Class IV) | 0.31         | \$\$\$\$          | High-Priority           |
| Dutton Ave               | Hearn Ave          | Sebastopol Rd      | Study Corridor                 | 1.13         | Undetermined      | High-Priority           |
| Edwards Ave              | Cleveland Ave      | Range Ave          | Study Corridor                 | 0.33         | Undetermined      | High-Priority           |
| Elliot Ave               | Mendocino Ave      | Armory Dr          | Separated Bike Lane (Class IV) | 0.47         | \$\$\$\$          | High-Priority           |
| Fulton Rd                | Guerneville Rd     | Sebastopol Rd      | Shared Use Path (Class I)      | 1.92         | \$\$\$\$          | High-Priority           |
| Guerneville Rd           | Cleveland Ave      | Range Ave          | Separated Bike Lane (Class IV) | 0.24         | \$\$\$\$          | High-Priority           |
| Guerneville Rd           | Range Ave          | Coffey Ln          | Separated Bike Lane (Class IV) | 0.51         | \$\$\$\$          | High-Priority           |
| Guerneville Rd           | N Dutton Ave       | Ridley Ave         | Separated Bike Lane (Class IV) | 0.51         | \$\$\$\$          | High-Priority           |
| Guerneville Rd           | Marlow Rd          | Fulton Rd          | Separated Bike Lane (Class IV) | 2.00         | \$\$\$\$          | High-Priority           |
| Guerneville Rd           | Ridley Ave         | Fulton Rd          | Separated Bike Lane (Class IV) | 0.28         | \$\$\$\$          | High-Priority           |
| Guerneville Rd           | SMART Trail        | Ridley Ave         | Shared Use Path (Class I)      | 0.53         | \$\$\$\$          | High-Priority           |
| Guerneville Rd           | Coffey Ln          | SMART Trail        | Shared Use Path (Class I)      | 0.05         | \$\$\$\$          | High-Priority           |
| Hearn Ave                | Santa Rosa Ave     | Corby Ave          | Separated Bike Lane (Class IV) | 0.22         | \$\$\$\$          | High-Priority           |
| Hearn Ave                | SMART Trail        | West Ave           | Separated Bike Lane (Class IV) | 0.13         | \$\$\$\$          | High-Priority           |
| Hearn Ave                | Smart Path         | Corby Ave          | Shared Use Path (Class I)      | 0.20         | \$\$\$\$          | High-Priority           |
| Hearn Hub Project        | Colgan Creek Trail | Hearn Ave          | Shared Use Path (Class I)      | 0.18         | \$\$\$\$          | High-Priority           |
| Highway 101 Overcrossing | Elliott Ave        | Edwards Ave        | Shared Use Path (Class I)      | 0.05         | \$\$\$\$          | High-Priority           |
| Hopper Ave               | Cleveland Ave      | Coffey Ln          | Separated Bike Lane (Class IV) | 0.64         | \$\$\$\$          | High-Priority           |
| Jennings Ave             | Cleveland          | Range Ave          | Study Corridor                 | 0.30         | Undetermined      | High-Priority           |
| Kawana Springs Park      | Farmers Ln         | Meda Ave           | Shared Use Path (Class I)      | 0.79         | \$\$\$\$          | High-Priority           |
| Maple Ave                | Brigham Ave        | Brookwood Ave      | Buffered Bike Lane (Class IIB) | 0.16         | \$\$\$            | High-Priority           |
| Maple Ave                | E St               | Brookwood Ave      | Separated Bike Lane (Class IV) | 0.28         | \$\$\$\$          | High-Priority           |
| Maple Ave                | Santa Rosa Ave     | E St               | Separated Bike Lane (Class IV) | 0.39         | \$\$\$\$          | High-Priority           |
| Marlow Rd                | W College Ave      | W Steele Ln        | Buffered Bike Lane (Class IIB) | 1.47         | \$\$\$            | High-Priority           |
| Marlow Rd                | W Steele Ln        | Piner Rd           | Separated Bike Lane (Class IV) | 0.82         | \$\$\$\$          | High-Priority           |
| Mendocino Ave            | College Ave        | Fountaingrove Pkwy | Separated Bike Lane (Class IV) | 2.21         | \$\$\$\$          | High-Priority           |

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 14. High-Priority Bicycle Improvements and Costs by Alphabetical Order (continued)

| CORRIDOR              | FROM               | TO                   | RECOMMENDED BICYCLE FACILITY   | LENGTH (MI.) | GENERALIZED COSTS | PRIORITIZATION CATEGORY |
|-----------------------|--------------------|----------------------|--------------------------------|--------------|-------------------|-------------------------|
| Middle Rincon Rd      | Montecito Blvd     | State Rte 12         | Bike Lane (Class II)           | 0.96         | \$ - \$\$\$\$     | High-Priority           |
| Mission Blvd          | Sherbrook Dr       | Montecito Blvd       | Buffered Bike Lane (Class IIB) | 0.62         | \$ \$             | High-Priority           |
| Mission Blvd          | Montgomery Dr      | Sherbrook Dr         | Separated Bike Lane (Class IV) | 0.62         | \$\$\$\$          | High-Priority           |
| Montgomery Dr         | Shadow Ln          | Mission Blvd         | Bike Lane (Class II)           | 0.33         | \$ - \$\$\$\$     | High-Priority           |
| N Dutton Ave          | Hewett St          | College Ave          | Separated Bike Lane (Class IV) | 0.60         | \$\$\$\$          | High-Priority           |
| N Dutton Ave          | Jennings Ave       | College Ave          | Separated Bike Lane (Class IV) | 0.52         | \$\$\$\$          | High-Priority           |
| N Dutton Ave          | 3rd St             | Hewett St            | Separated Bike Lane (Class IV) | 0.26         | \$\$\$\$          | High-Priority           |
| N Dutton Ave          | Guerneville Rd     | Jennings Ave         | Separated Bike Lane (Class IV) | 0.27         | \$\$\$\$          | High-Priority           |
| Petaluma Hill Rd      | Santa Rosa Ave     | Yolanda Ave          | Separated Bike Lane (Class IV) | 1.24         | \$\$\$\$          | High-Priority           |
| Piner Rd              | Fulton Rd          | Marlow Rd            | Separated Bike Lane (Class IV) | 1.01         | \$\$\$\$          | High-Priority           |
| Piner Rd              | Cleveland Ave      | Range Ave            | Separated Bike Lane (Class IV) | 0.10         | \$\$\$\$          | High-Priority           |
| Range Ave             | Piner Rd           | Bicentennial Way     | Bike Lane (Class II)           | 0.08         | \$ - \$\$\$\$     | High-Priority           |
| Roseland Creek Trail  | Burbank Ave        | McMinn Ave           | Shared Use Path (Class I)      | 0.23         | \$\$\$\$          | High-Priority           |
| Russell Ave           | Cleveland Ave      | Range Ave            | Bike Lane (Class II)           | 0.18         | \$ - \$\$\$\$     | High-Priority           |
| S E St                | Sonoma Ave         | Stevenson St         | Bicycle Boulevard (Class IIIB) | 0.39         | \$ \$             | High-Priority           |
| S E St                | Hendley St         | Stevenson St         | Separated Bike Lane (Class IV) | 0.20         | \$\$\$\$          | High-Priority           |
| Santa Rosa Ave        | Bennett Valley Rd  | Petaluma Hill rd     | Bike Lane (Class II)           | 0.06         | \$ - \$\$\$\$     | High-Priority           |
| Santa Rosa Ave        | Maple St           | Sonoma Ave           | Buffered Bike Lane (Class IIB) | 0.36         | \$ \$             | High-Priority           |
| Santa Rosa Ave        | 1st St             | 3rd St               | Separated Bike Lane (Class IV) | 0.11         | \$\$\$\$          | High-Priority           |
| Santa Rosa Ave        | Petaluma Hill Rd   | Hearn Ave            | Separated Bike Lane (Class IV) | 1.03         | \$\$\$\$          | High-Priority           |
| Santa Rosa Ave        | Yolanda Ave        | Hearn Ave            | Separated Bike Lane (Class IV) | 0.14         | \$\$\$\$          | High-Priority           |
| Santa Rosa Ave        | Yolanda Ave        | Southern City Limits | Separated Bike Lane (Class IV) | 1.03         | \$\$\$\$          | High-Priority           |
| Santa Rosa Ave        | Maple Ave          | Bennett Valley Rd    | Shared Use Path (Class I)      | 0.07         | \$\$\$\$          | High-Priority           |
| SE Greenway Connector | Southeast Greenway | Spring Lake Path     | Shared Use Path (Class I)      | 0.32         | \$\$\$\$          | High-Priority           |
| Sebastopol Ave        | Olive St           | SMART Trail          | Separated Bike Lane (Class IV) | 0.13         | \$\$\$\$          | High-Priority           |
| Sebastopol Rd         | Joe Rodota Trail   | Lombardi Ln          | Separated Bike Lane (Class IV) | 1.73         | \$\$\$\$          | High-Priority           |
| Sebastopol Rd         | Lombardi Ln        | Smart Path/Trl       | Separated Bike Lane (Class IV) | 1.52         | \$\$\$\$          | High-Priority           |

The City will use the prioritization scores as a guide to implement a subset of High-Priority Projects that are possible given the limited funds from the annual budget and available grant funding.

Table 14. High-Priority Bicycle Improvements and Costs by Alphabetical Order (continued)

| CORRIDOR                      | FROM             | TO               | RECOMMENDED BICYCLE FACILITY   | LENGTH (MI.) | GENERALIZED COSTS | PRIORITIZATION CATEGORY |
|-------------------------------|------------------|------------------|--------------------------------|--------------|-------------------|-------------------------|
| SMART Trail                   | 4th St           | 6th St           | Shared Use Path (Class I)      | 0.12         | \$\$\$\$          | High-Priority           |
| SMART Trail                   | 3rd St           | Santa Rosa Creek | Shared Use Path (Class I)      | 0.07         | \$\$\$\$          | High-Priority           |
| SMART Trail (Extension)       | Shiloh Rd        | Guerneville Rd   | Shared Use Path (Class I)      | 3.38         | \$\$\$\$          | High-Priority           |
| SMART Trail At-Grade Crossing | Jennings Ave     | Jennings Ave     | Shared Use Path (Class I)      | 0.03         | \$\$\$\$          | High-Priority           |
| Sonoma Ave                    | Farmers Ln       | Bobelaine Dr     | Buffered Bike Lane (Class IIB) | 0.33         | \$\$\$            | High-Priority           |
| Sonoma Ave                    | Santa Rosa Ave   | E St             | Buffered Bike Lane (Class IIB) | 0.26         | \$\$\$            | High-Priority           |
| Sonoma Ave                    | Yulupa Ave       | Hahman Dr        | Buffered Bike Lane (Class IIB) | 0.46         | \$\$\$            | High-Priority           |
| Sonoma Ave                    | Hahman Dr        | Farmers Ln       | Separated Bike Lane (Class IV) | 0.12         | \$\$\$\$          | High-Priority           |
| Sonoma Ave                    | Bobelaine Dr     | E St             | Buffered Bike Lane (Class IIB) | 0.87         | \$\$\$            | High-Priority           |
| Southeast Greenway            | Spring Lake Park | Vallejo St       | Shared Use Path (Class I)      | 1.82         | \$\$\$\$          | High-Priority           |
| Steele Ln                     | US 101           | Mendocino Ave    | Separated Bike Lane (Class IV) | 0.41         | \$\$\$\$          | High-Priority           |
| Stony Point Rd                | W College Ave    | Glenbrook Dr     | Buffered Bike Lane (Class IIB) | 1.45         | \$\$\$            | High-Priority           |
| Stony Point Rd                | Sebastopol Rd    | 3rd St           | Separated Bike Lane (Class IV) | 0.63         | \$\$\$\$          | High-Priority           |
| W 3rd St                      | N Dutton Ave     | Rusch St         | Buffered Bike Lane (Class IIB) | 0.42         | \$\$\$            | High-Priority           |
| W 3rd St                      | Fulton Rd        | Stony Point Rd   | Separated Bike Lane (Class IV) | 3.25         | \$\$\$\$          | High-Priority           |
| W 3rd St                      | Surrey Dr        | Stony Point Rd   | Study Corridor                 | 0.37         | Undetermined      | High-Priority           |
| W 9th St                      | 8th St           | Stony Point Rd   | Buffered Bike Lane (Class IIB) | 0.42         | \$\$\$            | High-Priority           |
| W College Ave                 | Marlow Rd        | Dutton Ave       | Separated Bike Lane (Class IV) | 1.13         | \$\$\$\$          | High-Priority           |
| W College Ave                 | Stony Point Rd   | Fulton Rd        | Separated Bike Lane (Class IV) | 0.99         | \$\$\$\$          | High-Priority           |
| W College Ave                 | SMART Trail      | Dutton Ave       | Shared Use Path (Class I)      | 0.13         | \$\$\$\$          | High-Priority           |
| West Ave                      | Hearn Ave        | Sebastopol Ave   | Study Corridor                 | 1.10         | Undetermined      | High-Priority           |
| West Ave (Extension)          | Joe Rodota Trail | Sebastopol Rd    | Bike Lane (Class II)           | 0.12         | \$ - \$\$\$\$     | High-Priority           |

# Implementation Strategy

Project implementation requires a deliberate strategy and exploration of innovative approaches. With limited resources and high demand for improvements, the City should coordinate with relevant departments and partners to identify opportunities for project delivery. The strategies explored below are opportunities for the City to support the implementation of this Plan's programs, recommended project improvements, and goals and objectives over time.

## Capital Projects

Include the projects of this Plan in the annual Capital Improvement Plan (CIP). Identify additional opportunities for coordination among projects in the CIP that both advance the Plan and the City's Public Works and Parks and Recreation Departments' CIP goals.

## Identify Quick-build Projects

Quick-build refers to projects that are implemented using relatively low-cost materials compared to long-term capital projects. Quick-build projects are not only faster and less costly to implement, they also create an opportunity to pilot a project design or treatment for community feedback and observation. Quick-build projects can also more quickly respond to safety concerns, compared to long-term capital improvements. Where feasible, the City should identify specific network improvements or packaged improvements that can advance on an accelerated timeline through quick-build implementation.

## Flexible Project Delivery

The City will need to work internally and across City departments to find flexibility within any existing processes and how projects are implemented. Remaining flexible will help reduce hurdles typically faced in project delivery and streamline decision-making. Recommended projects will require ongoing evaluation and pivoting within an annual work plan and project development.

As conditions change, the City should review projects periodically, considering new needs, the impact of implemented projects, and available funding. The City should evaluate this Plan's project list every five years and update as needed.

## Cross-Department Opportunities

Interdepartmental City staff coordination is key to the success of the Plan project implementation. Aligning with existing or future projects across City departments will promote a shared understanding that Plan project delivery is a priority across the city. Aligning across City departments is also an opportunity to share the need for the proposed improvements and how all the city's networks interact.

# Funding Strategy

It is crucial for the City to identify and secure funding for programs and infrastructure projects to advance the goals established in this Plan. A variety of sources exist to fund bicycle and pedestrian infrastructure programs, projects, and studies. These sources include local, regional, state, and federal funding opportunities.

## Potential Funding Sources

While the City does not currently have a dedicated funding source for the implementation of all the activities recommended in *Active Santa Rosa*, there are a variety of funding sources available to support planning, design, and construction of all recommended projects. The following represents a list of potential funding sources available.



### FEDERAL

- [Active Transportation Infrastructure Investment Program \(ATIIP\)](#)
- [Better Utilizing Investments to Leverage Development \(BUILD\) Grants](#)
- [Carbon Reduction Program](#)
- [Enhanced Mobility of Seniors and Individuals with Disabilities](#)
- [Highway Safety Improvement Program \(HSIP\)](#)
- [Land and Water Conservation Fund Program](#)
- [National Endowment for the Arts – Grants for Art Projects](#)
- [Pilot Program for Transit-Oriented Development Planning](#)
- [Recreation Trails Program](#)
- [Surface Transportation Program](#)
- [Safe Streets and Roads for All \(SS4A\)](#)
- [Surface Transportation Block Grants](#)
- [Thriving Communities Program \(TCP\)](#)



### STATE

- [Active Transportation Program](#)
- [Affordable Housing and Sustainable Communities Program \(AHSC\)](#)
- [California Infrastructure and Economic Development Bank](#)
- [California Office of Traffic Safety](#)



### LOCAL

- [California Transportation Commission Local Partnership Program \(LPP\)](#)
- [Caltrans Sustainable Transportation Planning Grants](#)
- [Clean Mobility Options](#)
- [State Highway Operation and Protection Program \(SHOPP\)](#)
- [State of California Infill Infrastructure Grant Program \(IIG\)](#)
- [State Transportation Improvement Program \(STIP\)](#)
- [Transformative Climate Communities \(TCC\)](#)
- [Transportation Development Act Funds \(TDA\)](#)
- [Urban Greening Grant Program](#)
- [Bicycle Facilities Grant Program](#)
- [Transportation Development Act Article 3](#)
- [Transportation Fund for Clean Air Measure M](#)
- [Mello-Roos Community Facilities District Act of 1982](#)
- [One Bay Area Grant](#)
- [Regional Measure 3](#)
- [Transit-Oriented Communities & Climate Program Implementation Grants](#)

# Appendices



- Appendix A - Plan Review
- Appendix B - Existing Conditions Memo
- Appendix C - Summaries of Public Engagement
- Appendix D - Development of Recommendations Memo
- Appendix E - Policy and Programs Memo
- Appendix F - Prioritization Methodology and List of Projects



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