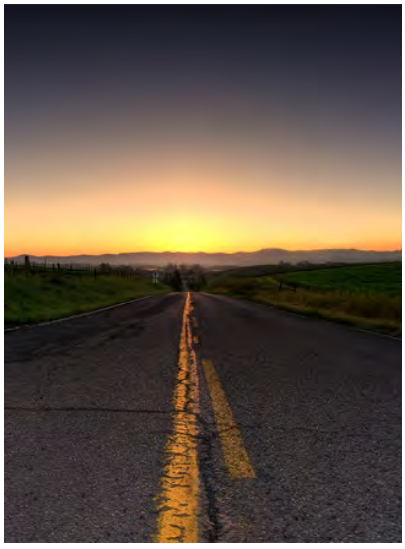
# City of Rohnert Park Active Transportation Plan



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# Rohnert Park Active Transportation Plan (ATP)

January 2025

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# 1. Introduction

The 2025 Rohnert Park Active Transportation Plan (ATP) was developed as a component of the Sonoma County Transportation Authority's (SCTA's) 2025 Countywide Active Transportation Plan (Countywide ATP) effort. This plan focuses on improving active transportation connections within the city and creating low stress connections to surrounding jurisdictions. The Rohnert Park ATP is also a stand-alone document, which the City of Rohnert Park can use to guide implementation of local projects, policies, and programs.

The primary emphasis of this planning effort is to increase access to active transportation modes by planning for infrastructure projects and supportive programs. Active transportation refers to "human-powered" modes of travel, like walking, biking, or using mobility devices. Creating an environment that encourages a shift from automobile trips to walking or biking trips also promotes improvements to mental and physical health, air quality, reduces noise, and improves social equity. A safer and more connected network gives members of the community flexibility in their travel, so they do not need to rely on a personal vehicle to travel through the city and larger region.

Projects are prioritized based on the needs highlighted by the community and city staff. Policies and programs are in line with the city's near-term plans and funding priorities.

The previous *Rohnert Park Bicycle and Pedestrian Master Plan* (BPMP) adopted in 2008 and last updated in 2014 identified a general expansion of walking and biking facilities. Since the 2014 BPMP was updated, several changes and advancements have been made in the state of active transportation planning practices. For example, SCTA adopted Vision Zero in 2021, which is a regional commitment to eliminate traffic fatalities and serious injuries through engineering, programs, policies, and education. The City of Rohnert Park subsequently adopted the Vision Zero Action Plan locally. There have also been policy changes at the national and state level acknowledging a greater need for more robust infrastructure, programs, and policies to make walking and biking safer. With those and other similar advancements in mind, this plan focuses on:

- **All Ages and Abilities –** Creating spaces for people to walk, bike, and roll that are low-stress and lower risk to create more opportunities for more people to walk, bike, and roll.
- **Regional Coordination –** Identifying and planning regional routes between jurisdictions as part of the larger Countywide ATP.
- **Implementation –** Prioritizing projects and identifying funding to focus and streamline implementation.

Low-stress network analysis was used to identify opportunities to upgrade or enhance existing or previously planned projects. The network analysis considered community and regional destinations, traffic safety, and gaps in existing facilities to help inform recommendations for enhanced or new active transportation improvements. Community input was gathered to ground truth and expand findings from the network analysis to create a robust project list and supporting policy and programs.


Southwest Blvd

# 2. Community Profile & Walking, Biking & Rolling Today

## Community Characteristics and Travel Patterns

The City of Rohnert Park has a population of approximately 44,400[1] and shares a southwest border with the City of Cotati. Rohnert Park is known for being family-friendly and features many activities such as a mini golf course, bowling alley, roller rink, and batting cages. While Sonoma State University (SSU) is outside of city limits, the campus is adjacent to the city and staff and students live in Rohnert Park. This makes connections to and from the University and other services vitally important. The Active Transportation Plan identifies connections that encourage active transportation uses from residential areas to the downtown area, Rohnert Park Sonoma Marin Area Rail Transit (SMART) station, and SSU.

In the past two decades, Rohnert Park has experienced growth, both in the development of land uses and in the number of people residing within the city. This includes dense residential infill development that has occurred on the westside of the city over the last ten years with additional similar development still to occur. The city is also actively building out a new downtown that will increase the number of services and destinations (e.g., retail, commercial). Cultivating the east-west connection along the Rohnert Park Expressway will encourage users to take active transportation modes while traveling through the city.

Approximately 66 percent of the city's population is between the ages of 18 and 64 years old, and 14 percent are 65 and older.[2] Creating an environment that accommodates those of all ages and abilities and supports the first and last mile connections to transit is crucial in promoting and enabling more walking, biking, and rolling for daily travel needs. Census data indicate one percent of workers currently bike or walk to work, one percent take transit, 76 percent use single occupancy vehicles, 10 percent carpool, nine percent work from home and two percent take other means of transportation to work.

As the city continues to grow, there is a need for safer, low stress, and better-connected walking, biking, and rolling facilities.

## Road Safety in Rohnert Park

Per the Office of Traffic Safety, as of 2020, Rohnert Park is categorized as one of the 91 cities in Group D, cities with a population between 25,001 – 50,000 people. The city ranked

[1] https://censusreporter.org/profiles/16000US0662546-rohnert-park-ca/
[2] https://censusreporter.org/profiles/16000US0662546-rohnert-park-ca/

51 in the total fatal and injury collision category.[3] Indicating that about half of the similar sized cities in California had more fatal and injury collisions and half had fewer fatal and injury collisions than Rohnert Park. The city's 2022 Local Roadway Safety Plan (LRSP) evaluated collision data from 2015 through 2020. There were three fatalities and 36 severe injury traffic collisions during that time. There were eleven severe injury collisions involving people walking or biking during this period. The city's LRSP identified a higher number of reported collisions along the Rohnert Park Expressway and Golf Course Drive.[4]

## Existing Active Transportation Network Characteristics in Rohnert Park

Today, Rohnert Park has a clear east-west and north-south bike lane connectivity well-spaced continuous corridors such as Golf Course Drive, Rohnert Park Expressway, Cotati Avenue, Redwood Drive, and Synder Lane. The city also has popular east-west multiuse paths such as the SMART Trail, Copeland Creek Trail and Hinebaugh Trail. In addition to those there are some bike routes that provide connections through residential communities. The existing bike network provides basic coverage for individuals who are confident and capable bike riders. There is an opportunity in Rohnert Park to draw more people to biking and rolling by enhancing bike lanes on the higher volume and higher speed roads by adding separation and protection for people biking, extending/closing gaps in the multi-use paths, implementing traffic calming/speed management improvements on neighborhood streets, and adding as well as enhancing existing crossings.

There are opportunities to improve active transportation connections between residential and retail uses and existing trails and transit facilities throughout Rohnert Park. With the SMART train station located in a central area along Rohnert Park Expressway, there is an opportunity to create low-stress connections to and from the station and along the SMART pathway that runs north-south. Additional low-stress east-west connections are needed across the Highway 101 corridor and Golf Course Drive, as well as north-south connections along Commerce Boulevard, Petaluma Hill Road, Redwood Drive, and Snyder Lane. The following figures illustrate these opportunities.

Figure 1 illustrates the existing bikeway network. The bikeway network is organized into several distinct facility types, detailed below. Buffered bike lanes and bike boulevards are not part of the existing bikeway network but are part of the planned network discussed later in this Plan.

- Multi-Use Paths (Class I) are fully separated bike and pedestrian paths. They follow their own alignment sometimes parallel to a street, waterway, and/or other configuration through open space or undeveloped areas. Interactions with vehicles are limited to street trail crossings.

[3] https://www.ots.ca.gov/media-and-research/crash-rankings-results/?wpv_view_count=1327&wpv-wpcf-year=2020&wpv-wpcf-city_county=Rohnert+Park&wpv_filter_submit=Submit

[4] https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_3037789/File/Engineering/Final%20Rohnert%20Park%20LRSP.pdf

- Bike Lanes (Class II) are on-street bike facilities that use a white line or stripe (i.e., longitudinal pavement marking) to designate space on the street for bicyclists that is adjacent to a vehicle lane.
- Buffered Bike Lanes (Class IIB) increase space between the bike lane and vehicle travel lane(s) using a painted buffer. The painted buffer is often made up of two parallel white lines with diagonal white lines painted between them. Green pavement markings can be used at driveways or intersections to draw attention to where vehicle paths cross bicyclists' paths.
- Bike Routes (Class III) are shared facilities between bicyclists and motor vehicles. Bicyclists ride in the vehicle lane. Bike routes are sometimes used to provide a connection to another bike facility or designated bike route. "Sharrows" (shared-lane markings) may be used to alert motorists to the presence of on-street bicyclists. Signs may also be used to mark the route.
- Bike Boulevards (Class IIIB) are streets designed to give priority to people walking and biking. Bicycle boulevards are streets with one vehicle lane in each direction and traffic calming treatments are used to slow vehicle speeds to under 25 mph and discourage non-local vehicle traffic. Treatments can include some combination of speed tables, raised crosswalks, speed humps, traffic diverters, chicanes, curb extensions at crosswalks, and/or neighborhood traffic circles at intersections. Advisory Bike Lanes could be an alternative facility for existing or planned bike boulevards (or bike routes)[5].
- Separated Bike Lanes (Class IV) are on-street bike facilities that include physical separation between bicyclists and vehicle traffic. Ideally, the physical separation provides protection to the bicyclist through use of materials such as concrete medians (with or without landscaping), planters, and/or the bike lane could be separated by a curb to raise the bike lane to either sidewalk height or an intermediate height. Green pavement markings can be used at driveways or intersections to draw attention to where vehicle paths cross bicyclists' paths as well as additional intersection treatments to enhance safety.

The existing transit network, as illustrated in Figure 2, includes transit services and amenities within or immediately adjacent to Rohnert Park. Bikes are allowed on SMART trains and service is provided throughout Sonoma and Marin counties on approximately 30-60 minute headways on weekdays and approximately 60-90 minute headways on weekends. Sonoma County Transit (SCT) buses are equipped with bike racks and provide both local service (routes 10, 12, and 14) and intercity service (routes 44 and 48) on weekdays and weekends. Golden Gate Transit (GGT) buses are equipped with bike racks and service is provided on 45-90 minute headways on weekdays via routes 101/172/172x and 55-65 minute headways on weekends via route 101. GGT provides connections to destinations in Sonoma and Marin counties as well as San Francisco. During the school year, additional buses are deployed to accommodate school commutes from all parts of the Rohnert Park and Cotati to the middle school and the high school, located in Rohnert Park. Transit routes are provided along major

[5] fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf

arterials and collectors throughout the city but existing gaps in the sidewalk network and the bike network are a barrier to people walking and biking to transit stops.

As described above, to enable more people to walk, bike and roll, and to use these modes to access transit, the spaces built to support those uses need to be safe and comfortable. Figure 3 illustrates the results of a Level of Traffic Stress analysis used to gauge level of comfort traveling along a given street. Figure 3 also denotes the streets within Rohnert Park that were identified as part of SCTA's High Injury Network[6] (HIN) developed as part of SCTA's Vision Zero Action Plan.[7]

An LTS 1 rating indicates the least stressful (most comfortable) facilities. Low stress (LTS 1 or 2) facilities in Rohnert Park include the SMART Trail and the Copeland Creek Trail. LTS 4 indicates the most stressful (least comfortable) facilities. High stress facilities in Rohnert Park overlap with the HIN segments on the Rohnert Park Expressway, Snyder Lane, Commerce Boulevard, and Redwood Drive. These roads represent vital connection points throughout the city.

## Defining Level of Traffic Stress

*Level of Traffic Stress (LTS) analysis takes different travel corridor characteristics into consideration, including the number of travel lanes, speed of traffic, number of vehicles, presence of bike lanes, width of bike lanes, and presence of physical barriers providing protection from traffic. Based on these variables, a bike facility can be rated with an LTS ranging from 1 to 4.*

*The least stressful (most comfortable) facilities are assigned an LTS 1 rating. Facilities with this rating are typically shared-use paths, separated bikeways, low-volume and low-speed bike routes, and bike lanes on calm and narrow streets. The most stressful (least comfortable) facilities are assigned an LTS 4 rating. Facilities with this rating are typically major arterials with multiple lanes of traffic (with or without bike lanes in some cases, depending on speeds) or narrower streets with higher speed limits.*

[6] The High Injury Network is a compilation of road segments with an elevated risk of crashes resulting in an injury or fatality, identified through an analysis of the frequency, severity, and mode of past crashes. https://scta.ca.gov/wp-content/uploads/2022/03/Sonoma-Vision-Zero-Action-Plan_Final-1.pdf

[7] https://scta.ca.gov/wp-content/uploads/2022/03/Sonoma-Vision-Zero-Action-Plan_Final-1.pdf

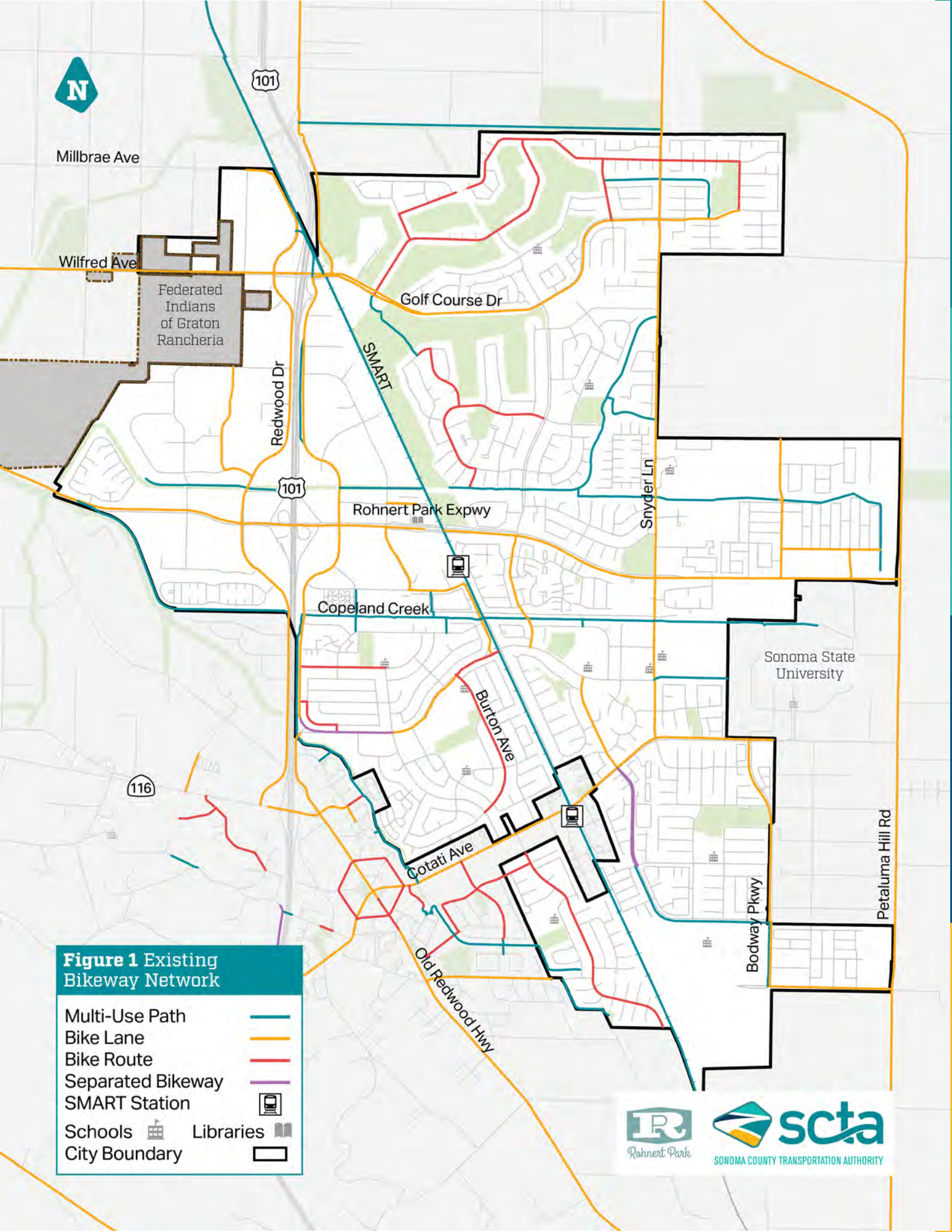
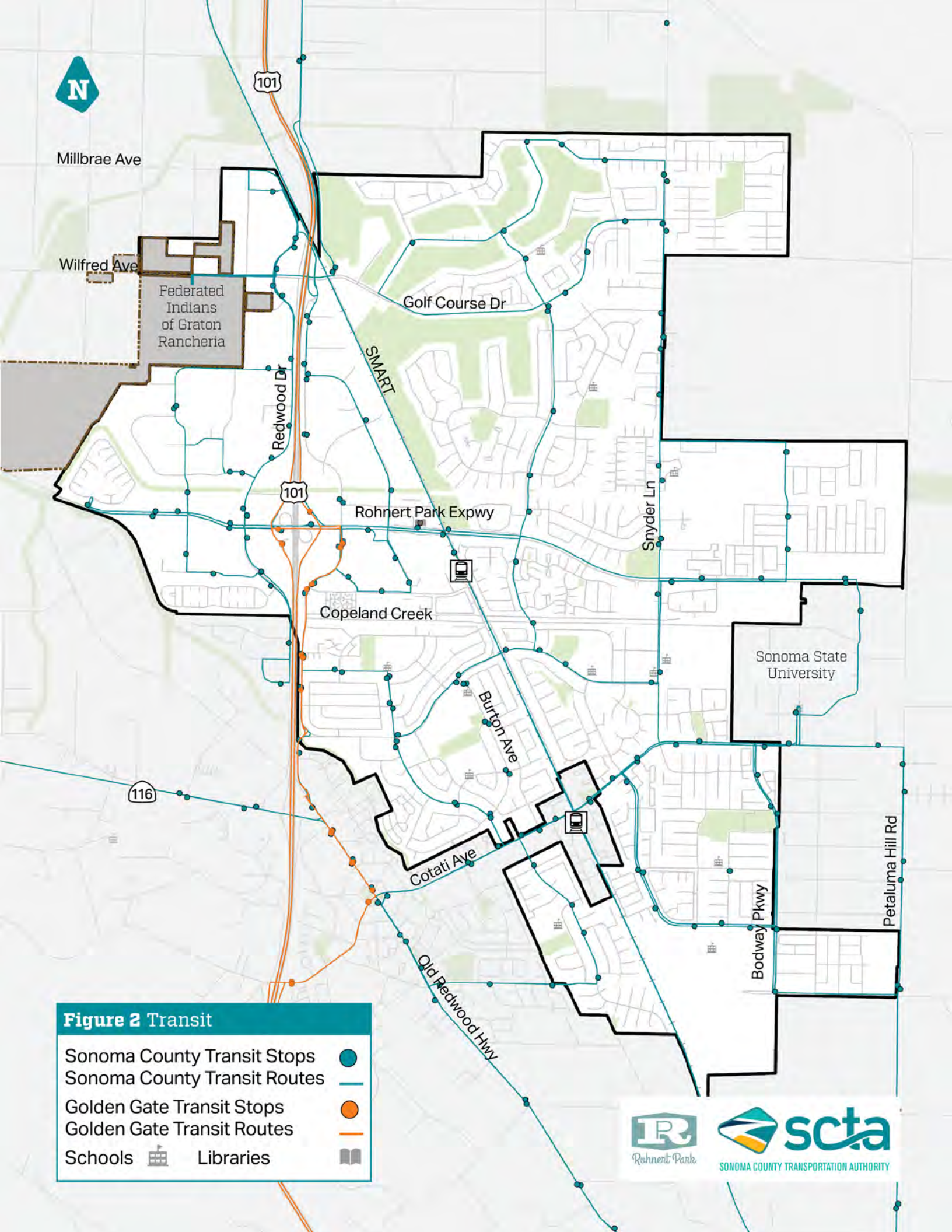



**Figure 1** Existing Bikeway Network


N
101
Millbrae Ave
Wilfred Ave
Federated Indians of Graton Rancheria
Golf Course Dr
SMART
Redwood Dr
101
Rohnert Park Expwy
Snyder Ln
Copeland Creek
Sonoma State University
Burton Ave
116
Cotati Ave
Petaluma Hill Rd
Bodway Pkwy
Old Redwood Hwy
Figure 2 Transit
Sonoma County Transit Stops
Sonoma County Transit Routes
Golden Gate Transit Stops
Golden Gate Transit Routes
Schools
Libraries
Rohnert Park
scta
SONOMA COUNTY TRANSPORTATION AUTHORITY

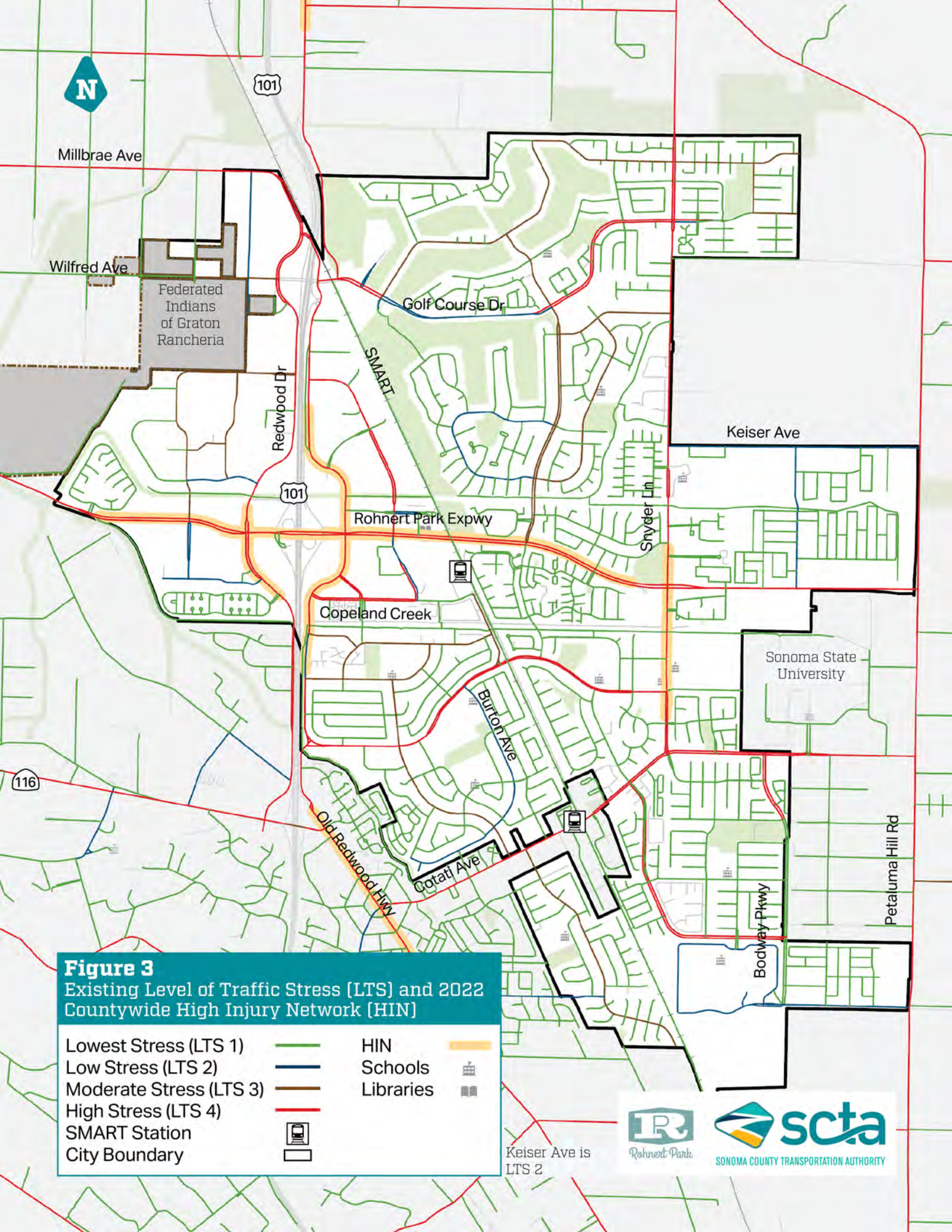


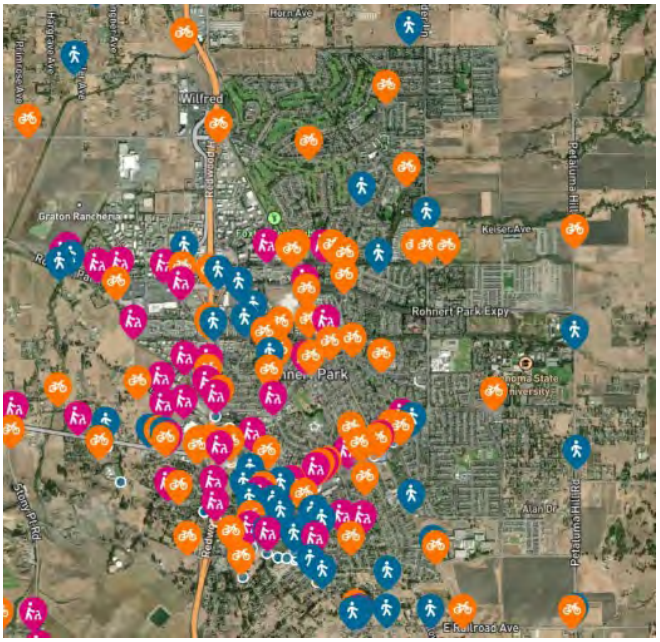

**Figure 3**
Existing Level of Traffic Stress (LTS) and 2022 Countywide High Injury Network (HIN)

# 3. Community & Stakeholder Engagement

Initial outreach for the Rohnert Park ATP began in the fall of 2023. In coordination with city staff, staff from other participating jurisdictions, and SCTA, the Countywide ATP project team prepared a Stakeholder Coordination Plan and Community Engagement Plan to guide community engagement and milestone presentations to local and regional advisory bodies and relevant committees. More details on the countywide community and stakeholder engagement approaches and outcomes are detailed in the 2025 Countywide ATP.

The first community outreach event in Rohnert Park was a pop-up hosted by SCTA at the 10th Annual State of the Latinx Community Address at Sonoma State University in September 2023. This was followed by another pop-up event at the Rohnert Park Raley's in November 2023. This event gathered input from the general public on existing conditions for walking and biking in Rohnert Park.

In October 2023, the Countywide ATP project team published a project webpage and online survey and distributed it through the City of Rohnert Park website, social media, and the city's November newsletter. SCTA/RCPA also distributed the webpage and survey through its newsletter, mailing list, and social media. During the first round of outreach in Fall 2023, 66 comments were received in Rohnert Park. During the second round of outreach, an additional 19 comments were received, for a total of 85 comments.




*Project Web Map Survey with 85 comments in Rohnert Park*

In general, public feedback received through the first and second rounds of outreach in 2023 & 2024 revealed the following themes:

*City staff and project team hosting an open house at the Community Center*

- **Biking:** more separated bike lanes wide enough to accommodate all types of bikes, incentives for bike parking at businesses and multi-unit residences, and more opportunities for bikes of all sizes on transit
- **Walking:** upgrade sidewalks to ensure ADA compliance (move obstacles such as street signs, utility poles), improve existing and add new crossings, widen sidewalks
- **Traffic calming:** implement treatments on collectors and residential streets
- **Trails:** improve trail entrances making it easier for bikes to access, create better transitions from trails to streets, create more public access to land
- **Destinations:** implement citywide wayfinding to connect people to key locations and walking/biking routes
- **Roadways:** reduce vehicle speed on roadways, more active transportation improvements are needed near schools, and along Rohnert Park Expressway, Golf Course Drive, Synder Lane, and Redwood Drive

City staff and the project team hosted an additional pop-up engagement event at the Summer Kick-Off Expo in May 2024. This event gathered input from the general public on proposed projects to improve conditions for walking and biking in Rohnert Park.

City staff and the project team presented the draft vision and goals, and a draft proposed projects list to the Planning Commission and Bicycle and Pedestrian Advisory Committee at a joint meeting in May 2024. Comments received included support for safe routes to school improvements, the need to coordinate with the school district and students on proposed improvements as key stakeholders; and interest in developing a citywide wayfinding program.

In collaboration with SCTA, city staff and the project team also hosted an open house in June 2024 at the Rohnert Park Community Center. Feedback was gathered on draft proposed projects and prioritization, draft programmatic recommendations, and the overall Draft Plan. In November 2024, the Draft Plan was brought back to the Planning Commission and Bicycle and Pedestrian Advisory Committee at a joint meeting. Finally, in early 2025, city staff and the project team presented the Draft Plan to City Council for adoption.

# 4. Vision & Goals

The vision and goals statements were developed to be consistent with SCTA's Comprehensive Transportation Plan, *Moving Forward 2050*, and were refined based on input provided by SCTA's Countywide Bicycle and Pedestrian Advisory Committee, the Rohnert Park Planning Commission, the Rohnert Park Bicycle and Pedestrian Advisory Committee, and other regional committees. The City of Rohnert Park's active transportation vision is as follows:

> *"Our guiding principles are to improve safety, connectivity, equity, and quality of life. Walking, biking, and rolling shall be safe and appealing modes for people of all ages and abilities to use for everyday transportation and recreation."*

The city's active transportation goals are the following:

1. **Connected and Reliable –** Deliver a continuous active transportation network that links daily activities and housing, and that allows people of all ages and abilities to use a variety of transportation types easily, affordably, and dependably.
2. **Safe and Well-Maintained –** Create and sustain a high-quality and low-stress active transportation network. Employ Vision Zero and Safety Plan policies and strategies to advance this goal.
3. **Community Oriented and Place-Based –** Tailor projects to the surrounding community contexts and user profiles. Support a diversity of uses and users and create community through active transportation programs and policies that prioritize walking, biking, and rolling.

Rohnert Park also developed a series of Policies and Actions to guide implementation of the ATP, which are aligned with these three goals and presented in *Chapter 5's Programs & Policies* section.


SMART
SMART

# 5. Advancing Active Transportation

The following are the planned infrastructure and programmatic improvements for enhancing active transportation in the City of Rohnert Park.

## Infrastructure Improvements

Enhancing the safety and comfort of existing facilities as well as expanding the infrastructure and spaces available for active transportation modes are critical to creating opportunities for people of all ages and abilities to walk, bike, and roll. The section below presents locations, extents, and brief descriptions of planned projects followed by a summary of types of treatments and engineering resources the city may use in designing and implementing the planned projects.

### Considerations for Facility Type

As mentioned earlier in this Plan, the bikeway facilities are organized into several distinct facility types (see page 4 and 5 for descriptions). The transportation planning and engineering profession is evolving toward using Multi-Use Paths, Buffered Bike Lanes, Bike Boulevards and Separated Bike Lanes as often as possible to increase safety and comfort for people biking. Those facility types provide more separation between bicyclists and moving vehicles and/or slow vehicle speeds to under 25 mph.

Table 1 summarizes the conditions under which each bike facility type is ideally applied.

**Table 1. Bike Facility Selection for Urban, Suburban, Rural Town Centers[1]**

| Bike Facility Type | Prevailing Vehicle Speed (mph) | Vehicle Volume (vehicles per day) |
|---|---|---|
| Multi-Use Paths[2] | n/a | n/a |
| Bike Lanes[3] | 25 to 30 mph | 3,000 to 6,500 |
| Buffered Bike Lanes[3] | 25 to 30 mph | 3,000 to 6,500 |
| Bike Routes[4] | Under 25 mph | Less than 3,000 |
| Bike Boulevards[4] | Under 25 mph | Less than 3,000 |
| Separated Bike Lanes[5] | 30 mph and Higher | 6,500 and Above |

*Notes:*
*(1) Table content summarized based on information in FHWA's Bikeway Selection Guide.[8]*
*(2) Multi-use paths are off-street and follow their own alignment. They can be useful for providing parallel, low stress routes to existing streets regardless of those streets volumes or speeds.*
*(3) Buffered Bike Lanes are preferred over Bike Lanes.*
*(4) Bike Boulevards are preferred over Bike Routes.*
*(5) Separated Bike Lanes physically separate bikes from moving vehicles using treatments that provide protection such as medians, planters, or raising the bike lane to a height similar to a sidewalk.*

The planned projects identify a facility type to either enhance existing facilities or close gaps in the network. Generally speaking, facility type selection was informed by the information summarized in Table 1 as well as considerations for feasibility and continuity with existing land use and street context.

## Planned Projects

Table 2 presents planned projects for enhancing walking, biking, and rolling conditions in Rohnert Park, including bikeway, pedestrian crossing, and ADA improvements. It includes the priority for each project. Tier 1 indicates high priority, Tier 2 medium priority, and Tier 3 low priority. Section 6 describes the prioritization process. Rows highlighted in blue indicate a project is within Caltrans right-of-way and will require coordination to implement. Project locations with an "*" indicate additional project details are provided following Table 2.

**Table 2. Planned Infrastructure Improvements: Bike Facilities, Multiuse Paths, and Crossing Enhancements**

| Project # | Project Location | Project Description | Priority |
|---|---|---|---|
| 1 | Hinebaugh Creek Trail | Hinebaugh Creek Trail improvements. Fill gaps on west side to connect to Rohnert Park Expressway West. Consider alternatives on east side to connect to Rohnert Park Expressway. Coordinate with findings of "Rohnert Park Highway 101 Bike & Pedestrian Crossing Feasibility Study (February 2022)" and constraints of crossing under Hwy. 101. | Tier 1 |
| 2 | Myrtle Avenue between city limits and Lancaster Drive | Create low-stress bicycle boulevard connection to Lancaster Drive. Included in the MTC Regional Active Transportation Network. | Tier 2 |

[8] https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

| Project # | Project Location | Project Description | Priority |
|---|---|---|---|
| 3 | Camino Colegio from E Cotati Avenue to Bodway Parkway* | Enhance and extend separated bike lanes. Potential near-term enhancements to formalize crossing and access to existing path on the west side of the street. | Tier 2 |
| 4 | Adrian Drive from Arlen Drive to city limits | Install buffered bike lanes. | Tier 2 |
| 5 | Santa Barbara Drive from Adrian Drive to Burton Avenue | Install bike boulevard, implementing traffic calming measures to reduce the level of stress. Add wayfinding to draw bicyclists from Adrian Drive to lower-stress Santa Barbara Drive. | Tier 3 |
| 6 | Beverly Drive from Bernice Avenue to city limits | Install bike boulevard, implementing traffic calming measures to reduce the level of stress. Include intersection crossing and ADA improvements. Included in the MTC Regional Active Transportation Network. | Tier 1 |
| 8 | Enterprise Drive between Commerce Boulevard and Seed Farm Drive | Consider separated bike lanes in coordination with Central Rohnert Park PDA Plan and Downtown development. Also consider enhancement of connections from Copeland Creek Trail to Downtown to encourage use of Copeland Creek Trail as alternative to Enterprise Drive. Included in the MTC Regional Active Transportation Network. | Tier 1 |
| 9 | Hunter Drive between Commerce Boulevard and Enterprise Drive | Study the installation of bike lanes, buffered bike lanes, or separated bike lanes. Confirm Sonoma County Transit's use of Hunter Drive. Included in the MTC Regional Active Transportation Network. | Tier 1 |
| 10 | State Farm Drive between Commerce Boulevard and Enterprise Drive* | Install separated bike lanes. Coordinate with Central Rohnert Park PDA Plan, which outlines options and considerations for configuring existing right-of-way. | Tier 1 |
| 13 | Keiser Avenue and Snyder Lane | Install signal and crosswalk at Keiser Avenue/Snyder Lane intersection. | Tier 2 |
| 14 | Labath Avenue between Business Park Drive and Laguna Drive* | Install separated bike lanes. | Tier 2 |
| 15 | Business Park Drive between Labath Avenue and Redwood Drive* | Install separated bike lanes. | Tier 3 |
| 16 | Dowdell Avenue between Millbrae Avenue and Business Park Drive | Install separated bike lanes | Tier 3 |
| 17 | Country Club Drive between Fairway Drive and Hudis Street | Create low-stress bicycle boulevard connections between Fairway Drive and Hudis Street. Install pedestrian enhancements to include high-visibility striping, ADA directional curb ramps, and bulbouts where feasible. | Tier 3 |
| 18 | Eleanor Avenue between Country Club Drive and Snyder Lane | Install bike route, study level of stress and consider upgrading to bike boulevard. | Tier 2 |
| 19 | Multi-use path between N Rohnert Park Trail and Fauna Avenue/Holly Avenue | Create connection between Fauna Avenue and Holly Avenue, and install multi-use path connecting north to N Rohnert Park Trail. In advancing project, reference the Holly-Fauna Emergency Vehicle Access Bridge Feasibility Study (February 2024). | Tier 3 |

| Project # | Project Location | Project Description | Priority |
|---|---|---|---|
| 21 | Bodway Parkway between Valley House Drive and E Railroad Avenue | Install buffered bike lanes with roadway extension. Included in the MTC Regional Active Transportation Network. | Tier 2 |
| 22 | Evergreen Elementary School - Elizabeth Avenue from Country Club Drive to Elvera Street, Ellis Street, Elvera Street, and Emily Avenue between Ellen Street to Elvera Street | Create low-stress bicycle boulevard connections to and from Evergreen Elementary School, residential neighborhoods, and surrounding parks. Install RRFB at mid-block crossing. Include traffic calming elements such as speed cushions to slow speeds along the roadway. | Tier 2 |
| 23 | Commerce Boulevard from Redwood Drive to Golf Course Drive | Improve existing multi-use path. Included in the MTC Regional Active Transportation Network. | Tier 1 |
| 24 | Copeland Creek Trail and Sonoma County Water Agency Service Road | Install bridge to connect the Copeland Creek Trail and Sonoma County Water Agency Service Road. Included in the MTC Regional Active Transportation Network. | Tier 2 |
| 25 | Magnolia Avenue between Camino Colegio and Bodway Parkway | Create low-stress bicycle boulevard. At Mitchell Drive and Manchester Avenue, stripe high-visibility crosswalks, install bulbouts, and daylight intersections. Consider traffic calming elements such as speed humps to slow speeds along the roadway. | Tier 3 |
| 26 | E Cotati Avenue within city limits | Install separated bike lanes between western city limit and Camino Colegio to connect to multi-use path, and complete multi-use path gap along SW corner of SSU on the north side of the roadway. At Bodway Parkway stripe high-visibility crosswalks. | Tier 1 |
| 27 | Liberty Avenue and Lindsay Avenue | Create low-stress bicycle boulevard along Liberty and Lindsay Avenue. Also see project 53 for crossing improvements at Liberty/Lindsay intersection. | Tier 3 |
| 28 | Liman Way and Lancaster Drive | Install RRFBs accessing Ladybug Park and University Elementary School at La Fiesta. At the crosswalks, daylight the intersection and install bulbouts to reduce crossing distance (at Lancaster Dr and Liman Way). | Tier 3 |
| 31 | East-West Copeland Creek Trail Connection | Copeland Creek Trail connection over US 101. Rohnert Park is in PID phase with Caltrans (2024). Included in the MTC Regional Active Transportation Network. | Tier 1 |
| 32 | Three Trail Connection | Formalize a connection over Rohnert Park Expressway to connect the Laguna de Santa Rosa Trail, along with a connection to the Copeland Creek Trail and Washoe Creek Trail. Included in the MTC Regional Active Transportation Network. | Tier 2 |
| 33 | Country Club Drive from Golf Course Drive to Hinebaugh Creek Greenway | Install multi-use path between Golf Course Drive and Hinebaugh Creek Greenway. Install pedestrian enhancements to include high-visibility striping, ADA directional curb ramps, and bulbouts where feasible. | Tier 1 |
| 34 | Country Club Drive from Hinebaugh Creek Greenway to Rohnert Park Expressway | Install bike lanes between Hinebaugh Creek Greenway and Rohnert Park Expressway. Consider lowering posted speed limit to 25 mph. Implement in coordination with Project 44. | Tier 2 |

| Project # | Project Location | Project Description | Priority |
|---|---|---|---|
| 35 | Liman Way and Lancaster Drive at Ladybug Park | Install RRFBs accessing Ladybug Park and University Elementary School at La Fiesta. At the crosswalks, daylight the intersection and install bulbouts to reduce crossing distance (at Ladybug Park). | Tier 3 |
| 36 | Liman Way and Lancaster Drive at University Elementary School at La Fiesta | Install RRFBs accessing Ladybug Park and University Elementary School at La Fiesta. At the crosswalks, daylight the intersection and install bulbouts to reduce crossing distance (at La Fiesta Elementary School). | Tier 3 |
| 37 | Camino Colegio and Magnolia Avenue | Improve the Camino Colegio and Magnolia Avenue intersection to include high-visibility crosswalks, bulbouts, ADA compliant crosswalks, and extended medians to serve as pedestrian refuge islands. | Tier 3 |
| 38 | Redwood Drive and Golf Course Drive* | Crossing improvements at signalized intersection to improve conditions for people walking and biking. | Tier 1 |
| 39 | Hwy 101 SB Off-Ramp and Golf Course Drive* | Crossing improvement at signalized intersection to improve conditions for people walking and biking. Project is on a Caltrans facility. | Tier 1 |
| 40 | Commerce Boulevard and Golf Course Drive* | Crossing improvement at signalized intersection to improve conditions for people walking and biking. Implement in coordination with Project 67. | Tier 1 |
| 41 | Golf Course Drive and SMART Multi-Use Trail and Roberts Lake Road* | Crossing improvement at signalized intersection to improve walking and biking conditions. Implement in coordination with Project 57. | Tier 1 |
| 44 | Country Club Drive and Racquet Club Circle* | Crossing improvement at unsignalized intersection. Implement in coordination with Project 34. | Tier 3 |
| 45 | Country Club Drive and Valley Village Mobile Home Park Entrance* | Crossing improvement at unsignalized intersection to improve walking conditions. | Tier 1 |
| 46 | Seed Farm Drive and Southwest Boulevard* | Crossing improvement at signalized intersection to improve walking and biking conditions. Implement in coordination with Projects 63 and 65. | Tier 1 |
| 47 | Southwest Boulevard and Burton Avenue* | Crossing improvement at unsignalized intersection to improve walking and biking conditions. Implement in coordination with Project 63 and 64. | Tier 1 |
| 50 | Camino Colegio and Maple Drive* | Crossing improvement at an unsignalized intersection to improve walking conditions. Coordinate improvements with Project 3. | Tier 3 |
| 51 | Myrtle Avenue & path entrance approx. 370 feet west of Liman Way* | Crossing improvement at unsignalized intersection to improve walking conditions. Study traffic calming / gateway treatment and mid-block crossing on Myrtle Drive where "Laguna de Santa Rosa Path" connections are on both sides of Myrtle. | Tier 3 |
| 52 | Lords Manor Way and Lancaster Drive* | Crossing improvement at unsignalized intersection to improve walking conditions. | Tier 3 |
| 53 | Liberty Avenue and Lindsay Avenue* | Crossing improvement at unsignalized intersection to improve walking conditions. | Tier 3 |

| Project # | Project Location | Project Description | Priority |
|---|---|---|---|
| 55 | Copeland Creek Trail (south side path) and Commerce Boulevard | Crossing improvement. Coordinate with Project 31 and 60. In near-term, provide wayfinding that encourages people to cross at Commerce Boulevard/Avram signalized intersection. Coordinate with Rohnert Park Highway 101 Bike & Pedestrian Crossing Feasibility Study (February 2022). | Tier 1 |
| 56 | Redwood Drive from northern city limits to southern city limits* | Study upgrade of existing bike lanes to separated bike lanes, while considering Rohnert Park General Plan greater emphasis on Dowdell Avenue for preferred bicycle infrastructure close to residential uses. | Tier 1 |
| 57 | Golf Course Drive from SMART multi-use trail to Synder Lane* | Install multiuse path along/parallel to Golf Course Drive. Implement in coordination with Project 41. | Tier 1 |
| 58 | Path from Donna Court to SMART MUP, through golf course | Study feasibility of a multiuse path connection from Donna Court to SMART Trail multiuse path. Included in the MTC Regional Active Transportation Network. | Tier 1 |
| 59 | Bodway Parkway from East Cotati Avenue to Valley House Drive | Upgrade facility to a buffered bike lane. | Tier 3 |
| 60 | Commerce Boulevard from Rohnert Park Expressway to Copeland Creek* | Install separated bike lanes on the west side of Commerce Boulevard. | Tier 1 |
| 61 | Snyder Lane from East Cotati Ave to northern city limits* | Install multiuse path along east side of Snyder Lane. | Tier 1 |
| 62 | Southwest Boulevard from Snyder Lane to SMART multi-use path* | Install separated bike lanes. | Tier 1 |
| 63 | Southwest Boulevard from Burton Avenue to SMART multi-use path* | Implement separated bike lanes. Implement in coordination with Project 46, 47, 62, and 64. Included in the MTC Regional Active Transportation Network. | Tier 1 |
| 64 | Southwest Boulevard from Burton Avenue to Adrian Drive* | Implement separated bike lanes. Implement in coordination with Project 47 and 63. | Tier 2 |
| 65 | Seed Farm Drive from Southwest Blvd to Enterprise Dr* | Implement separated bike lanes. Included in the MTC Regional Active Transportation Network. | Tier 1 |
| 66 | Golf Course Drive between Hwy 101 Off-Ramp SB and Redwood Drive | Install separated bike lane. Requires lane reconfigurations at intersections and between intersections as described in Projects 38, 39, and 40. Coordinate with Caltrans improvements identified in District 4 Bicycle Plan. Included in the MTC Regional Active Transportation Network and is on a Caltrans facility. | Tier 1 |
| 67 | Commerce Blvd between Utility Court and Golf Course Drive* | Install bidirectional separated bike lanes on east side of Commerce Boulevard. Implement in coordination with Project 40. Included in the MTC Regional Active Transportation Network. | Tier 1 |

| Project # | Project Location | Project Description | Priority |
|---|---|---|---|
| 68 | Dowdell Avenue from Business Park Drive to Martin Avenue | Enhance existing bike lanes to buffered bike lanes by narrowing marked vehicle lanes to 10 to 11 feet wide and using the remaining space to mark a buffer adjacent to existing bike lanes. | Tier 1 |
| 69 | Rohnert Park Expressway between western and eastern city limits | Study feasibility for upgrading existing bike lanes to separated bike lanes or a multiuse path. Project is on a Caltrans facility. | Tier 1 |
| 70 | State Farm Drive to Redwood Drive New Crossing | Construct a new ped/bike only grade separated crossing across US 101 to connect State Farm Drive and Redwood Drive. Project is on a Caltrans facility. | Tier 3 |

*Notes*
*(1) Crossing improvements could include high visibility markings, pedestrian-scale lighting, curb extensions (a.k.a. bulb outs), leading pedestrian intervals at signals, and rectangular rapid flashing beacons (RRFB) or pedestrian hybrid beacons (PHB) at unsignalized intersections.*
*(2) Project priorities are included in Table 2. Prioritization methodology is explained in Section 5. Implementation: Local Considerations.*
*(3) Projects on Caltrans Right of Way are highlighted in blue.*
*(4) Caltrans District 4 Bicycle Plan: https://dot.ca.gov/caltrans-near-me/district-4/d4-programs/d4-transplanning-local-assistance/d4-office-of-transit-and-active-transportation/d4-bike-plan-info*
*(5) MTC Regional Active Transportation Network: https://storymaps.arcgis.com/stories/e77c08c157c54493931af81eaf950c02*

Figure 4 illustrates the location of the planned bikeway and corridor improvements and Figure 5 shows the location of planned pedestrian crossing and sidewalk improvements. Crossing improvements could include high visibility markings, pedestrian-scale lighting, curb extensions (a.k.a. bulb outs), leading pedestrian intervals at signals, and rectangular rapid flashing beacons (RRFB) or pedestrian hybrid beacons (PHB) at unsignalized intersections. Figure 6 shows planned improvements as well as the existing biking network.

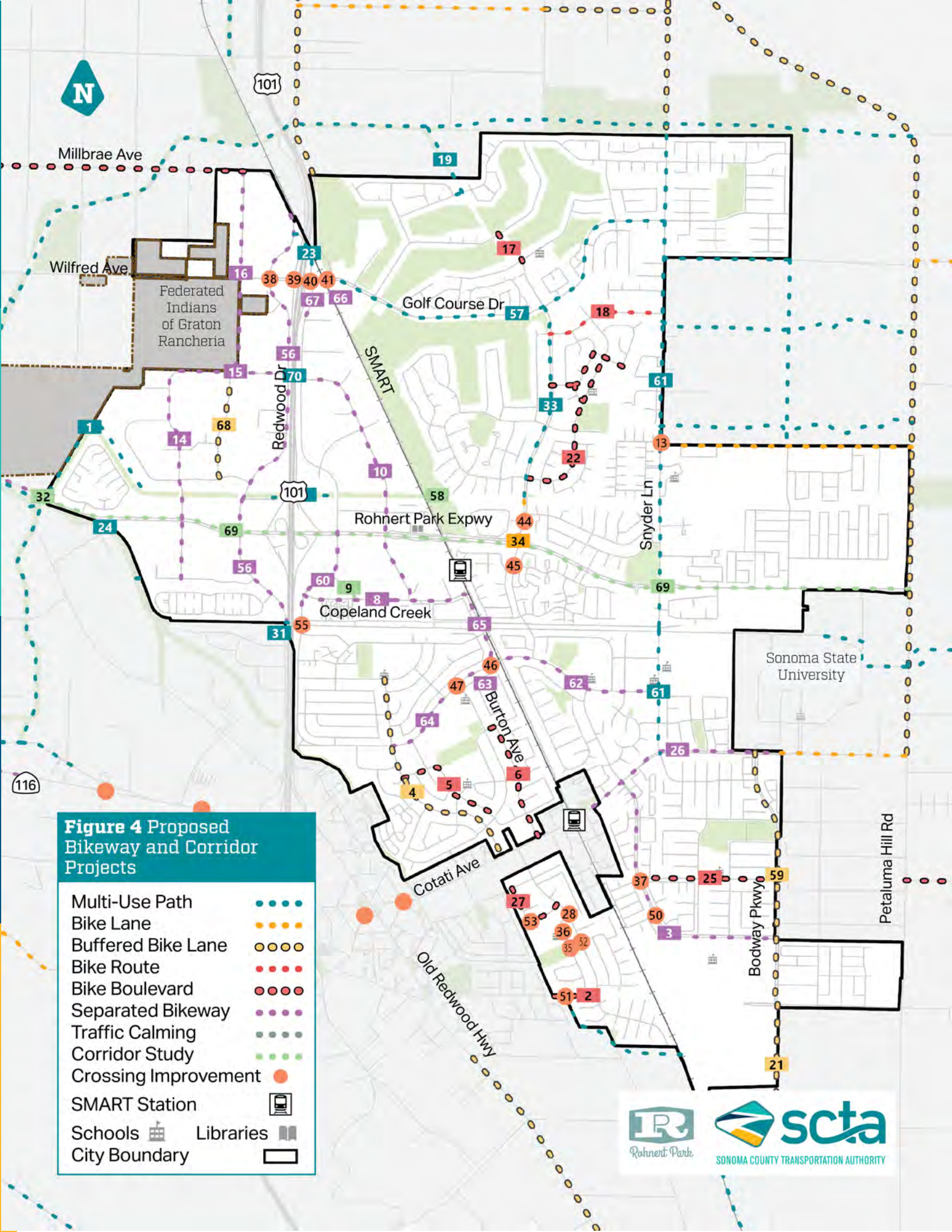
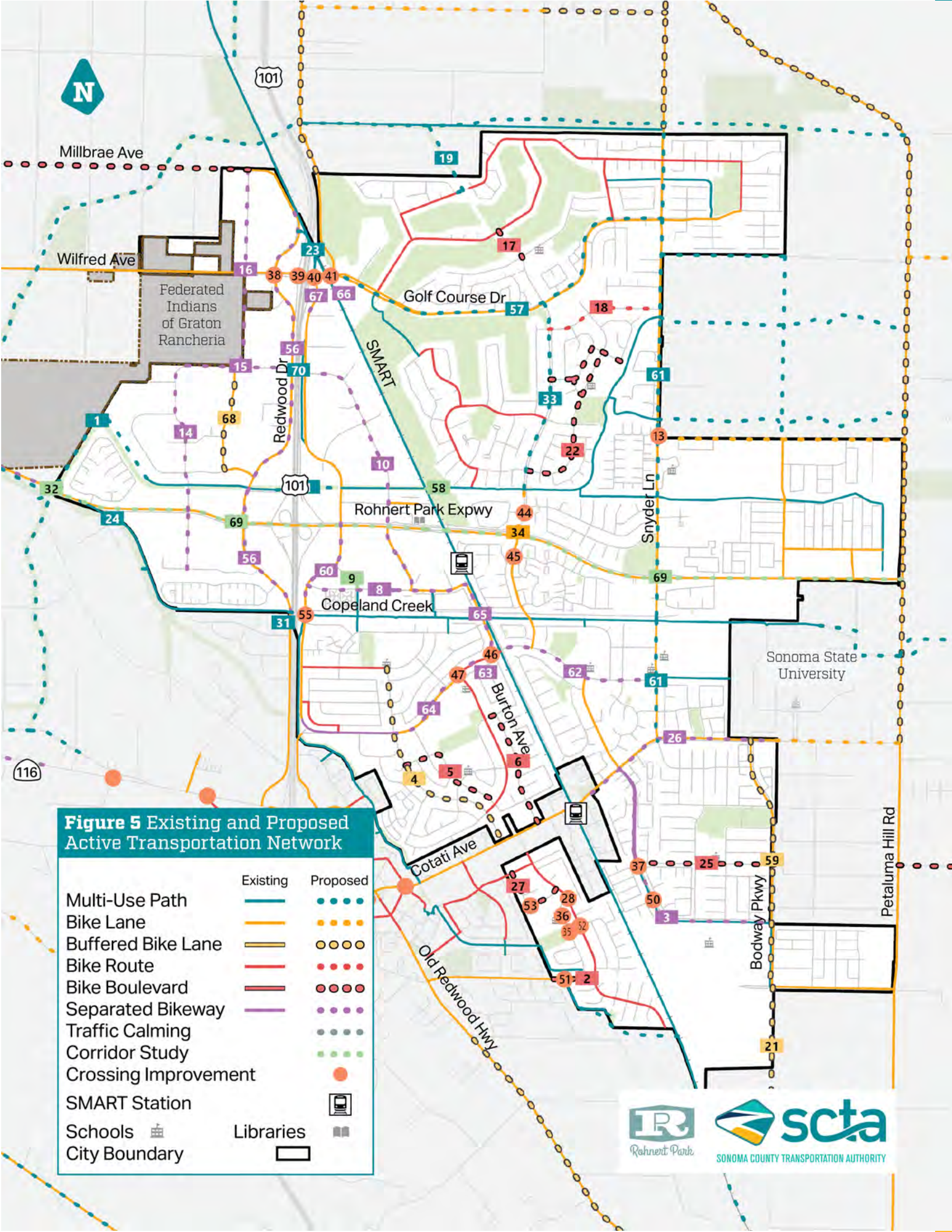



**Figure 4** Proposed Bikeway and Corridor Projects


N
101
Millbrae Ave
Wilfred Ave
Federated Indians of Graton Rancheria
Golf Course Dr
SMART
Redwood Dr
Rohnert Park Expwy
Snyder Ln
Copeland Creek
Burton Ave
Sonoma State University
Cotati Ave
Old Redwood Hwy
Bodway Pkwy
Petaluma Hill Rd
116
Figure 5 Existing and Proposed Active Transportation Network
Existing
Proposed
Multi-Use Path
Bike Lane
Buffered Bike Lane
Bike Route
Bike Boulevard
Separated Bikeway
Traffic Calming
Corridor Study
Crossing Improvement
SMART Station
Schools
Libraries
City Boundary
Rohnert Park
scta
SONOMA COUNTY TRANSPORTATION AUTHORITY

## Additional Project Details

The following expanded project descriptions are for select projects in Table 2. This additional information is intended to aid city staff in future implementation of these projects. In some instances, the expanded descriptions present options as to how the project could be designed and/or specify treatments that could be included to improve walking or biking conditions. As the projects below are developed further, city staff may choose, for a variety of reasons, to implement the project in a manner different than what is described below. The order below is the same order in which the projects are listed in Table 2.

### Project 3: Camino Colegio from E Cotati Avenue to Bodway Parkway

*Type:* Separated Bike Lanes

*Expanded Description:* Enhance and extend separated bike lanes. In the near-term, add vertical elements to existing separation on west side of Camino Colegio. Beyond near-term, install separated bike lanes on each side of Camino Colegio. Minimum width of 7.5 feet with mountable curb at 4:1 slope edge and 6.5 feet of rideable space. Based on existing paved street width, appears feasible to implement by narrowing existing vehicle lanes to 11 feet wide. NACTO design guidance here: https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/raised-cycle-tracks/

### Project 10: State Farm Drive between Commerce Boulevard and Enterprise Drive

*Type:* Install Separated Bike Lanes

*Expanded Description:* Install separated bike lanes. Coordinate with Central Rohnert Park PDA Plan, which outlines options and considerations for configuring existing right-of-way.

For signalized intersection along project extents, install protected intersection features that include bike signals, bike phasing, two-stage bike turn boxes, bike cross-markings (or conflict markings), high visibility markings for pedestrian crosswalks, crosswalks consistently across each intersection leg, Leading Pedestrian Intervals (LPIs) with No Right Turn on Red, or protected signal phasing for pedestrians, and upgrade curb ramps to directional ramps consistent with ADA requirements.

For unsignalized intersections along project extents, enhance existing marked pedestrian crosswalks and new pedestrian crosswalks with treatments such as high visibility markings, pedestrian refuge islands, advanced yield lines, Rectangular Rapid Flashing Beacons and other similar measures to reduce risk of collisions. Also, at unsignalized intersections, include bike conflict markings (i.e., cross bike markings) and where appropriate based on wayfinding and route connectivity, two-stage bike turn boxes.

### Project 14: Labath Avenue between Business Park Drive and Laguna Drive

*Type:* Separated Bike Lanes

*Expanded Description:* Install separated bike lanes. Mark existing vehicle lanes (one per direction) as 11 feet wide. Repurpose remaining 8 to 9 feet in width in each direction to a separated bike lane. Upgrade intersections at project limits and within extents to align with

treatments needed for separated bike lane (e.g., bike cross markings, bike signal heads at signalized intersections, etc.).

### Project 15: Business Park Drive between Labath Avenue and Redwood Drive

*Type:* Separated Bike Lanes

*Expanded Description:* Install separated bike lanes. Mark existing vehicle lanes (one per direction) as 11 feet wide. Repurpose remaining 8 to 9 feet in width in each direction to a separated bike lane. Upgrade intersections at project limits and within extents to align with treatments needed for separated bike lane (e.g., bike cross markings, bike signal heads at signalized intersections, etc.).

### Project 38: Redwood Drive and Golf Course Drive

*Type:* Crossing Improvements at Signalized Intersection

*Expanded Description:* Crossing improvements at signalized intersection to improve conditions for people walking and biking.

Specific improvements include the following:

(1) Mark crosswalk across north leg of the intersection. And add corresponding directional curb ramps to the NW and NE corners.

(2) Add lighting such that both sides of each crosswalk are lit and each corner is appropriately lit.

(3) Add a Two Stage Bike Turn Queue Box to SW, NE, and SE corners. Installation of the Two Stage Bike Turn Queue Box in the NE corner is contingent upon implementing a NO RIGHT TURN ON RED for the westbound approach. Installation of the Two Stage Bike Turn Queue Box in the SE corner is contingent up on also installing a curb extension in the SE corner that prevents the eastbound traffic from using the EB right-turn only lane as a through lane. If changes are made to lane configurations per project 39, then curb extension would no longer be needed.

(4) Add bike conflict markings (i.e., bike cross markings) through intersection to connect the bike lanes that are oriented north-south along Redwood Drive.

(5) In coordination with Project 39, revise lane configurations to create space for wider and consistent bike lanes on approach to and through the intersection and extending further east to connect to bike lanes on Golf Course Drive at US 101 interchange.

### Project 39: Hwy 101 SB Off-Ramp and Golf Course Drive

*Type:* Crossing Improvements at Signalized Intersection

*Expanded Description:* Crossing improvement at signalized intersection to improve conditions for people walking and biking.

Specific improvements include:

(1) Replace hatched pavement markings on east leg with raised concrete curb/expanded sidewalk.

(2) Shift lanes on west leg south to create space for a designed buffered bike lane or separated bike lane in WB direction.

(3) Update bike conflict markings (i.e., cross bike markings) to connect the existing bike lanes with the new bike lanes.

### Project 40: Commerce Boulevard and Golf Course Drive

*Type:* Crossing Improvement at Signalized Intersection

*Expanded Description:* Crossing improvement at signalized intersection to improve conditions for people walking and biking. Design and implement in coordination with Project 67.

Specific improvements include:

(1) Add a marked crosswalk across the east leg of the intersection.

(2) Upgrade all curb ramps to directional curb ramps.

(3) Repurpose existing EB right-turn only lane to a raised separated bike lane in EB direction.

(4) Reconfigure EB lanes to one left-turn only, two through lanes, and one right-turn only lane (where current right most through lane is at today).

(5) Extend curb/widen sidewalk in SE corner to remove outside receiving lane. No need for three receiving lanes in the eastbound direction.

(6) Upgrade buffered bike lane in WB direction to a raised separated bike lane.

### Project 41: Golf Course Drive and SMART Multi-Use Trail and Roberts Lake Road

*Type:* Crossing Improvement at Signalized Intersection

*Expanded Description:* Crossing improvement at signalized intersection to improve walking and biking conditions. Implement in coordination with Project 57.

Specific improvements include:

(1) Add bike conflict markings (i.e., bike cross markings) parallel to existing marked crosswalks provide connection to/from bike lanes on Roberts Lake Road to the sidewalk that connects to/from SMART Trail.

(2) Add bike signals to aid in bike crossing connection.

(3) In NW corner add a Two-Stage Bike Turn Queue Box to assist in access to SMART Trail for WB bikes.

(4) Update signal phasing to include bike signals and protected phasing for bikes and pedestrians to cross Golf Course Drive.

(5) Widen sidewalk to 10 to 15 feet from SMART Trail crossing terminus to crosswalk across east leg of intersection to increase space for bikes and people going/to from trail.

### Project 44: Country Club Drive and Racquet Club Circle

*Type:* Crossing Improvement at Unsignalized Intersection

*Expanded Description:* Crossing improvement at unsignalized intersection. Implement in coordination with Project 34.

Add lane markings to clearly delineate one vehicle lane in each direction; mark lane widths at 11 feet wide. Paint curbs within 20 feet of the existing marked crosswalks red to indicate no on-street marking. Construct pedestrian refuge island such that it includes existing width marked crosswalks and the length of it extends north approximately 60 to 65 feet. Add advanced yield markings on north and southbound approaches. Upgrade west corner of existing marked crosswalk to include a curb extension and directional curb ramp. Confirm both sides of the marked crosswalk are appropriately illuminated under low light/dark conditions.

### Project 45: Country Club Drive and Valley Village Mobile Home Park Entrance

*Type:* Crossing Improvement at Unsignalized Intersection

*Expanded Description:* Crossing improvement at unsignalized intersection to improve walking conditions.

Specifically includes the following improvements:

1. At existing marked crosswalk across Country Club Drive,
    a. Install a pedestrian refuge island using the space currently occupied by the northbound left-turn lane. Construct a pedestrian refuge island that is approximately 10 feet wide and that extends 50 feet north along Country Club Drive. North of the end of the refuge island, the center portion of the road can become the left-turn lane for the intersection at Rohnert Park Expressway.
    b. Consider implementing a raised crosswalk to help manage vehicle speeds.
    c. Redesign ramps to directional curb ramps that are ADA compliant and tighten curb radii to require slower vehicle turning speeds.
    d. Add lighting on each side of the crosswalk.
    e. Add advanced yield line markings on approach to the crossing.
2. On the side streets (i.e., Walnut Circle and Civic Center Drive), enhance crosswalk markings to high visibility markings, add advanced stop bars, and update curb ramps to directional and ADA compliant.
3. Consider lowering posted speed limit on Country Club Drive to 25 mph.
4. Pending lower posted speed on Country Club Drive and adequate sight distance, add a second marked crosswalk, with high visibility markings and curb extensions across south leg of the intersection to provide more direct access to bus stop in southeast

corner of the intersection. If the crosswalk across the northern leg is raised, also raise the added crosswalk across the southern leg.

### Project 46: Seed Farm Drive and Southwest Boulevard

*Type:* Crossing Improvement at Signalized Intersection

*Expanded Description:* Crossing improvement at signalized intersection to improve walking and biking conditions. Implement protected intersection features in coordination with Project 63 and 65.

Reconfigure vehicle lane configurations on Seed Farm Drive approach. Convert to one southbound left-turn, one southbound right-turn lane. Repurpose existing right-turn slip lane into protected space for pedestrians and bikes. Add bicycle signals and bike conflict markings (i.e., bike cross markings) for movements to/from Seed Farm Drive and Southwest Boulevard. Consider raising separated bike lanes on approach to the intersection and through the intersection along the southern edge of Southwest Boulevard.

### Project 47: Southwest Boulevard and Burton Avenue

*Type:* Crossing Improvement at Unsignalized Intersection

*Expanded Description:* Crossing improvement at unsignalized intersection to improve walking and biking conditions. Implement in coordination with Project 63 and 64.

Upgrade marked crosswalks to high visibility markings. Add marked crosswalk across west leg. Reconfigure median across west leg to create a crossing refuge island. Mark cross-bike markings parallel to each crosswalk. Upgrade curb ramps to be directional, aligned with crosswalks, and ADA compliant. Upgrade lighting so both sides of each crosswalk are marked. Consider raised crosswalks on Southwest Boulevard to help manage vehicle speeds and align with raised separated bike lanes along Southwest Boulevard (see Project 63 and 64).

### Project 50: Camino Colegio and Maple Drive

Type: Crossing Improvement at Unsignalized Intersection

*Expanded Description:* Crossing improvement at an unsignalized intersection to improve walking conditions. Coordinate improvements with Project 3.

Upgrade pavements to improve visibility. Add RRFB to each side of the crosswalk and in the median. Upgrade curb ramps to be directional and ADA compliant. Install lighting so the crosswalk is lit on both sides during low light or dark conditions. Install advance yield markings and roadway signs.

### Project 51: Myrtle Avenue & path entrance approximately 370 feet west of Liman Way

*Type:* Crossing Improvement at Unsignalized Intersection or Mid-block Crossing

*Expanded Description:* Crossing improvement at unsignalized intersection to improve walking conditions. Install advance stop bars. Upgrade both crosswalks to high visibility crosswalks. Implement a raised crosswalk across Myrtle Ave to further manage speeds and encourage

compliance. Could also consider a mid-block crossing. There is a path on the north side of Myrtle Avenue that intersects with the street. On the south side of Myrtle Avenue is an existing natural path that follows the city limit line between Cotati and Rohnert Park, and which is commonly used by residents and school groups. The project acknowledges this existing desire line and creates a safer crossing. Perhaps gateway treatment, especially west of the crossing.

### Project 52: Lords Manor Way and Lancaster Drive

*Type:* Crossing Improvement at Unsignalized Intersection

*Expanded Description:* Crossing improvement at unsignalized intersection to improve walking conditions. Upgrade to high-visibility crosswalk markings. Add crosswalk markings across the north leg. Upgrade curb ramps to directional ramps and ADA compliance. If there are concerns about speeds along Lancaster Drive, implement raised crosswalks across Lancaster Drive to encourage compliance and manage vehicle speeds.

### Project 53: Liberty Avenue and Lindsay Avenue

*Type:* Crossing Improvement at Unsignalized Intersection

*Expanded Description:* Crossing improvement at unsignalized intersection to improve walking conditions. Implement no on-street parking 20 feet in advance of the marked crosswalk. Add advanced yield line pavement markings and signage. Make sure both sides of crosswalk are lit under low light and dark conditions. Raise crosswalk to help manage vehicle speeds and make people more visible. Crosswalk warning signs should be added to southbound Liberty Avenue in advance of horizontal curve in the roadway.

### Project 55: Copeland Creek Trail (south side path) and Commerce Boulevard

*Type:* Grade Separated Crossing

*Expanded Description:* Implement grade separated crossing of US 101 for active transportation users. Coordinate with Rohnert Park Highway 101 Bike & Pedestrian Crossing Feasibility Study (February 2022). Also, coordinate with Project 31 and 60. In near-term, provide wayfinding that encourages people to cross at Commerce Boulevard/Avram signalized intersection.

### Project 56: Redwood Drive from northern city limits to southern city limits

*Type:* Install Separated Bike Lanes

*Expanded Description:* Implement separated bike lanes. Enhance existing bike lanes by upgrading to separated bike lanes. All intersections and driveways at project limits and within project extents would need to be upgraded based on design of separated bike lanes.

Options to implement separated bike lanes include: (1) A road diet to reallocate a vehicle lane in each direction to space for higher quality, safer bicycle lanes; or (2) Creating raised separated bike lanes by narrowing vehicle lanes and using the additional resulting width as well as existing bike lane width to widen the sidewalks – thereby creating space for a separated raised bike lane at sidewalk level adjacent to pedestrian space.

### Project 57: Golf Course Drive from SMART multi-use trail to Snyder Lane

*Type:* Install Multiuse Path

*Expanded Description:* Install multiuse path along/parallel to Golf Course Drive. Options for design could include widening existing sidewalk along north side of Golf Course Drive, determining if there is available right-of-way adjacent to the golf course on the southern side of Golf Course drive, and/or stretches where the facility is a bidirectional or unidirectional raised separated bike lane that replaces existing bike lanes. Implement in coordination with Project 41.

### Project 60: Commerce Boulevard from Rohnert Park Expressway to Copeland Creek

*Type:* Install Separated Bike Lanes

*Expanded Description:* Install separated bike lanes on the west side of Commerce Boulevard. Options for design include: (1) Implement a road diet to reallocate space from a vehicle lane to a bidirectional separated bike lane; or (2) Widen the existing sidewalk on the west side of Commerce Boulevard into the existing bike lane creating a multiuse shared path of 12 feet in width. All intersections and driveways at project limits and within the project extents would need to be redesigned to manage vehicle and bicycle conflicts appropriately and safely.

### Project 61: Snyder Lane from East Cotati Ave to northern city limits

*Type:* Install Multiuse Path

*Expanded Description:* Install multiuse path along east side of Snyder Lane.

The following are considerations for designing and implementing such a multi-use path.

- Improvements to Snyder Lane should be coordinated with ongoing roadway widening efforts.
- Narrowing vehicle lanes where possible would create addition space that could be used for the multi-use path.
- Acquisition and/or dedication of additional right-of-way may be necessary to create space for the multi-use path.
- Installation of a multi-use path without removal of a through vehicle lanes would likely require expanding the existing sidewalk to be inclusive of the existing bike lane and reclassifying space as a multi-use path, particularly in the segment south of Medical Center Drive. A minimum of 12 feet should be maintained for the multi-use path.
- All intersections and driveways at project limits or within project extents would need to be redesigned to either be protected intersections or intersections with protected elements (e.g., bike signals, separate phasing for people walking or biking through the intersection), high visibility markings, enhanced lighting, etc.

### Project 62: Southwest Boulevard from Snyder Lane to SMART multi-use path

*Type:* Install Separated Bike Lanes

*Expanded Description:* Install separated bike lanes. The following describes a potential configuration for those separated bike lanes based on existing paved cross-section along Southwest Boulevard. In some places vehicle lane widths may need to be narrowed to 11 feet. Parking lane width where existing on-street parking is permitted is assumed to be 10 to 11 feet in width.

Along the southern side of Southwest Boulevard install a consistent raised separated bike lane. A total minimum width of 7.5 feet wide. One foot for a mountable curb with 4:1 edge slope and a 6.5-foot-wide rideable space.

Along the northside of Southwest Boulevard install a raised separated bike lane. Where present, move existing on-street parking to be adjacent to vehicle travel lane. Install a raised bike lane between the sidewalk and adjusted on-street parking. Raised bike lane would be a minimum of 10 feet wide with 2 feet for curb width, 7 feet for rideable width and 1 foot for separation from space for people walking.

NACTO design guidance here: https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/raised-cycle-tracks/

### Project 63: Southwest Boulevard from Burton Avenue to SMART multi-use path

*Type:* Separated Bike Lane

*Expanded Description:* Implement separated bike lanes. Based on existing paved street width, appears feasible to implement as a raised bike lane on each side of Southwest Boulevard. In some locations vehicle lane widths may need to be narrowed to 11 feet.

Each bike lane would be 7.5 feet wide minimum. One foot for a mountable curb with a 4:1 slope edge and a 6.5-foot-wide rideable space. NACTO design guidance here: https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/raised-cycle-tracks/

Implement in coordination with Project 46, 47, 62, and 64.

### Project 64: Southwest Boulevard from Burton Avenue to Adrian Drive

*Type:* Separated Bike Lanes

*Expanded Description:* Implement separated bike lanes. Based on existing paved street width, the following configuration appears potentially feasible.

On the north side of Southwest Boulevard, install a raised bike lane with a minimum of 7.5 feet wide. One foot for a mountable curb with a 4:1 slope edge and a 6.5-foot-wide rideable space.

On the south side of Southwest Boulevard, move existing on street parking to be adjacent to vehicle travel lane. Install a raised bike lane between the sidewalk and adjusted on-street parking. The raised bike lane would be a minimum of 10 feet wide with two feet for curb width, 7 feet for rideable width and 1 foot for separation from space for people walking.

In some places existing vehicle lane widths may need to be narrowed to 11 feet. Parking lane width where there is existing on-street parking permitted is assumed to be 10 to 11 feet in

width. NACTO design guidance here: https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/raised-cycle-tracks/

Implement in coordination with Project 47 and 63.

### Project 65: Seed Farm Drive from Southwest Blvd to Enterprise Drive

*Type:* Separated Bike Lane

*Expanded Description:* Implement separated bike lanes. Based on existing paved street width, appears feasible to implement as a raised bike lane on each side of Seed Farm Drive. In some locations vehicle lane widths may need to be narrowed to 11 feet.

Each bike lane would be 7.5 feet wide minimum. One foot for a mountable curb with a 4:1 slope edge and a 6.5-foot-wide rideable space. NACTO design guidance here: https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/raised-cycle-tracks/

Implement in coordination with Project 46.

### Project 67: Commerce Blvd between Utility Court and Golf Course Drive

*Type:* Separated Bike Lane

*Expanded Description:* Install bidirectional separated bike lane on east side of Commerce Boulevard. Include updated crossing treatments at Commerce/Utility Ct to facilitate people crossing at that existing crosswalk on bike and on foot. Remove existing right-hand, northbound vehicle lane from Commerce Boulevard to Golf Course Drive and repurpose that space for the bidirectional separated bike lane. The minimum width is 15 feet with 3 feet for separation and 12 feet of rideable space. Specific design guidance here: https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/two-way-cycle-tracks/. Implement in coordination with Project 40.

## Engineering Treatments Toolbox

In designing and implementing the 2025 Active Transportation Network projects, and taking actions to fulfill the policies and goals identified in this Plan, city staff will use engineering treatments consistent with established industry resources and guidance published by reputable organizations such as the Federal Highway Administration (FHWA), National Association of City Transportation Officials (NACTO), American Association of State Highway Transportation Officials (AASHTO), California Department of Transportation (Caltrans), and California Manual on Uniform Traffic Control Devices (CA MUTCD). The following tables include examples of the types of engineering treatments the city may use in the design and implementation of enhanced active transportation infrastructure.

Table 3 provides a list of available resources the city can use when designing new active transportation infrastructure. While the design guidance in these resources offer options for a wide range of contexts, this is not an exhaustive list of potential resources.

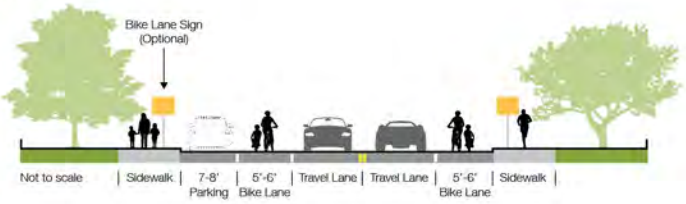
## Table 3. Catalog of Resources

| Resource | Description |
|---|---|
| Manual on Uniform Traffic Control Devices (MUTCD) | Federal standards on traffic signs, road surface markings, and signals. |
| A Policy on Geometric Design of Highways and Streets (Green Book) | National guidance on roadway geometric design |
| AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2nd Edition | Guidance on the planning, design, and operation of pedestrian facilities |
| FHWA Small and Rural Multimodal Networks | Reference guide on active transportation facilities in small towns and rural areas |
| Caltrans DIB -94 Complete Streets: Contextual Design Guidance | Design guidance to support implementation of complete streets projects on roads owned by Caltrans |
| FHWA Bikeway Selection Guide | Guidance on selecting and designing different types of bikeways based on street and land use contexts |
| FHWA Separated Bike Lane Planning and Design Guide | Guidance for planning and designing separated bike lanes under different contexts |
| NACTO Guides: Urban Street Design Guide, All Ages and Abilities Guide | Reference guides on best practices for street design |
| NCHRP Report 926 – Guidance to Improve Pedestrian and Bicyclist Safety at Intersections | Step-by-step process for selecting intersection safety treatments |
| FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations | A reference guide on what type of crosswalk and crossing treatments are most applicable in a given location |
| Public Rights of Way Accessibility Guidelines (PROWAG) | Guidelines that provide best practices for accessibility |
| LRFD Guide Specifications for Design of Ped Bridges | Guide Specifications address the design and construction of typical pedestrian bridges |

## Bicycle Facility Toolbox

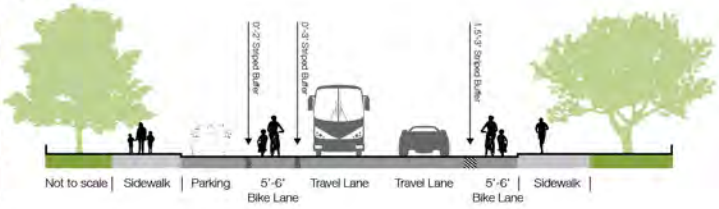
## Bike Lanes

On-street striped lane for one-way bike travel

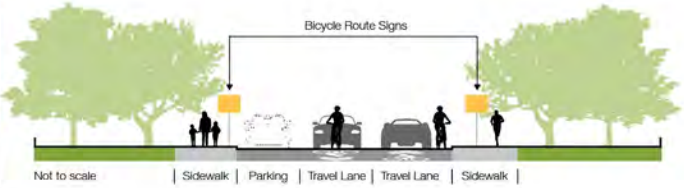

## Buffered Bike Lanes

Modified on-street bike lane with painted buffer




## Bike Routes

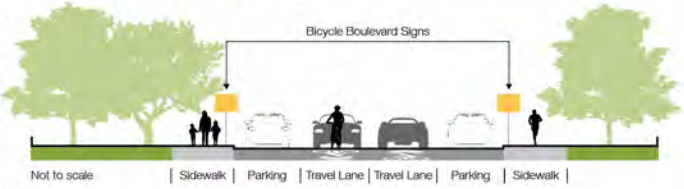
Shared on-street facility




## Bike Boulevards

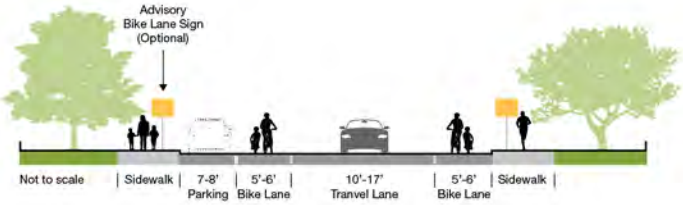
Shared on-street facility with improvements to prioritize bicycle traffic





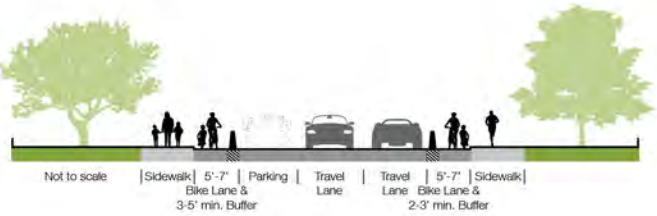
## Advisory Bike Lane

An alternative to a bike boulevard or bike route.


## Separated Bike Lanes

Physically separated bike lane




## Pedestrian Facility Toolbox

### Along Streets: Space for Walking

From left to right: Neighborhood Narrow Sidewalk, Residential Ribbon Sidewalk, Paved Shoulder, Shared-Use Path

### Along Streets: Sidewalk Widths

Residential Areas=6' Minimum; Downtown/Mixed-Use Area=8' Minimum.
Sidewalk should be on both sides. Sidewalk should not be obstructed.

## Along Streets: Frontage Zone

Immediately adjacent to the property line, wide frontage zones with shade and activities enhance pedestrian comfort. On commercial streets, the frontage zone should be a minimum of 2 feet.



## Along Streets: Furnishing Zone

Between the curb and walking areas, the furnishing zone buffers traffic and hosts street elements like furniture and landscaping.

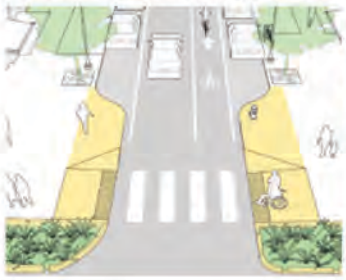


## Along Streets: Lighting

Key considerations: Scale of the lights, spacing of lights, lamp type, color temperature, smart management, adding character.

## Along Streets: Curb Buffer

Parklets provide space to sit and enjoy the space adjacent to the sidewalk. Curb extensions extend the sidewalk to shorten crossing distances and also make pedestrians more visible to approaching vehicles. Both help to reduce vehicle speeds.



## Along Streets: Pervious Pavement

Improve water quality. Reduce ponding. Maintenance agreements are necessary to establish responsibility for the upkeep of the facility.



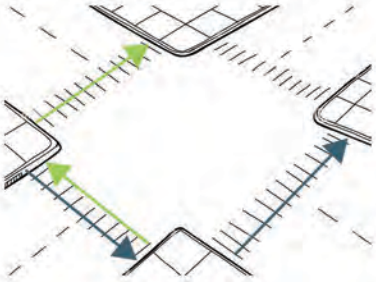
## Along Streets: Watershed & Bioswale

Improve water quality. Reduce ponding. Maintenance agreements are necessary to establish responsibility for the upkeep of the facility.



## At Crossings: Pedestrian Friendly Signal Timing

Crossing Time - 3.5 feet / seconds →
Leading Pedestrian Interval – 3 seconds →



## At Crossings: Accessible Pedestrian Push Buttons

Accessible Pedestrian Signal (APS) & Touchless Pedestrian Push Button.



## At Crossings: Uncontrolled Crosswalks

FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations recommends crossing enhancements for uncontrolled crossings based on characteristics such as vehicle speeds, vehicle volume, and number of vehicle lanes. Enhancements include treatments such as Rectangular Rapid Flashing Beacons (RRFBs), pedestrian refuge islands, and others.

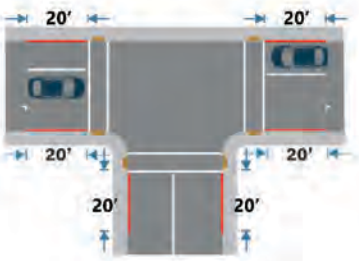

### At Crossings: High Visibility Crosswalk Striping

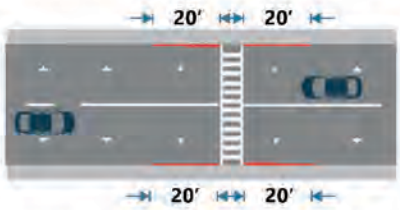
CA MUTCD and the Caltrans Highway Design Manual include standard plans for high visibility crosswalk striping. To increase awareness for motorists and improve their yielding behavior.



### At Crossings: Parking Restrictions

Parking restrictions improve road user visibility of crosswalks and the people using them. Parking restrictions informed by AB 413 and CA MUTCD 2014, Revision 8 Figure 3B-21(CA) Examples of Parking Space Markings.





## Traffic Calming Toolbox

### Chicanes

Create horizontal deflection along a roadway requiring motorists to slow their speeds as they travel between intersections. They can be designed to include space for landscaping or bioswales.



## Curb Extensions

Extend the curb area available to pedestrians waiting to the cross the street. They can include areas for landscaping. They shorten crossing distances while also slowing vehicle speeds at the intersection.



## Neighborhood Traffic Circles or Mini Roundabouts

Include a raised central island at two intersecting streets requiring motorists to slow their speed to drive around the island at the intersection. The approaching streets can be stop or yield control. Including landscaping in the central island also creates a terminal vista for approaching motorists which further helps reduce vehicle speeds.




## Raised Crosswalks

Elevate the crosswalk to sidewalk height requiring motorists to drive at slower speeds while also making people in the crosswalk more visible.

## Speed Humps

Create a vertical deflection requiring motorists to slow their speeds as they travel along a street between intersections.

*Source: : Caltrans Traffic Calming Guidance*

*Source: : Pedestrian Safety Guide and Countermeasure Selection*

## Traffic Diverters

Prevent or limit vehicle access to a street while allowing people walking and biking full access. They help reduce the amount of vehicle traffic along a neighborhood street or bike boulevard.


*Source: : City of Long Beach, CA*

*Source: : Caltrans Traffic Calming Guidance*

# Programs & Policies

In addition to infrastructure improvements described above, the Rohnert Park ATP includes programmatic and policy recommendations to support the Plan's Vision and Goals.

## Programs

The following describes programs aimed at supporting the implementation of the policies and projects identified in the Rohnert Park Active Transportation Plan.

### Active Transportation Program

The city will establish an Active Transportation Program that is comprised of:

- Staff assigned to lead and monitor the implementation of the city's Active Transportation Plan, with responsibilities such as:
  - (i) ensuring planned projects are incorporated into the city's CIP list;
  - (ii) coordinating with SCTA, Sonoma County, Caltrans, and cities within the region regarding active transportation projects and topics including shared mobility programs and the Safe Routes to School Program;
  - (iii) oversight and management of all elements of the city's Active Transportation Program;
  - (iv) participating in and leading staff training related to industry guidance for planning, design, and maintenance of active transportation improvements making use of guidance from Federal Highway Administration (FHWA) and National Association of City Transportation Officials (NACTO); and
  - (v) identifying and helping to pursue grant funding for larger active transportation investments.
- As funding becomes available, invest in the planning and design of planned projects identified in the city's Active Transportation Plan.
- Pursue regional, state, or federal grant funds to support planning, design, and construction of planned projects identified in the city's Active Transportation Plan.
- Explore developing and implementing a quick build program to facilitate the design and implementation of low-cost active transportation improvements at planned project locations identified in the city's Active Transportation Plan. This would include identifying improvements that could be implemented via the city's repaving program and/or as part of other routine maintenance activities.
- Develop and implement a bike parking program consistent with the policies and actions identified in the city's Active Transportation Plan.
- Partner with Sonoma County Bicycle Coalition, the City Public Safety Department and Community Services & Recreation Department to develop and distribute educational materials and/or host community events that promote safe road user behavior in support of improving walking, biking, and rolling for all ages and abilities.

## Transportation Demand Management Supportive Programs

The city will work with SCTA to implement Transportation Demand Management (TDM) program objectives to encourage non-auto trips (such as walking, biking, and transit), and reduce single occupancy vehicle trips. This may include education and encouragement activities targeted at larger residential developments and employers. Potential actions could include:

- Develop a local TDM ordinance based on SCTA's *Shift Model TDM* Ordinance, including considerations for employers and developers, infrastructure, and programs.
- Coordinate with employers on the development and implementation of commute programs by engaging with employers, transit agencies, and shared mobility programs.
- Market existing TDM programs to employers and developers through business assistance programs, green business certifications, and commute fairs.
- Assist employers with the development of commute programs and marketing alternative modes of transportation to employees.
- Coordinate countywide policy actions via the SCTA/RCPA.

## Sidewalk/Crosswalk Maintenance and Gap Closure Program

The city will establish a local sidewalk maintenance and gap closure monitoring program, to achieve the goals outlined in Policies 1-3, 1-4 and 2-2. Program elements could include:

- Develop a sidewalk repair program to ensure the city maintains or enforces maintenance of current and future sidewalks.
- Prioritize closure of sidewalk gaps that connect people to activity centers, schools, transit, parks, and the downtown area.
- Regularly evaluate where new crosswalks may be needed and/or where there are needs for crosswalks enhancements (e.g., high visibility paint, RRFB, HAWK signals)
- Continue to engage with the community to prevent obstruction of sidewalks and pedestrian facilities with parking, trash bins, signs, etc.
- Monitor and update tracking of sidewalks built and/or percentage of roadways with sidewalks citywide.

## Bicycle Parking Program

The city will establish a Bicycle Parking Program, aligned with Policy 1-6. The program will include the following activities:

- Review and consider updates to the city's bike rack standards.
- Review and/or update Municipal Code to ensure adequate bike parking is included in all new development projects, multifamily and commercial remodels, and Use Permit approvals.

- Assess bike parking needs within the city's parks and right-of-way and develop a program to provide adequate bike parking near amenities and at key destinations.
- Consider requiring temporary bike parking (e.g., racks, bike valet) at limited term and special events.
- Create incentives for local businesses to bring their bike parking into compliance with current city standards.
- Support local transit providers in providing and maintaining convenient and secure bicycle parking facilities that accommodate bicycles of all shapes and sizes.

### Wayfinding Program

The city will establish a Wayfinding Program to plan, design, fabricate, install, and maintain directional signage throughout the city to help residents and visitors navigate to key destinations or routes. The program will include such activities as the following:

- Create a plan to determine sign locations and information to include on the signs. Signs could include things like distance to key destinations, directional arrows to bicycle routes and trails, multiple languages, and design aesthetics matching existing city signs.
- Design and fabricate the signage consistent with relevant industry guidance and requirements.
- Coordinate with the appropriate city and county departments to install signage (e.g. Public Works).
- Promote the newly installed wayfinding through city and other local channels.
- Plan for sign maintenance such as the cleaning of signs and replacing worn signs.

## Policies

The City of Rohnert Park has a series of Policies and Actions to guide the implementation of the ATP including actions to promote active transportation within Rohnert Park. The Policies and Actions support each of the Plan's goals as shown below.

### GOAL 1: Connected and Reliable

*Deliver a continuous active transportation network that links daily activities and housing, and that allows people of all ages and abilities to use a variety of transportation types easily, affordably, and dependably.*

*POLICY 1-1:* Prioritize and implement bike and pedestrian projects identified in the ATP, given the amount of funding available to Rohnert Park.

*POLICY 1-2:* Incorporate and include funding for bike and pedestrian improvements identified in the ATP, as well as maintenance of active transportation facilities in the city's 5-Year Capital Improvement Program.

*POLICY 1-3:* Prioritize closure of sidewalk gaps that connect people to activity centers, schools, transit, healthcare, parks, and the downtown area, ensuring that streets safely serve seniors, youth, those with disabilities, and all members of the community.

*POLICY 1-4:* All public streets shall have a sidewalk connecting to the broader network, on a minimum of one-side, phased as city funding and/or nexus with private development allows. Determining the appropriate side shall be based on the existing sidewalk network, environmental conditions, and impediments to construction.

*POLICY 1-5:* As part of city or private development projects, enhance pedestrian and bike facilities along or adjacent to all arterial roadways. Multi-use path and separated bike lanes should be the first choice in the design of all new multi-modal infrastructure.

*POLICY 1-6:* Ensure adequate bike parking is available citywide.

*POLICY 1-7:* Prioritize ADA improvements in High-Volume Pedestrian Areas.

*POLICY 1-8:* Work cooperatively with responsible agencies including the Sonoma County Transportation Authority, Sonoma-Marin Area Rail Transit, Sonoma County Water Agency, and others to close existing facility gaps and ensure the active transportation network is implemented, constructed, and maintained.

*POLICY 1-9:* Proactively seek opportunities for acquisition of abandoned rights-of-way, flood control rights-of-way, and lands for the development of new multi-use pathways in coordination with SCTA, Sonoma Water, and Sonoma County Regional Parks.

*POLICY 1-10:* Increase the U.S. Census derived "Journey to Work" mode split percentage for walking and biking by 50% by the year 2040.

*POLICY 1-11:* Work with federal, state, regional, and local agencies to secure funding to implement the citywide active transportation system. Encourage multi-jurisdictional funding applications to implement the regional active transportation system.

*POLICY 1-12:* Install wayfinding and directional signage, markers, and stencils on off-street paths, on-street bikeways, local roads, and state routes to improve wayfinding for bicyclists and pedestrians, assist emergency personnel, and heighten motorists' awareness.

*POLICY 1-13:* The city will update this Active Transportation Plan every five years to ensure community needs continue to be met and design treatments are current with best practices.

**GOAL 2: Safe and Well-Maintained**

*Create and sustain a high-quality and low-stress active transportation network. Employ Vision Zero and Safety Plan policies and strategies to advance this goal.*

*POLICY 2-1:* Seek opportunities to separate existing and future bike facilities from motor vehicle traffic with buffers or greater protection such as a curb, flexible bollards, delineators, or other more durable barriers on streets where vehicle speeds are greater than 25 mph. Use best practices when designing bicycle facilities.

*POLICY 2-2:* Develop and operationalize a sidewalk repair program to ensure the city maintains or enforces maintenance of sidewalks. Continue to engage with the community to prevent obstruction of sidewalks and pedestrian facilities with parking, trash bins, signs, etc.

*POLICY 2-3:* Maintain all bike lane symbols, striping, green paint, and buffer paint and ensure all bike lanes have standard bike symbols. Ensure bike lanes are kept free of trash bins, vehicles, and debris.

*POLICY 2-4:* Require that road construction projects minimize their impacts on active transportation users through the proper placement of construction signs and equipment, and by providing safety detours.

*POLICY 2-5:* Provide additional pedestrian safety improvements at intersections and crossings.

> Action 2-5.1: Increase pedestrian safety at controlled and uncontrolled crossings, where needed, to complete pedestrian networks and provide access to destinations. Utilize industry best practices such as the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, ADA standards, and Caltrans Roadway Lighting Manual.
>
> Action 2-5.2: Increase pedestrian safety at intersections. Utilize proven countermeasures identified by FHWA including signal phasing, timing adjustments, high visibility crosswalks, curb extensions, pedestrian refuge islands, and pedestrian scale lighting.

*POLICY 2-6:* Improve bicycle safety at controlled and uncontrolled intersections, using proven countermeasures identified by FHWA and other industry resources.

*POLICY 2-7:* Implement and incorporate actions in SCTA's adopted Sonoma County Vision Zero (VZ) Action Plan (2022).

> Action 2-7.1: Support Safe Routes to School program and school districts to promote safe, active transportation through education, school policies, and pick-up/drop-off procedures (VZ Action 3.1).
>
> Action 2-7.2: Prioritize low-cost quick-build projects to rapidly implement bike and pedestrian safety improvements along the High Injury Network (VZ Action 4.1).
>
> Action 2-7.3: Prioritize closing gaps in bike and pedestrian networks and design facilities for all ages and all abilities (VZ Action 4.6).
>
> Action 2-7.4: Update street design standards to reflect latest research and best practices around safety and Complete Streets, with an emphasis on serving diverse road users of all ages and abilities (VZ Action 4.8).
>
> Action 2-7.5: Enhance training for law enforcement personnel responsible for crash reporting to address the unique attributes required to accurately report circumstances of crashes involving bicyclists, pedestrians, and other vulnerable road users (VZ Action 6.1).

Action 2-7.6: Use regional data sources such as the Metropolitan Transportation Commission's Regional High Injury Network and Regional Safety Data System, and Caltrans District 4 location-based needs identified by their active transportation planning efforts to inform safety project development and funding decisions (VZ Action 6.3).

*POLICY 2-8:* Review and update speed limits on city-owned roadways based on updated California MUTCD guidance.

*POLICY 2-9:* Implement daylighting in alignment with California ruling AB 413, painting curbs red within 20 feet of any marked or unmarked crosswalk.

*POLICY 2-10:* Post appropriate speed limits on multi-use paths to regulate e-scooter and e-bike use.

*POLICY 2-11:* Consider e-bikes, e-scooters, and other mobility devices when designing bicycle facilities by considering design attributes such as wider facilities as well as forgiving edge treatments (e.g., mountable curbs).

**GOAL 3: Community Oriented and Place-Based**

*Tailor projects to the surrounding community contexts and user profiles. Support a diversity of uses and users and create community through active transportation programs and policies that prioritize walking, biking, and rolling.*

*POLICY 3-1:* Explore areas that could be designated or converted into bike/pedestrian-only zones or designed to minimize automobile traffic impacts. Explore opportunities throughout the city to add amenities such as landscaping, shade, public art, seating, and drinking fountains.

*POLICY 3-2:* Work with transit providers to offer and maintain all-weather shelters and other amenities at transit stops and transportation centers.

*POLICY 3-3:* Where possible and/or desirable, utilize alternative surfaces for pathways such as decomposed granite, crushed rock, or other natural-like materials.

*POLICY 3-4:* Continue to work with the SCTA to develop a regional bike share/ micromobility program.

*POLICY 3-6:* Achieve a Bicycle Friendly Community℠ rating from the League of American Bicyclists.

*POLICY 3-7:* Encourage and incentivize more people to walk, bike, and roll through education and encouragement activities such as special events, Bike-to-Work Day, and social media campaigns.

*POLICY 3-8:* Coordinate with School Districts and the Recreation Department to increase active transportation education with a focus on youth as well as e-bike and e-scooter use.

*POLICY 3-9:* Outreach to a broad cross-section of Rohnert Park residents with a diversity of lived experiences when conducting community engagement for active transportation projects.

# 6. Implementation: Local Considerations

The following outlines a timeline and potential funding sources the city can use to make consistent, steady progress towards achieving its vision and goals for enhancing walking, biking, and rolling.

## Timeline

### Programs

Putting the Active Transportation Plan policies and programs into action is a critical initial step in providing a foundation for buildout and utilization of the network. Many of the policies and the broader Active Transportation Program identified in this Plan are ongoing or recurring considerations and activities, that once initiated, will sustain investment in active transportation improvements as well as institutionalize designing streets for safe and comfortable walking, biking, and rolling.

Table 4 summarizes the timeline and the responsible party (or parties) or the mechanism for implementing the program.

**Table 4. Implementation Timeline and Responsibility for Programs**

| Program | Timeline | Responsible Party or Mechanism for Implementation |
|---|---|---|
| Active Transportation Program (Establish and Initiate Program) | 0 to 2 years | Director of Development Services, Director of Public Works, City Council |
| Transportation Demand Management Program (Establish and Initiate Program) | 0 to 3 years | Director of Development Services, Director of Public Works, City Council |
| Sidewalk Maintenance and Gap Closure Monitoring Program (Establish and Initiate Program) | 0 to 5 years | Director of Development Services, Director of Public Works |
| Bicycle Parking Program (Establish and Initiate Program) | 0 to 1 years | Director of Community Services, Director of Development Services, Director of Public Works |
| Wayfinding Program (Establish and Initiate Program) | 0 to 2 years | Director of Community Services, Director of Development Services, Director of Public Works |

## Planned Projects

### Prioritization

Opportunities to advance specific projects toward implementation will be dependent on external factors (e.g., land use projects, successful grant applications). With this in mind, the planned projects identified in this Plan have been prioritized into three tiers:

- Tier 1 – High Priority
- Tier 2 – Medium Priority
- Tier 3 – Low Priority

The criteria used to sort the projects into each tier were as follows:

- Safety – Extent to which the project is on a portion of the SCTA Vision Zero HIN and/or if it has been identified in the city's Local Road Safety Plan as a priority location.
- Equity – Extent to which the project would improve active transportation access or conditions for an equity-focus population as defined at the regional, state, or federal level.
- Proximity to Existing and Future Transit – For a given project, the distance from an existing or future bus stop or transit station.
- Proximity to Schools – For a given project, the distance from an existing school.
- Low-Stress Gap Closure – Scored based on whether the project would close a gap in the low-stress network, with extra points for projects on the Sonoma County Regional Routes network.

For each criterion, each project received a score based on the extent to which it fulfilled the criteria. The collective scores were normalized into a single number or index. Tiers 1, 2, and 3 were established to align with the top, middle, and bottom third of the project scores. Projects are presented by tier in Table 2.

Once sorted into each of the three buckets, projects are not sorted within each tier to gives city staff discretion and flexibility to respond to various opportunities that arise and can facilitate implementation. Within the broader Countywide ATP, the project prioritization criteria is aligned with project selection criteria for the Go Sonoma funding program.

### Initial Steps Towards Implementation

To advance the projects in the ATP towards implementation, staff can undertake the following types of activities.

(1) Establish and/or update a citywide Traffic Impact Fee that includes high priority projects from the ATP.

(2) Review and incorporate ATP projects into the city's five-year Capital Improvement Program (see Policy 1-2 above).

(3) Review upcoming maintenance projects/activities to identify where active transportation improvements can be incorporated into things like pavement rehabilitation (e.g., installing high visibility crosswalks or bike lanes when the new pavement is put in place).

(4) Review current as well as future development project applications to ensure or require consistency of street frontage with planned ATP projects.

(5) Coordinate with SCTA on upcoming potential funding opportunities with particular focus on the SCTA Funding Program as well as support or collaboration on state or federal funds such as HSIP, SS4A, and ATP (those and additional funding sources are highlighted below).

**Appendix A** contains detailed prioritization results for each project to help aid staff in understanding which of the prioritization criteria a given project met. Such information can aid in determining suitable grant funds and/or where opportunities may overlap with other efforts like Safe Routes to School or supporting access to transit.

## Cost Estimates

This section presents the costs estimates for implementing the 2025 Active Transportation Plan. Project cost estimations were developed to provide a general idea of the anticipated cost for each proposed project type. These estimates are based on an engineering review of unit costs and quantities for the project types shown. They are based solely on construction costs and do not include other soft costs that may be associated with projects (e.g., design, environmental, permitting, construction management).

Table 5 summarizes project costs by project type and prioritization tier for the 2025 Active Transportation Network.

**Table 5. 2025 Active Transportation Network – Cost Estimates Summary**

| Project Type | Unit Cost | Quantity | Cost Estimate |
|---|---|---|---|
| Tier 1 Priority Projects | | | |
| Multi-Use Path[1] | $1,023,500/mile | 6.23 miles | $6,376,405 |
| Bike Lane[2] | $176,000/mile | - | - |
| Buffered Bike Lane[3] | $574,000/mile | - | - |
| Bike Route[4] | $12,500/mile | - | - |
| Bike Boulevard[5] | $87,500/mile | .44 miles | $38,500 |
| Separated Bike Lanes[6] | $1,655,000/mile | 5.7 miles | $9,433,500 |
| Crossing Improvement (Unsignalized)[7] | $8,000 to $60,000 | 1 location | $8,000 to $60,000 |
| Crossing Improvement (Signalized)[8] | $8,000 to $120,000 | 7 locations | $56,000 to $840,000 |
| Sidewalk Installation[9] | $480/linear feet | - | - |
| Corridor Study | $300,000/mile | 3.81 miles | $1,143,000 |
| Traffic Calming[10] | $75,000/mile | - | - |
| Total Tier 1 Priority Projects[11] | | | $17.1M to $17.9M |
| Tier 2 Priority Projects | | | |
| Multi-Use Path[1] | $1,023,500/mile | - miles | - |
| Bike Lane[2] | $176,000/mile | 0.19 miles | $33,440 |
| Buffered Bike Lane[3] | $574,000/mile | 1.45 miles | $832,300 |
| Bike Route[4] | $12,500/mile | 0.49 miles | $6,125 |
| Bike Boulevard[5] | $87,500/mile | 1.3 miles | $113,750 |
| Separated Bike Lanes[6] | $1,655,000/mile | 3.24 miles | $5,362,200 |
| Crossing Improvement (Unsignalized)[7] | $8,000 to $60,000 | - | - |
| Crossing Improvement (Signalized)[8] | $8,000 to $120,000 | 1 locations | $8,000 to $120,000 |
| Sidewalk Installation[9] | $480/linear feet | - | - |
| Corridor Study | $300,000/mile | - | - |
| Traffic Calming[10] | $75,000/mile | - | - |
| Total Tier 2 Priority Projects[11] | | | $6.4M to $6.5M |

| Project Type | Unit Cost | Quantity | Cost Estimate |
|---|---|---|---|
| Tier 3 Priority Projects | | | |
| Multi-Use Path[1] | $1,023,500/mile | 0.41 miles | $419,635 |
| Bike Lane[2] | $176,000/mile | - | - |
| Buffered Bike Lane[3] | $574,000/mile | 1.04 miles | $593,960 |
| Bike Route[4] | $12,500/mile | - | - |
| Bike Boulevard[5] | $87,500/mile | 1.48 miles | $129,500 |
| Separated Bike Lanes[6] | $1,655,000/mile | 1.25 miles | $2,068,750 |
| Crossing Improvement (Unsignalized)[7] | $8,000 to $60,000 | 11 locations | $72,000 to $540,000 |
| Crossing Improvement (Signalized)[8] | $8,000 to $120,000 | - | - |
| Sidewalk Installation[9] | $480/linear feet | - | - |
| Corridor Study | $300,000/mile | - | - |
| Traffic Calming[10] | $75,000/mile | - | - |
| Total Tier 3 Priority Projects[11] | | | $3.3M to $3.8M |
| 2025 Active Transportation Network | | | |
| Total All Projects[11] | | | $26.7M to $28.1M |

*Notes:*
*(1) 12' wide AC path, 2' gravel shoulders, striping and 4 signs per mile.*
*(2) Unidirectional bike lanes on each side of a two-way street. Striping, green thermoplastic for conflict markings at intersections and driveways (assumed to occur every 100feet and are 5' wide x 20' long), and 4 signs per mile.*
*(3) Unidirectional bike lanes on each side of a two-way street. Pavement marking in 3' wide AC buffer lane along entire length, green thermoplastic for conflict markings at intersections and driveways (assumed to occur every 100feet and are 3' wide x 20' long), and 4 signs per mile.*
*(4) "Sharrow" or similar type of pavement marking at 250-foot intervals and 8 signs per mile.*
*(5) "Sharrow" or similar type of pavement marking at 250-foot intervals, 8 signs per mile, and a combination of traffic calming treatments which could include, but are not limited to, neighborhood traffic circles, raised crosswalks, high visibility crosswalk markings, speed humps, chicanes, and curb extensions.*
*(6) Unidirectional bike lanes on each side of a two-way street. 7' wide AC Bikeway, concrete edge treatment/median in buffer, bikeway stripe, pavement marking, 4 signs per mile and three signalized intersection improvements per mile.*
*(7) Improvements at unsignalized intersections include, but are not limited to, pedestrian refuge islands, high visibility crosswalks, rectangular rapid flashing beacons, raised crosswalks, and curb extensions.*
*(8) Improvements at signalized intersections include, but are not limited to, two-stage bike turn boxes, bike signals, high visibility crosswalks, cross-bike or bike conflict markings, pedestrian count down signals, and implementing directional curb ramps.*
*(9) Both sides of street. 7' wide concrete sidewalk and underlying compacted base material, including curb and gutter.*
*(10) Traffic calming includes one, or a combination of improvements, including but not limited to treatments such as neighborhood traffic circles, raised crosswalks, added crosswalk markings, speed humps and curb extensions.*
*(11) Price per mile assumes "blank slate" and includes new pavement improvements only. (i.e., no demo, drainage, etc.). Mobilization, traffic control, etc., are excluded.*

# Funding

This section describes the funding sources available to fund the projects and programs identified in this plan. In addition to local funding sources such as the Capital Improvements Program and developer fees, Table 6 presents a list of competitive grants and formula-based funding programs that have been reviewed for potential consideration to address financial needs of the projects identified in the plan. Further discussion of regional and federal funding options is included in the 2025 Countywide ATP.

Several of the funding sources listed are included in the SCTA Funding Program, which generally covers a four-year period. Recognizing the need for a coordinated approach to match the highest-priority projects with available transportation funding sources, SCTA developed the SCTA Funding Program in 2021. Priorities are identified through a call for projects to help SCTA assess and prepare projects for multiple funding programs as well as pair the best projects with the best fund sources available. Projects are evaluated to assess how they address planning and funding goals both locally and regionally to be competitive for the available funding. Cycle 2 of the SCTA Funding Program is anticipated to launch in Summer 2025, and will include funding from the One Bay Area Grant (OBAG) Cycle 4 (CMAQ and STP funds), 2026 STIP funds, LPP funds, Go Sonoma funds, and other local funding. The majority of the funds in Cycle 2 will be available in Fiscal Year 2027/28 through Fiscal Year 2030/31.

**Table 6. Potential Funding Sources, Competitive Grants, and Formula-Based Fundings**

| Regional Funding Sources | |
|---|---|
| GoSonoma | https://scta.ca.gov/measure-m/gosonoma/ |
| Transportation Development Act, Article 3 (TDA3) | https://scta.ca.gov/projects/funding/#tda3 |
| Transportation Fund for Clean Air (TFCA) | https://scta.ca.gov/projects/funding/#tfca |
| **State of California Funding Sources** | |
| AHSC – Affordable Housing and Sustainable Communities | https://sgc.ca.gov/programs/ahsc/ |
| ATP – Active Transportation Program | https://catc.ca.gov/programs/active-transportation-program |
| CleanCA – Clean California | https://cleancalifornia.dot.ca.gov/ |
| HSIP – Local Highway Safety Improvement Program | https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program |
| LPP – Local Partnership Program | https://catc.ca.gov/programs/sb1/local-partnership-program |
| PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation | https://dot.ca.gov/programs/local-assistance/fed-and-stateprograms/protect |
| REAP – Regional Early Action Planning | https://www.hcd.ca.gov/grants-and-funding/programs-active/regional-early-action-planning-grants-of-2021 |
| RC:H2B – Reconnecting Communities: Highways to Boulevards | https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b |
| RMRA & HUTA – Road Maintenance and Rehabilitation Account & Highway Users Tax Account | https://www.sco.ca.gov/aud_road_maintenance_sb1.html |
| SCCP – Solutions for Congested Corridors Program | https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program |
| **Federal Funding Sources** | |
| ATIIP – Active Transportation Infrastructure Investment Program | https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/ |
| CMAQ – Congestion Mitigation and Air Quality Improvement Program | https://ww2.arb.ca.gov/resources/documents/congestionmitigation-and-air-quality-improvement-cmaq-program |
| RAISE – Rebuilding American Infrastructure with Sustainability and Equity | https://www.transportation.gov/RAISEgrants |
| RSTG – Rural Surface Transportation Grant Program | https://www.transportation.gov/grants/rural-surface-transportation-grant |
| SMART – Strengthening Mobility and Revolutionizing Transportation | https://www.transportation.gov/grants/SMART |
| SS4A – Safe Streets and Roads for All | https://www.transportation.gov/grants/SS4A |
| STIP – State Transportation Improvement Program | https://catc.ca.gov/programs/state-transportation-improvement-program |
| STP – Surface Transportation Block Grant | https://www.fhwa.dot.gov/specialfunding/stp/ |

# Monitoring

Staff will track progress toward implementing this Plan's content as well as achieving this Plan's goals using the measures shown in Table 7. On an annual basis, as part of staff's update on the General Plan progress, they will report to the Planning Commission and City Council the most recent status for each measure below.

**Table 7. Monitoring Progress**

| Measures | Baseline | Data Source | Frequency |
|---|---|---|---|
| **Goal: Connected & Reliable** | | | |
| Miles of bikeway facilities (total) | 41.9 miles | City data | Annual |
| Linear feet of sidewalk gaps (total) | n/a | City data | Annual |
| **Goal: Safe & Well-Maintained** | | | |
| KSI pedestrian and bike involved collisions with goal those are zero | Ped: 6/Bike: 5 | 2015-2020; SWITRS | Annual |
| Number of crossing improvements installed | n/a | City data | Annual |
| **Community Oriented & Place Based** | | | |
| Number of active transportation improvements within a 1/4 mile of transit/bus stop | n/a | City data | Annual |
| Number of new or upgraded bike parking facilities | n/a | City data | Annual |

*Notes:*
*"n/a" Indicates a baseline number for the measure is not applicable.*

# Appendix A Project Prioritization

# Rohnert Park Projects Prioritization Criteria

| Project # | Project Location | Project Description | Priority | Persistent Poverty as defined by the IIJA | CA SB 535 | MTC's Equity Priority Communities | White House Council on Environmental Quality's (CEQ) Climate and Economic Justice Screening (CEJST) | USDOT Equitable Transportation Community (ETC) Explorer | Bike Projects within 1 Mile of a school | Pedestrian Projects within 1/2 mile of a school | Along the High Injury Network | Along the SCTA Regional Route Network | Along the MTC Active Transportation Corridors Network | Within Transit Priority Areas | Low-Stress Facility within Priority Development Area | Within 1/4 mile of a bus stop | Project identified as part of the Long Range Safety Plan |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Hinebaugh Creek Trail | Hinebaugh Creek Trail improvements. Fill gaps on west side to connect to Rohnert Park Expressway West. Consider alternatives on east side to connect to Rohnert Park Expressway. Coordinate with findings of "Rohnert Park Highway 101 Bike & Pedestrian Crossing Feasibility Study (February 2022)" and constraints of crossing under Hwy. 101. | Tier 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 |
| 6 | Beverly Drive from Bernice Avenue to city limits | Install bike boulevard, implementing traffic calming measures to reduce the level of stress. Include intersection crossing and ADA improvements. Included in the MTC Regional Active Transportation Network. | Tier 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| 8 | Enterprise Drive between Commerce Boulevard and Seed Farm Drive | Consider separated bike lanes in coordination with Central Rohnert Park PDA Plan and Downtown development. Also consider enhancement of connections from Copeland Creek Trail to Downtown to encourage use of Copeland Creek Trail as alternative to Enterprise Drive. Included in the MTC Regional Active Transportation Network. | Tier 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| 9 | Hunter Drive between Commerce Boulevard and Enterprise Drive | Study the installation of bike lanes, buffered bike lanes, or separated bike lanes. Confirm Sonoma County Transit's use of Hunter Drive. Included in the MTC Regional Active Transportation Network. | Tier 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| 10 | State Farm Drive between Commerce Boulevard and Enterprise Drive* | Install separated bike lanes. Coordinate with Central Rohnert Park PDA Plan, which outlines options and considerations for configuring existing right-of-way. | Tier 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 |
| 23 | Commerce Boulevard from Redwood Drive to Golf Course Drive | Improve existing multi-use path. Included in the MTC Regional Active Transportation Network. | Tier 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 26 | E Cotati Avenue within city limits | Install separated bike lanes between western city limit and Camino Colegio to connect to multi-use path, and complete multi-use path gap along SW corner of SSU on the north side of the roadway. At Bodway Parkway stripe high-visibility crosswalks. | Tier 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 31 | East-West Copeland Creek Trail Connection | Copeland Creek Trail connection over US 101. Rohnert Park is in PID phase with Caltrans (2024). Included in the MTC Regional Active Transportation Network. | Tier 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 33 | Country Club Drive from Golf Course Drive to Hinebaugh Creek Greenway | Install multi-use path between Golf Course Drive and Hinebaugh Creek Greenway. Install pedestrian enhancements to include high-visibility striping, ADA directional curb ramps, and bulbouts where feasible. | Tier 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 38 | Redwood Drive and Golf Course Drive* | Crossing improvements at signalized intersection to improve conditions for people walking and biking. | Tier 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 39 | Hwy 101 SB Off-Ramp and Golf Course Drive* | Crossing improvement at signalized intersection to improve conditions for people walking and biking. Project is on a Caltrans facility. | Tier 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 40 | Commerce Boulevard and Golf Course Drive* | Crossing improvement at signalized intersection to improve conditions for people walking and biking. Implement in coordination with Project 67. | Tier 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 41 | Golf Course Drive and SMART Multi-Use Trail and Roberts Lake Road* | Crossing improvement at signalized intersection to improve walking and biking conditions. Implement in coordination with Project 57. | Tier 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 45 | Country Club Drive and Valley Village Mobile Home Park Entrance* | Crossing improvement at unsignalized intersection to improve walking conditions. | Tier 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 46 | Seed Farm Drive and Southwest Boulevard* | Crossing improvement at signalized intersection to improve walking and biking conditions. Implement in coordination with Projects 63 and 65. | Tier 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 47 | Southwest Boulevard and Burton Avenue* | Crossing improvement at unsignalized intersection to improve walking and biking conditions. Implement in coordination with Project 63 and 64. | Tier 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 55 | Copeland Creek Trail (south side path) and Commerce Boulevard | Crossing improvement. Coordinate with Project 31 and 60. In near-term, provide wayfinding that encourages people to cross at Commerce Boulevard/Avram signalized intersection. Coordinate with Rohnert Park Highway 101 Bike & Pedestrian Crossing Feasibility Study (February 2022). | Tier 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 |
| 56 | Redwood Drive from northern city limits to southern city limits* | Study upgrade of existing bike lanes to separated bike lanes, while considering Rohnert Park General Plan greater emphasis on Dowdell Avenue for preferred bicycle infrastructure close to residential uses. | Tier 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 57 | Golf Course Drive from SMART multi-use trail to Synder Lane* | Install multiuse path along/parallel to Golf Course Drive. Implement in coordination with Project 41. | Tier 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 58 | Path from Donna Court to SMART MUP, through golf course | Study feasibility of a multiuse path connection from Donna Court to SMART Trail multiuse path. Included in the MTC Regional Active Transportation Network. | Tier 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| 60 | Commerce Boulevard from Rohnert Park Expressway to Copeland Creek* | Install separated bike lanes on the west side of Commerce Boulevard. | Tier 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 |
| 61 | Snyder Lane from East Cotati Ave to northern city limits* | Install multiuse path along east side of Snyder Lane. | Tier 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |

| Project # | Project Location | Project Description | Priority | Persistent Poverty as defined by the IIJA | CA SB 535 | MTC's Equity Priority Communities | White House Council on Environmental Quality's (CEQ) Climate and Economic Justice Screening (CEJST) | USDOT Equitable Transportation Community (ETC) Explorer | Bike Projects within 1 Mile of a school | Pedestrian Projects within 1/2 mile of a school | Along the High Injury Network | Along the SCTA Regional Route Network | Along the MTC Active Transportation Corridors Network | Within Transit Priority Areas | Low-Stress Facility within Priority Development Area | Within 1/4 mile of a bus stop | Project identified as part of the Long Range Safety Plan |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 | Southwest Boulevard from Snyder Lane to SMART multi-use path* | Install separated bike lanes. | Tier 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 63 | Southwest Boulevard from Burton Avenue to SMART multi-use path* | Implement separated bike lanes. Implement in coordination with Project 46, 47, 62, and 64. Included in the MTC Regional Active Transportation Network. | Tier 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| 65 | Seed Farm Drive from Southwest Blvd to Enterprise Dr* | Implement separated bike lanes. Included in the MTC Regional Active Transportation Network. | Tier 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| 66 | Golf Course Drive between Hwy 101 Off-Ramp SB and Redwood Drive | Install separated bike lane. Requires lane reconfigurations at intersections and between intersections as described in Projects 38, 39, and 40. Coordinate with Caltrans improvements identified in District 4 Bicycle Plan. Included in the MTC Regional Active Transportation Network and is on a Caltrans facility. | Tier 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 67 | Commerce Blvd between Utility Court and Golf Course Drive* | Install bidirectional separated bike lanes on east side of Commerce Boulevard. Implement in coordination with Project 40. Included in the MTC Regional Active Transportation Network. | Tier 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| 68 | Dowdell Avenue from Business Park Drive to Martin Avenue | Enhance existing bike lanes to buffered bike lanes by narrowing marked vehicle lanes to 10 to 11 feet wide and using the remaining space to mark a buffer adjacent to existing bike lanes. | Tier 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 69 | Rohnert Park Expressway between western and eastern city limits | Study feasibility for upgrading existing bike lanes to separated bike lanes or a multiuse path. Project is on a Caltrans facility. | Tier 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 |
| 2 | Myrtle Avenue between city limits and Lancaster Drive | Create low-stress bicycle boulevard connection to Lancaster Drive. Included in the MTC Regional Active Transportation Network. | Tier 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 3 | Camino Colegio from E Cotati Avenue to Bodway Parkway* | Enhance and extend separated bike lanes. Potential near-term enhancements to formalize crossing and access to existing path on the west side of the street. | Tier 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| 4 | Adrian Drive from Arlen Drive to city limits | Install buffered bike lanes. | Tier 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 13 | Keiser Avenue and Snyder Lane | Install signal and crosswalk at Keiser Avenue/Snyder Lane intersection. | Tier 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 14 | Labath Avenue between Business Park Drive and Laguna Drive* | Install separated bike lanes. | Tier 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18 | Eleanor Avenue between Country Club Drive and Snyder Lane | Install bike route, study level of stress and consider upgrading to bike boulevard. | Tier 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 21 | Bodway Parkway between Valley House Drive and E Railroad Avenue | Install buffered bike lanes with roadway extension. Included in the MTC Regional Active Transportation Network. | Tier 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 22 | Evergreen Elementary School - Elizabeth Avenue from Country Club Drive to Elvera Street, Ellis Street, Elvera Street, and Emily Avenue between Ellen Street to Elvera Street | Create low-stress bicycle boulevard connections to and from Evergreen Elementary School, residential neighborhoods, and surrounding parks. Install RRFB at mid-block crossing. Include traffic calming elements such as speed cushions to slow speeds along the roadway. | Tier 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 24 | Copeland Creek Trail and Sonoma County Water Agency Service Road | Install bridge to connect the Copeland Creek Trail and Sonoma County Water Agency Service Road. Included in the MTC Regional Active Transportation Network. | Tier 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 32 | Three Trail Connection | Formalize a connection over Rohnert Park Expressway to connect the Laguna de Santa Rosa Trail, along with a connection to the Copeland Creek Trail and Washoe Creek Trail. Included in the MTC Regional Active Transportation Network. | Tier 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 34 | Country Club Drive from Hinebaugh Creek Greenway to Rohnert Park Expressway | Install bike lanes between Hinebaugh Creek Greenway and Rohnert Park Expressway. Consider lowering posted speed limit to 25 mph. Implement in coordination with Project 44. | Tier 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 |
| 64 | Southwest Boulevard from Burton Avenue to Adrian Drive* | Implement separated bike lanes. Implement in coordination with Project 47 and 63. | Tier 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 5 | Santa Barbara Drive from Adrian Drive to Burton Avenue | Install bike boulevard, implementing traffic calming measures to reduce the level of stress. Add wayfinding to draw bicyclists from Adrian Drive to lower-stress Santa Barbara Drive. | Tier 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 15 | Business Park Drive between Labath Avenue and Redwood Drive* | Install separated bike lanes. | Tier 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16 | Dowdell Avenue between Millbrae Avenue and Business Park Drive | Install separated bike lanes | Tier 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17 | Country Club Drive between Fairway Drive and Hudis Street | Create low-stress bicycle boulevard connections between Fairway Drive and Hudis Street. Install pedestrian enhancements to include high-visibility striping, ADA directional curb ramps, and bulbouts where feasible. | Tier 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19 | Multi-use path between N Rohnert Park Trail and Fauna Avenue/Holly Avenue | Create connection between Fauna Avenue and Holly Avenue, and install multi-use path connecting north to N Rohnert Park Trail. In advancing project, reference the Holly-Fauna Emergency Vehicle Access Bridge Feasibility Study (February 2024). | Tier 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 25 | Magnolia Avenue between Camino Colegio and Bodway Parkway | Create low-stress bicycle boulevard. At Mitchell Drive and Manchester Avenue, stripe high-visibility crosswalks, install bulbouts, and daylight intersections. Consider traffic calming elements such as speed humps to slow speeds along the roadway. | Tier 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 27 | Liberty Avenue and Lindsay Avenue | Create low-stress bicycle boulevard along Liberty and Lindsay Avenue. Also see project 53 for crossing improvements at Liberty/Lindsay intersection. | Tier 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |

| Project # | Project Location | Project Description | Priority | Persistent Poverty as defined by the IIJA | CA SB 535 | MTC's Equity Priority Communities | White House Council on Environmental Quality's (CEQ) Climate and Economic Justice Screening (CEJST) | USDOT Equitable Transportation Community (ETC) Explorer | Bike Projects within 1 Mile of a school | Pedestrian Projects within 1/2 mile of a school | Along the High Injury Network | Along the SCTA Regional Route Network | Along the MTC Active Transportation Corridors Network | Within Transit Priority Areas | Low-Stress Facility within Priority Development Area | Within 1/4 mile of a bus stop | Project identified as part of the Long Range Safety Plan |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28 | Liman Way and Lancaster Drive | Install RRFBs accessing Ladybug Park and University Elementary School at La Fiesta. At the crosswalks, daylight the intersection and install bulbouts to reduce crossing distance (at Lancaster Dr and Liman Way). | Tier 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 35 | Liman Way and Lancaster Drive at Ladybug Park | Install RRFBs accessing Ladybug Park and University Elementary School at La Fiesta. At the crosswalks, daylight the intersection and install bulbouts to reduce crossing distance (at Ladybug Park). | Tier 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 36 | Liman Way and Lancaster Drive at University Elementary School at La Fiesta | Install RRFBs accessing Ladybug Park and University Elementary School at La Fiesta. At the crosswalks, daylight the intersection and install bulbouts to reduce crossing distance (at La Fiesta Elementary School). | Tier 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 37 | Camino Colegio and Magnolia Avenue | Improve the Camino Colegio and Magnolia Avenue intersection to include high-visibility crosswalks, bulbouts, ADA compliant crosswalks, and extended medians to serve as pedestrian refuge islands. | Tier 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 44 | Country Club Drive and Racquet Club Circle* | Crossing improvement at unsignalized intersection. Implement in coordination with Project 34. | Tier 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 50 | Camino Colegio and Maple Drive* | Crossing improvement at an unsignalized intersection to improve walking conditions. Coordinate improvements with Project 3. | Tier 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 51 | Myrtle Avenue & path entrance approx. 370 feet west of Liman Way* | Crossing improvement at unsignalized intersection to improve walking conditions. Study traffic calming / gateway treatment and mid-block crossing on Myrtle Drive where "Laguna de Santa Rosa Path" connections are on both sides of Myrtle. | Tier 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 52 | Lords Manor Way and Lancaster Drive* | Crossing improvement at unsignalized intersection to improve walking conditions. | Tier 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 53 | Liberty Avenue and Lindsay Avenue* | Crossing improvement at unsignalized intersection to improve walking conditions. | Tier 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 59 | Bodway Parkway from East Cotati Avenue to Valley House Drive | Upgrade facility to a buffered bike lane. | Tier 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 70 | State Farm Drive to Redwood Drive New Crossing | Construct a new ped/bike only grade separated crossing across US 101 to connect State Farm Drive and Redwood Drive. Project is on a Caltrans facility. | Tier 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 |

Note: Projects highlighted in blue are on Caltrans right of way.