

For Board Meeting of: July 16, 2026

CITY OF SANTA ROSA  
BICYCLE AND PEDESTRIAN ADVISORY BOARD

TO: CHAIR, VICE CHAIR, AND BOARD MEMBERS  
FROM: TORINA WILSON, TRANSPORTATION PLANNER  
SUBJECT: COMPLETE STREETS CHECKLIST FOR THE E SANTA ROSA  
MULTIMODAL CORRIDOR IMPROVEMENT PROJECT

AGENDA ACTION: NO ACTION

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RECOMMENDATION

This item is provided for the Board's information and no action will be taken.

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EXECUTIVE SUMMARY

City staff will submit a Complete Streets Checklist to the Metropolitan Transportation Commission (MTC) for the E Santa Rosa Multimodal Corridor Improvement project to support an application for the Community Action Resource & Empowerment (CARE) Program.

GOAL

This informational item supports two City Council goals:  
Goal #2 – Invest in the Development and Maintenance of the City's Infrastructure.  
Goal #4 – Foster a Safe, Healthy, and Inclusive Community.

BACKGROUND/PRIOR COUNCIL REVIEW

The City released the Final Active Transportation Plan (ATP) on April 30, 2025. This document is a culmination of two years of work with the City's Bicycle and Pedestrian Advisory Board, City partner agencies, community members, and others, who have graciously given time towards the creation of this work. The Final Active Transportation Plan was formally reviewed by the Bicycle and Pedestrian Advisory Board at their May 15, 2025 meeting and was adopted by the City Council at their July 8, 2025 meeting.

The ATP includes recommendations to better the active transportation network in City limits, focusing on a complete network that is built for all ages and abilities. Improvements to the active transportation network help more than those walking, biking, or rolling. When done correctly, bicycle and pedestrian infrastructure can beautify local streets, improve air quality due to less vehicle travel, reduce greenhouse gas (GHG) emissions, and can result in a decrease in collisions for all modes of transportation

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through various traffic calming measures. These infrastructure improvements can also lead to increased vibrancy and livability due to an increased ability to safely access goods and services in your community.

In 2024, the City partnered with the Sonoma County Transportation and Climate Authorities (SCTCA) to complete a South Santa Rosa Community Based Transportation Plan (CBTP). CBTPs are meant to bring local residents, community organizations and transportation agencies together to improve mobility options for low-income communities. CBTPs are community-led plans that identify the most important transportation challenges in low-income neighborhoods and develop strategies to overcome them. The southeast quadrant of Santa Rosa has an Equity Priority Community as defined by the MTC and is therefore the location chosen by SCTCA to complete a CBTP.

The South Santa Rosa CBTP had a goal to take multimodal recommendations from existing city documents like the ATP, expand upon them, and engage in a community prioritization process to determine which projects the City and SCTCA should pursue first as capital improvements are made in the area.

Adopted by the City Council in December 2025, the South Santa Rosa CBTP (attached to this Staff Report as Attachment 1), includes a Santa Rosa Project List shown on page 32 that identifies two projects prioritized by the community:

- Re-envision Santa Rosa Avenue
- Improve multimodal connectivity of Petaluma Hill Road

These projects are intended to spark multimodal corridor improvements that will prioritize walking, biking, and transit service along the corridors.

In the summer of 2025, the SCTCA opened the Go Sonoma Cycle 2 Call for Projects. Given the significance of the CBTP findings, the High Injury Network status of both arterials, and their location in an Equity Priority Area, City staff submitted these two CBTP projects under the name “E Santa Rosa Multimodal Corridor Improvement Project”. The project was recommended by SCTCA to then be submitted to the MTC under the CARE Program in hopes of receiving design and environmental review funding.

The City has prepared a draft application to the SCTCA, which also requires the completion of a Complete Streets Checklist (Attachment 2 to this Staff Report). MTC requires that all Complete Streets Checklist applications be reviewed by the applicable bicycle and pedestrian advisory board prior to submittal, to ensure that the information is accurate and generally supported by the group.

## ANALYSIS

The draft Complete Streets Checklist (Attachment 2) is a requirement for City staff to apply for and receive grant funding from MTC through the CARE grant. The Checklist

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includes three sections, covering contact and project information, multimodal planning and project components, and compliance review. Section 2 “Pedestrian, Bicycle, and Transit Planning” includes details on the project, including its designation as an Equity Priority Community. Section 3 “Compliance and Exception Review” discusses coordination with transit service providers to ensure all project components are multimodal.

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

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

### FISCAL IMPACT

This item does not have a fiscal impact on the General Fund.

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ENVIRONMENTAL IMPACT

The proposed project includes design and environmental clearance. It is anticipated that the project will be eligible for a categorical exemption.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Attachment 1 – South Santa Rosa Community Based Transportation Plan
- Attachment 2 – Draft Complete Streets Checklist
- Attachment 3 – Project Location, EPC, and Bicycle Network Map
- Attachment 4 – Collisions and High Injury Network Map

PRESENTER(S)

Alexander Ocegüera, Active Transportation Planner