Central Rohnert Park

Community-Based Transportation Plan

Submitted to:

Sonoma County Transportation and Climate Authorities

Submitted on:

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Rohnert Park

SCTCA Sonoma County Transportation and Climate Authorities

Fehr & Peers

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Executive Summary

The Metropolitan Transportation Commission (MTC) initiated the Community-Based Transportation Planning (CBTP) program in 2002 to identify and create an action plan to address the mobility needs for lower-income communities through a collaborative effort from residents, community organizations, and transportation agencies. This plan documents the efforts and results of the community-based planning process for central Rohnert Park.

Study Background is described in Chapter 1. Chapter 2 highlights the demographic and community characteristics of the neighborhood. Chapter 3 summarizes previous plans with bearing on the neighborhood. Chapter 4 documents the engagement process and community-identified transportation gaps, and Chapter 5 includes solutions to address the transportation gaps. Finally, Chapter 6 discusses considerations for implementation and potential funding sources.

Key Findings and Issues

The CBTP team worked with a Community Representatives Committee (CRC) and agency Technical Advisory Committee (TAC) to develop the community-based transportation plan. Regular meetings with both groups ensured that the community needs and identified solutions align with local understanding of the project area. The following key findings and issues helped guide the planning process:

- Multimodal safety is a concern on several corridors in the study area. Residents noted vehicle speeding, lack of bicycle and pedestrian infrastructure, and difficult intersection crossing experiences.
- Most major corridors in the study area would benefit from safety interventions to decrease speeding, separate users, and improve comfort for all users.
- Rohnert Park Expressway, US 101, and SMART serve as barriers within the study area and when accessing the rest of Rohnert Park. The Copeland Creek Overcrossing project would create a new connection across US 101 for bicyclists and pedestrians.
- The study area includes the proposed Rohnert Park downtown development and community members want to improve multimodal access to ensure they can walk, bike, or take transit to the new downtown.
- The safety of students at schools in the area who walk, roll, or bike to school is a concern.
- People appreciate the trails and consider them an important and useful resource in the neighborhood.

Recommended Solutions

The following transportation solutions shown in **Figure 1** are recommended for the central Rohnert Park neighborhood to address transportation gaps identified by the community. Table 1 below indicates proposed timelines for each project based on community prioritization and project complexity. Certain projects are eligible for quick-build opportunities that will inform longer-term permanent design interventions.

Rohnert Park Project List

Table 1. Recommended Projects and Timelines

Project	Quick Build	Short Term	Medium Term	Long Term	Priority
1. Re-Envision Snyder Lane					
Install speed management interventions	X		X		High
Evaluate installation of multiuse path on east side of Snyder Lane				X	Medium
Improve Snyder Lane and Círculo Grande/Lawrence Jones Parkway pedestrian crossing		X			High
Install signal and crosswalk at Keiser Avenue/Snyder Lane intersection		X			High
2. Speed Management Infrastructure and Targeted Pedestrian Intersection Upgrades					
Enterprise Drive and State Farm Drive	X	X			Low
Enterprise Drive and Hunter Drive	X		X		Low
Seed Farm Drive and Classic Court	X		X		High
Seed Farm Drive and Southwest Boulevard	X			X	Low
State Farm Drive	X		X		High
Seed Farm Drive	X			X	Medium

Project	Quick Build	Short Term	Medium Term	Long Term	Priority
Enterprise Drive	X			X	Low
3. Upgrade Seed Farm Drive Pedestrian Infrastructure					
Install sidewalks on east side of Seed Farm Drive			X		Medium
Upgrade Seed Farm Drive and Southwest Boulevard intersection		X			Medium
4. Golf Course Drive Multi-Use Path					
Install multiuse path on Golf Course Drive			X		High
Improve crossing at Golf Course Drive and SMART trail			X		Medium
Improve crossing at Commerce Boulevard and Golf Course Drive			X		Medium
5. Transit Stop and Access Improvements					
Increase transit stop amenities on Commerce Boulevard and Adrian Drive		X	X		High

Project	Quick Build	Short Term	Medium Term	Long Term	Priority
Rohnert Park Expressway and SMART pedestrian signal re-timing		X			High
Improve Commerce Boulevard and Arlen Drive transit stop sidewalk connection		X			High
Bus stop addition, movement, and amenities evaluation on Adrian Drive and Commerce Boulevard			X		Low
6. Re-Envision Southwest Boulevard					
Install speed management infrastructure on Southwest Boulevard	X		X		High
Install separated bike lanes on Southwest Boulevard between Snyder Lane and SMART trail				X	Low
Install separated bike lanes on Southwest Boulevard from SMART trail path to Burton Avenue			X		High
Install separated bike lanes on Southwest Boulevard from Burton Avenue to Adrian Drive			X		High
Install separated bike lanes on Southwest Boulevard from Adrian Drive to Commerce Boulevard			X		High

Project	Quick Build	Short Term	Medium Term	Long Term	Priority
Address sidewalk gaps on north side of Southwest Boulevard between Adrian Drive and SMART multiuse path			X		Medium
Improve Southwest Boulevard and Burton Avenue intersection		X			Medium
Improve Southwest Boulevard and Adrian Drive intersection	X		X		Medium
Improve Southwest Boulevard and Seed Farm Drive intersection	X			X	Low
7. Buffered Bike Lanes on Adrian Drive					
Install buffered bike lanes on Adrian Drive			X		High
8. Evergreen Elementary School Access Assessment					
Evaluate pedestrian crossings on Emily Avenue between Evonne Avenue and Ellen Street		X			High
Evaluate and improve bike lanes near Evergreen Elementary School			X		Medium
Improve crossing on Emily Avenue at Evergreen Elementary entrance	X	X			High
Assess moving transit stop from Country Club Drive and Ellen Street to Country Club Drive and Elizabeth Avenue				X	Low

Project	Quick Build	Short Term	Medium Term	Long Term	Priority
9. Copeland Creek Overcrossing					
Copeland Creek US-101 bicycle and pedestrian overcrossing			X		High
Improve crossing of Copeland Creek Trail and Commerce Boulevard		X			High

Chapter 1: Introduction

The Metropolitan Transportation Commission (MTC) initiated the Community-Based Transportation Planning (CBTP) program[1] in 2002 to identify the needs for low-income communities through a collaborative effort from residents, community organizations, and transportation agencies. CBTPs are developed for Equity Priority Communities (EPCs) to ensure that infrastructure investments are prioritized in these areas. EPCs are census tracts identified by MTC as having high concentrations of low-income residents and people of color, or areas where several social and transportation barriers combine to create greater mobility challenges.

CBTPs include a demographic analysis of the area, a list of community-prioritized transportation gaps and barriers, strategies and/or solutions to address these gaps, identification of potential funding sources, a list of stakeholders to implement the plan, and documented results of community outreach strategies. Since 2002, more than 30 lower-income communities in all nine Bay Area counties have developed CBTPs.

The central Rohnert Park study area (which includes two US Census Tracts) is located immediately south of Golf Course Drive, east of Highway 101, and west of Snyder Lane. The southern census tract extends as far south as Southwest Boulevard. The study area includes a mix of commercial centers and residential neighborhoods and is home to 11,440 residents out of the city's approximately 44,500 residents. The focus for this community-based transportation plan is to improve connections to both residential and commercial spaces via walking, biking, transit, driving, and other travel modes. See **Figure 2** for the central Rohnert Park study area.

[1] https://mtc.ca.gov/planning/transportation/access-equity-mobility/community-based-transportation-plans-cbtps

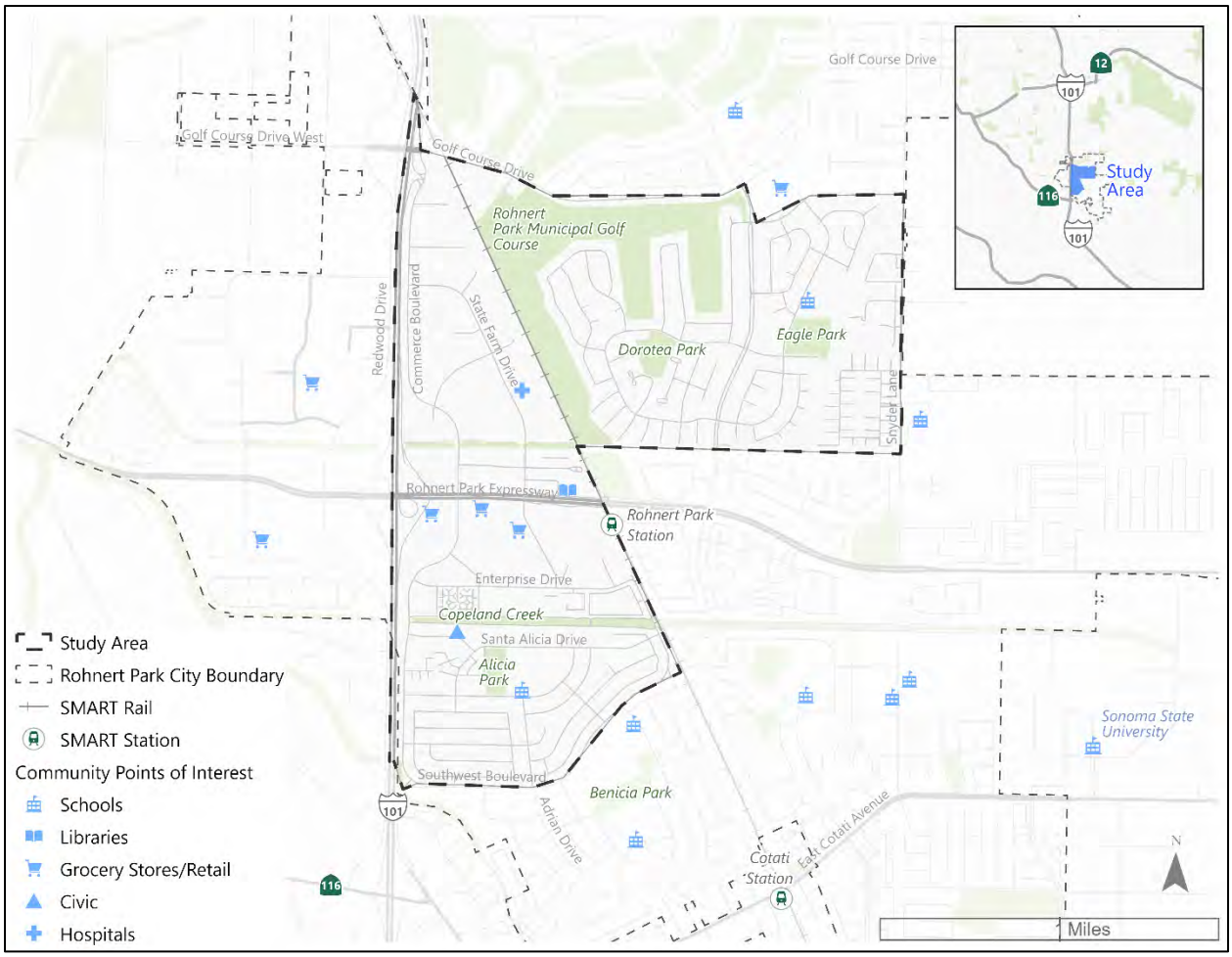


Figure 2: Study Area

Chapter 2: Relevant Studies and Reports

This section introduces the plans, studies, reports, and resources that guide transportation and related topics in the study area. The details from these efforts are pulled out by topic area in the next section: Community Profile (Chapter 3).

Rohnert Park Plans

Rohnert Park General Plan 2040 (ongoing)

The draft Rohnert Park General Plan was released in July 2022 for public comment. The Final 2040 General Plan is still under development; however, the Housing Element was adopted in January 2023. The Housing Element describes the role of a new mixed-use downtown for meeting housing needs in Rohnert Park. The planned downtown district is located in the study area, adjacent to the Rohnert Park SMART station. Once built, the downtown will contain new market-rate and affordable housing, retail, and community space. The draft Circulation Element describes the goals, policies and programs for citywide transportation in Rohnert Park.

Capital Improvement Program (updated annually)

The Capital Improvement Program identifies infrastructure improvement projects and prioritizes projects based on available funding sources and needs. Identified and funded projects are consistent with the General Plan. The Highway 101 Bike and Pedestrian Crossings Feasibility Study was part of the CIP along with the Southwest Boulevard complete streets project, which is located just south of the study area.

Rohnert Park Highway 101 Bike and Pedestrian Crossings Feasibility Study (2022)

Highway 101 is a major barrier to east-west travel in Rohnert Park, particularly for cyclists and pedestrians, and creates gaps in the City's active transportation network. In 2020, the City conducted a Feasibility Study of potential bicycle and pedestrian crossings of Highway 101. It evaluated seven potential crossing locations, solicited community input through public meetings and an online survey, and assessed alignment alternatives. In October 2021, the City Council expressed their unanimous support for the Study's recommendations and directed City staff to pursue the "Butterfly Bridge" concept at Copeland Creek, which includes a touchdown plaza on the east side along Commerce Boulevard. The General Plan and Active Transportation Plan both recommend implementing a bicycle and pedestrian crossing at Copeland Creek, located in the southern portion of the study area.

Local Road Safety Plan (2022)

The Local Road Safety Plan (LRSP) describes safety needs, improvements, and funding opportunities throughout the city of Rohnert Park. Engineering strategies and countermeasures were then identified for hot spot corridors and intersections. The LRSP identified the following priority intersection and segment projects in the study area:

- Rohnert Park Expressway/Commerce Boulevard

    - Convert the intersection into a roundabout
- Rohnert Park Expressway/State Farm Drive
    - Convert signal to mast arm and install advance stop bar before crosswalk (Bicycle Box)
- Golf Course Drive/Commerce Boulevard
    - Evaluate modifying signal phasing to implement a Leading Pedestrian Interval (LPI)
- Rohnert Park Expressway
    - Install median barrier and separated bike lanes
- Commerce Boulevard
    - Install median barrier, edge lines, centerlines, Rectangular Rapid Flashing Beacon, and variable speed warning signs
- Golf Course Drive
    - Install edge-lines and centerlines, variable speed warning signs, and increase traffic enforcement

Rohnert Park Active Transportation Plan (2025)

The Rohnert Park Active Transportation Plan (ATP) lists new priorities, policies, and plans for Rohnert Park bicycle and pedestrian circulation. As part of the development of the ATP, the existing bikeway network, Level of Traffic Stress (LTS), planned projects, and existing transit routes were all mapped. The document provides a catalog of existing and future active transportation infrastructure projects in Rohnert Park along with a list of potential funding sources and a progress monitoring plan.

Central Rohnert Park Priority Development Area Plan (2016)

The Central Rohnert Park Priority Development Area Plan lays out the creation of a new Downtown District and incentivizes the construction of new residential units, retail, office space, and public buildings, parks, and bicycle and walking pathways. The entire Priority Development Area (PDA) is located within the CBTP area. Features such as common space, pedestrian walkways, greens, or paseos are encouraged and should be added as sites to redevelop to improve bike and pedestrian connectivity. The city has selected CenterCal Properties as the developer for the downtown area due to their experience with mixed-use development, public-private partnerships, and affordable housing. Construction of the downtown is planned to begin as early as 2027 with affordable housing as one of the first components.

Downtown Form Based Code (2018)

The downtown form-based code provides additional detail about development guidelines in the downtown district beyond the general policies and visioning provided by the Priority Development Area Plan. The form-based code covers only the downtown district, rather than the entire PDA, and prioritizes walkability and civic engagement. Pedestrian crossings adjacent to new developments in the downtown district must have curb-extensions and diagonal curb ramps when feasible. The code promotes slower speeds in areas intended to support pedestrian and bicyclist activity. Additional specific requirements can be found in the code and are oriented towards prioritizing a comfortable pedestrian environment.

County and Regional Plans

Moving Forward 2050 (2021)

The Sonoma County Comprehensive Transportation Plan (CTP) identifies the need to shift transportation modes from single occupant vehicles. The plan notes success if positive trends are shown through improved transit service coverage and ridership, expanded active transportation connectivity, shorter trip lengths, lower household travel costs, and a downwards trend in vehicle miles traveled and GHG emissions on a per capita basis. SCTCA is currently updating the CTP and the new plan is expected to be adopted in 2026.

Shift Sonoma County Plan (2017)

Shift Sonoma County describes how Sonoma County will work to decrease greenhouse gas emissions by incentivizing electric vehicles, implementing transportation demand management measures, and using car share and bike share to decrease single occupancy vehicle trips. The bikeshare and carshare actions include citing bikeshare in areas with low transit coverage and in equity priority communities. The study area aligns with these descriptions and may benefit from shared mobility devices as the County begins implementing suggestions from this plan.

Sonoma Countywide Active Transportation Plan (2025)

The Sonoma Countywide Active Transportation Plan (ATP) updates the previous Countywide Bicycle and Pedestrian Master Plan (2008 – updated 2014) and incorporates new policies, guidelines, and best practices. The plan is consistent with the Sonoma County Vision Zero Action Plan and incorporates the Federal Highway Administration (FHWA) Safe System Approach to prioritize the safety of people walking, biking, and rolling in Sonoma County. Specific projects, plans, and existing conditions related to Rohnert Park can be found in the Rohnert Park Active Transportation Plan (2025), which was developed in conjunction with the Sonoma County ATP.

Sonoma County Vision Zero Action Plan (2022)

The Sonoma County Transportation and Climate Authorities (SCTCA) and the Sonoma Couty Department of Health Services prepared a countywide Vision Zero Action Plan (VZAP) with the goal to eliminate traffic fatalities and severe injuries in Sonoma County by 2030. The plan identifies Snyder Lane, Commerce Boulevard, and Rohnert Park Expressway as High-Injury Network (HIN) corridors in the city. High injury networks are segments of the road network where users are at higher risk, and HIN are identified by evaluating location, frequency, severity, and mode of collisions along the road network. The Action Plan highlights a set of six major goals that focus on the key factors behind previous collisions and the systemic changes required to make the County's roads safer for all users.

SMART Strategic Plan 2025-2030 (2024)

Sonoma-Marin Area Rail Transit is a rail operator that provides regional connections between Santa Rosa and major destinations in Marin and Sonoma, including Rohnert Park. The Strategic Plan is an opportunity to define the strategic direction of the organization, and to establish goals, objectives, and actions in line with SMART's vision and mission. The previous plan was adopted by the Board of Directors on September 18, 2019, for the period 2019 – 2024. This Strategic Plan is for the period 2025 – 2030, which will carry SMART through the reauthorization of a sales tax measure, the

construction of pathway segments and rail extensions to the north, and into a new period of growth as the primary regional transit service in Marin and Sonoma Counties. SMART is in a period of rapid expansion, active construction, and ridership growth. By the conclusion of this Strategic Plan period in 2030, the system is envisioned to be nearly complete, with long-term operating funds secured. Agency and community priorities will continue to shift as the SMART system approaches buildout, expands services for the community, and matures as the leading transit system in the North Bay

Sonoma County Transit Short Range Transit Plan (2023)

Sonoma County Transit (SCT) is the main bus service provider in Rohnert Park. SCT prepared their latest Short Range Transit Plan in 2023, which provides insights on the next five years of service and post-COVID recovery based on three potential scenarios. Budget and operations will depend on ridership and funding recovery post-COVID and ranges from the robust recovery scenario, where funding returns revenue to 100% of pre-pandemic levels, to the "some progress" scenario, where federal relief funds are exhausted and total revenue is 15% below pre-pandemic levels for the next five years. Under the last scenario, service reductions on weekdays and weekends would be required. COVID recovery is ongoing at transit agencies throughout the Bay Area and transit access may be determined by the level of available funding in coming years.

SCTA Integrated Transit Plan (2024)

Sonoma County Transportation and Climate Authorities (SCTCA) conducted a sequence of transit integration studies and reports to develop a more integrated transit system in Sonoma County. The Integrated Transit Service Planning Study was conducted in collaboration with Santa Rosa CityBus, Sonoma County Transit, Petaluma Transit, Golden Gate Transit, and SMART with the goal of increasing the efficiency of delivering high-quality transit service and maximizing the use of limited resources through integrated multi-agency service planning. The study focused on corridors with service overlap, schedule and transfer coordination, and regional connections.

Sonoma County Master Plan for Aging (2024)

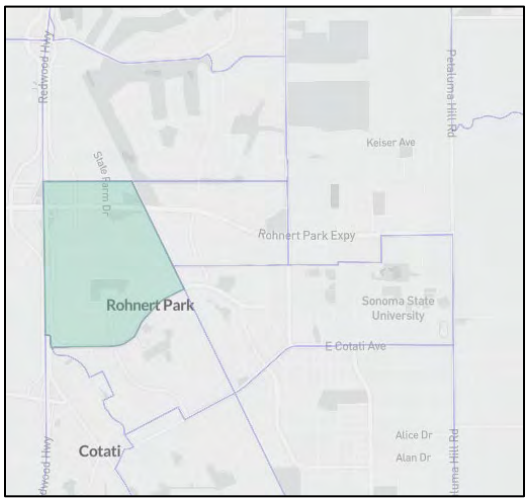
The Sonoma County Master Plan for Aging (MPA) is a plan that promotes healthy aging throughout the human lifespan. The local MPA is aligned with the California Master Plan for Aging—the state's blueprint to prepare for the demographic changes underway and continue its leadership in aging, disability and equity. The state's plan includes transportation strategies under the housing goal. The Sonoma County plan also sets transportation as a goal and includes strategies to improve the accessibility of transportation systems and expand programs that remove barriers, such as providing gas vouchers, rideshare vouchers, or mileage reimbursement for caregivers.

Chapter 3: Community Profile

Demographics

The central Rohnert Park study area is comprised of two census tracts: 1513.05 and 1513.08 (as shown below). Based on American Community Survey data between 2019–2023, a total of 11,440 people live between the two census tracts, across 4,435 households. Among study area residents, 1,137 fall below the poverty line and 4,419 identify as Hispanic. The number of children below the poverty line is lower than the overall poverty rate. The number of older adults below the poverty line is higher than the overall rate in census tract 1513.05 and lower in 1513.08. The median household income in census tract 1513.05 is about 80% of Rohnert Park's citywide median income. The median household income in census tract 1513.08, however, is 10% higher than the Rohnert Park citywide median income. Household income affects the transportation options available to the community. For example, car ownership rates are typically lower in lower income areas, resulting in a reliance on public transportation and active transportation.

Census Tract 1513.05



Census Tract 1513.08

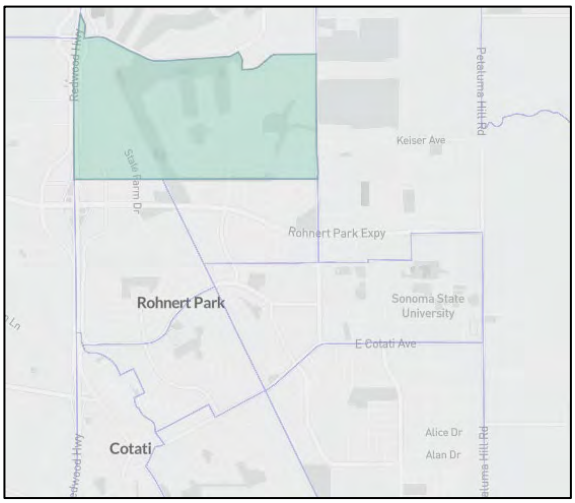


Table 2: Socio-Economic Characteristics of the Central Rohnert Park Study Area

Attribute	CBTP Study Area		Rohnert Park	Sonoma County
Census Tract	**1513.05**	**1513.08**		
Population Size	6,714	5,007	44,461	481,812
Total Households	2,435	2,071	16,823	192,765
Population Identifying as Hispanic	50%	26%	33%	30%
Renter Occupied Units	80%	46%	49%	35%
Median Age	31.8	36.2	34.9	43.3
Median Household Income	$81,508	$108,355	$96,635	100,707
Persons Below Poverty Line	10.7% (6% children, 30% older adults)	6.6% (0% children, 8% older adults)	10.2% (10% children, 10% older adults)	8.9% (8% children, 9% older adults)

Source: Censusreporter.org, Data Year 2023

Major Destinations & Barriers

Key destinations in the central Rohnert Park study area include several shopping centers along Commerce Boulevard and Rohnert Park Expressway with grocery stores, retail stores, and restaurants as shown in **Figure 3**. John Reed Elementary School and Evergreen Elementary School are located within the study area.

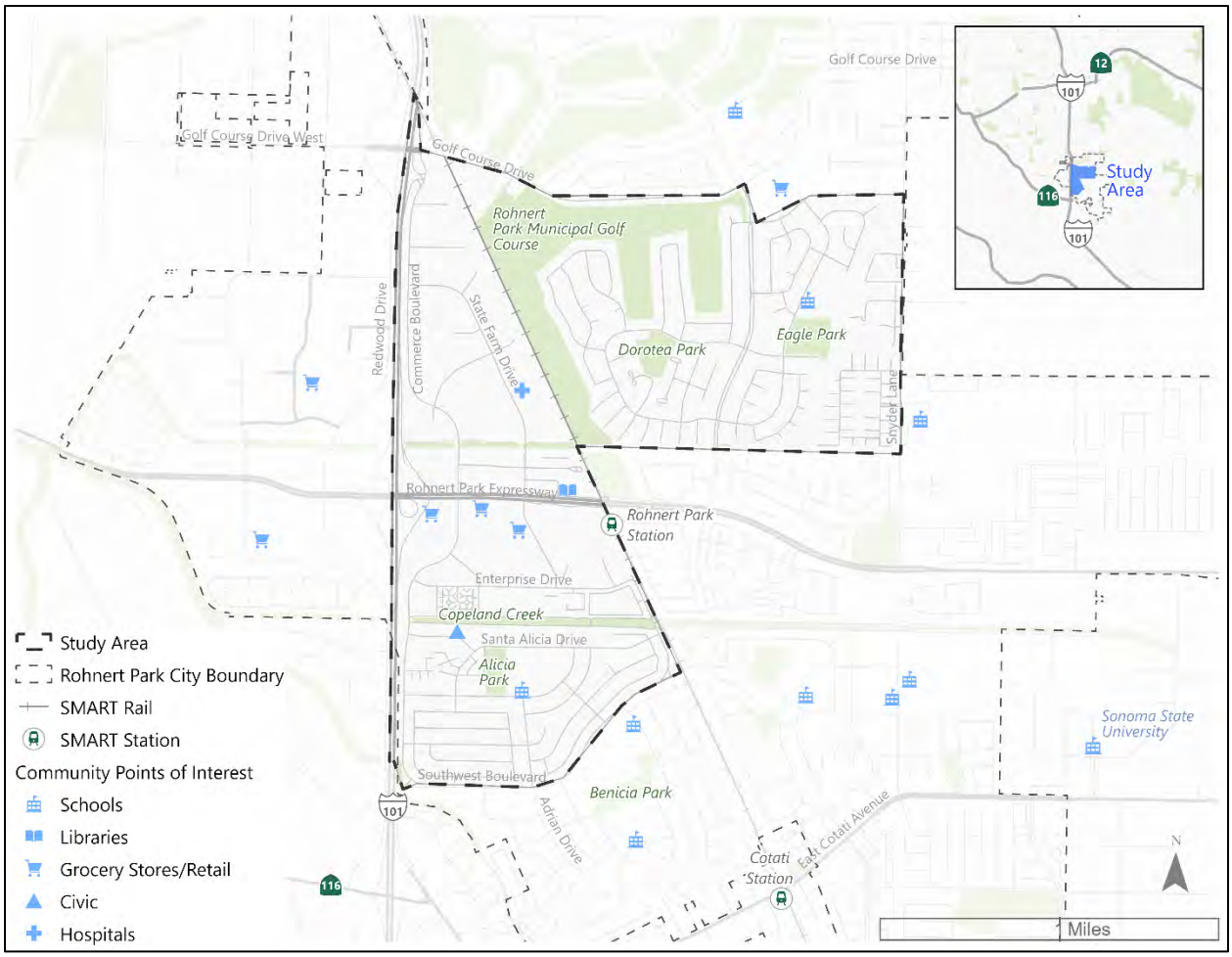


Figure 3: Community Destinations

Commerce Boulevard is one of several arterials in the study area. More details on the arterials can be found in the "Roadways" section below. All of these arterials present barriers to community members navigating the study area without a car. Highway 101 serves as the western edge of the study area. This divider is an additional barrier for residents to access services, employment opportunities, and major commercial destinations on the western side of the highway. Snyder Lane and Southwest Boulevard are not explicitly marked as barriers; however, they are major roads that separate Technology Middle School and Laurence E Jones Middle School from the study area and may be difficult for pedestrians and bicyclists to cross. Sonoma Safe Routes to School identifies specific barriers to school access. In Rohnert Park an estimated 29% of trips are two to five miles in length, 30% of trips are two miles or less, and 79% of trips are ten miles or less, according to SCTCA's Sonoma County Travel Behavior Study. Mobility barriers, shown below in **Figure 4**, make short-distance trips difficult to make as a pedestrian or bicyclist even though destinations are geographically near.

Public buildings, such as City Hall and the Rohnert Park-Cotati Regional Library, are in the southern portion of the study area. There are also several schools across the study area, as well as a golf course. The golf course has some crossing locations for the public but was identified as a barrier due to its size and difficulty of traversing. Lastly, the study area is home to multiple trails and natural

spaces. Parks and trails include Alicia Park, Eagle Park, Dorotea Park, the SMART Trail, the Laguna de Santa Rosa Trail, and the Copeland Creek Trail.

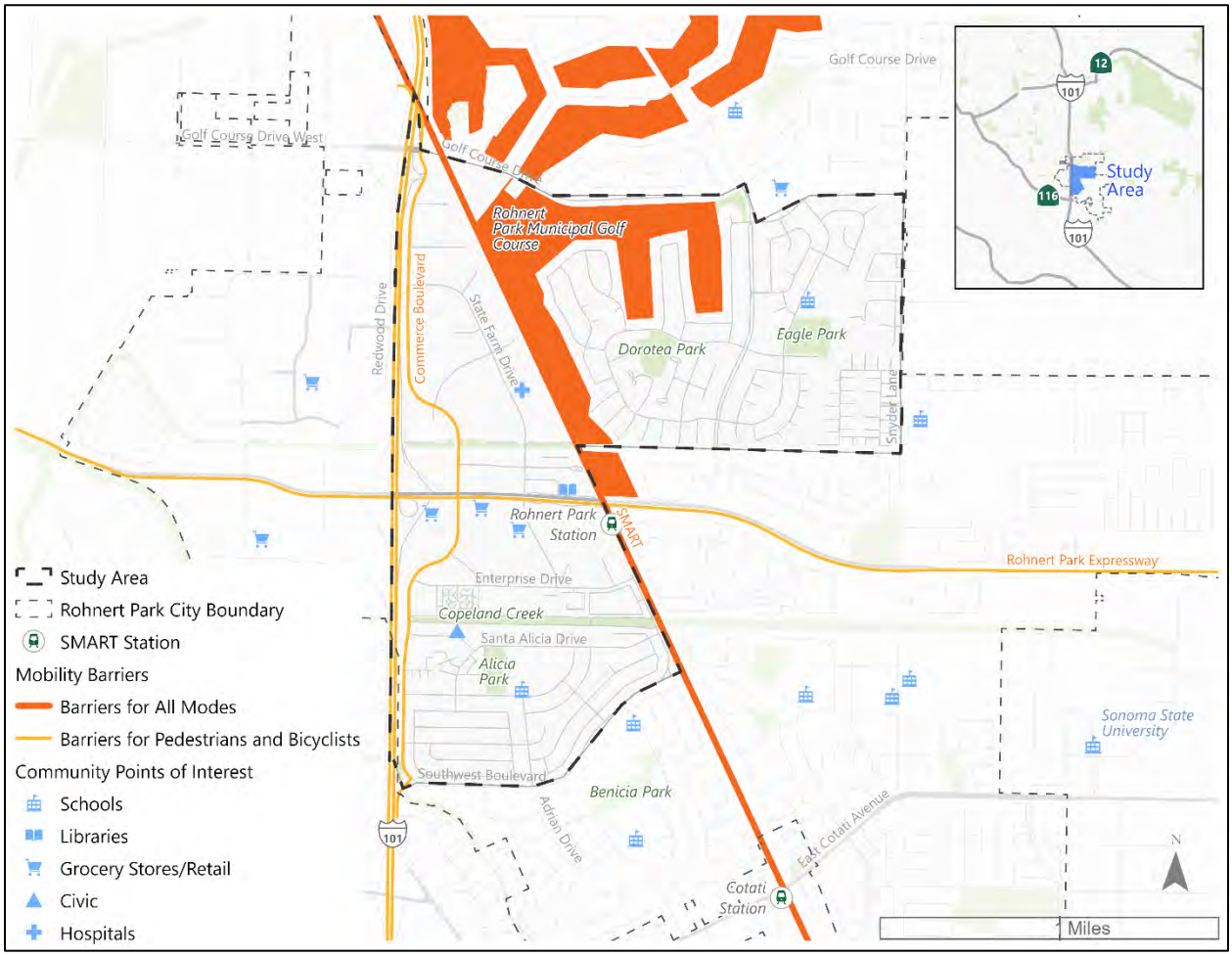


Figure 4: Mobility Barriers

Roadways

Major roadways in the study area include Rohnert Park Expressway, Golf Course Drive, Synder Lane, Country Club Drive, State Farm Drive, Enterprise Drive, Commerce Boulevard, and Highway 101. These roads are described more in the above barriers section.

The General Plan Circulation Element outlines the following policies and actions to improve roadways that are directly applicable to the CBTP:

C-1.3 Implement a Highway 101 Overcrossing at State Farm/Business Park Drive

- The City shall engage in planning and design and seek outside funding to complete a Highway 101 overcrossing that accommodates vehicles, pedestrians, bicycles, and connects State Farm and Business Park Drives.

C-1.5 Development Review Requirements for Level of Service

- The City shall require proposed development projects that could result in increased traffic to include improvements that assure LOS levels do not fall below the established minimum standard. The developer shall analyze the operational benefits of large-scale, automobile capacity-focused improvements to assure that they are balanced against the induced vehicle miles traveled (VMT) resulting from the improvements. The City shall ensure that improvements are coordinated with roadway improvements programmed for funding through transportation-related impact fees.

C-1.6 Level of Service Exemption for Central Rohnert Park

- The City shall allow for lower minimum acceptable transportation operations level of service (lower than LOS D) at selected roadway intersections within Central Rohnert Park, where no feasible improvements exist in order to support safe bike and pedestrian access to the SMART station and a pedestrian-friendly town center atmosphere.

The entire study area is located inside the LOS Exemption area.

C-3.2 Development Review Requirements for Vehicle Miles Traveled

- The City shall, as part of development project CEQA review, require new development projects to achieve a reduction in vehicle miles traveled (VMT) per capita compared to baseline conditions.

C-6.2 Implement a Highway 101 bike and pedestrian crossing at Copeland Creek

- The City shall continue to engage in planning design and seek funding to complete a Highway 101 bike and pedestrian crossing at Copeland Creek.

The city's 2023-2031 Housing Element provides guidance on parking standards and requirements, and incentives for development in walkable and transit-accessible locations.

Active Transportation

Currently, Rohnert Park Expressway, Old Redwood Highway, Commerce Boulevard, Southwest Boulevard, and Golf Course Drive have Class II bike lanes. There is a multiuse path along Copeland and Hinebaugh Creeks, as well as the SMART trail. Class III bike routes exist in neighborhoods south of the golf course. Additional Class II bike lanes exist on smaller roads throughout the study area. There are several arterials in the study area that exist as barriers to walking, biking, and rolling given the wide right-of-way, high-speed limit, long crossing distances, and disconnected active transportation infrastructure. Some of the bike routes are discontinuous, particularly around Highway 101, which creates east-west barriers for bicyclists. The Golf Course Commerce Creek Path and Santa Rosa De Laguna Trail do not connect across the highway and the West Copeland Creek trail does not connect across the highway. These barriers are currently being addressed by the Highway 101 overcrossing study. A map showing the existing bike infrastructure can be found below in **Figure 5**.

For residents and visitors without bikes, Redwood Bikeshare provides monthly memberships and by-the-minute rentals of bikes throughout Rohnert Park. Redwood Bikeshare is a new initiative between SCTCA and Transportation Authority of Marin (TAM) to provide electric bikeshare in the two counties. The bike hubs will be scattered throughout participating cities with several located near SMART stations.

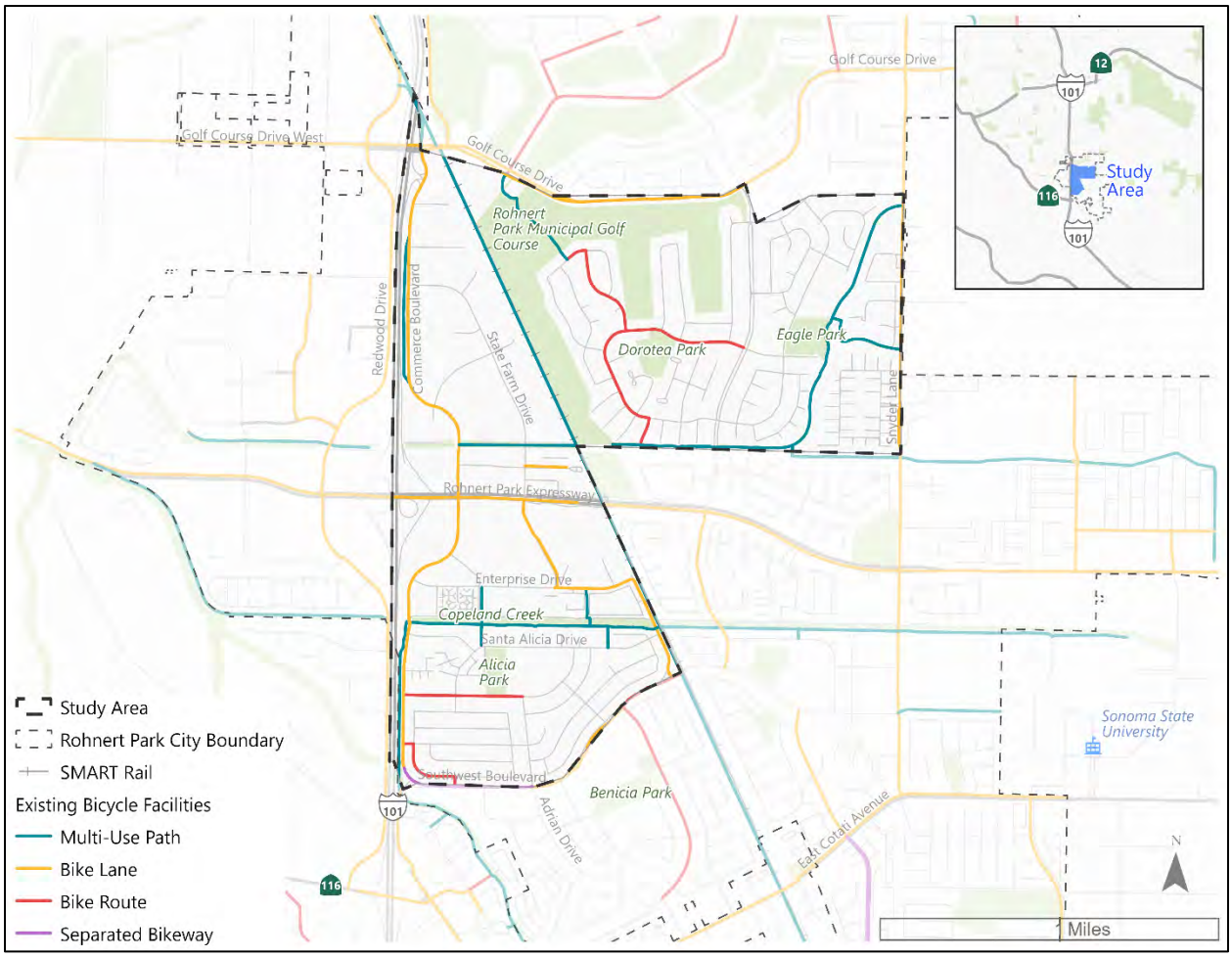


Figure 5: Existing Bicycle Infrastructure

Plans, projects, and policies surrounding walking and biking in Rohnert Park are guided by the Rohnert Park Active Transportation Plan (2025), the General Plan Circulation Element (2040), and the Central Rohnert Park Priority Development Area Plan (2016).

The ATP is the most up-to-date plan guiding active transportation project planning in Rohnert Park. Needs identified in the study area are improved bike facilities and connections between existing bike facilities.

The 2025 ATP presents 29 projects in the study area to improve bicycle facilities and connections between existing bicycle facilities. These projects can be found on the map below in **Figure 6.**

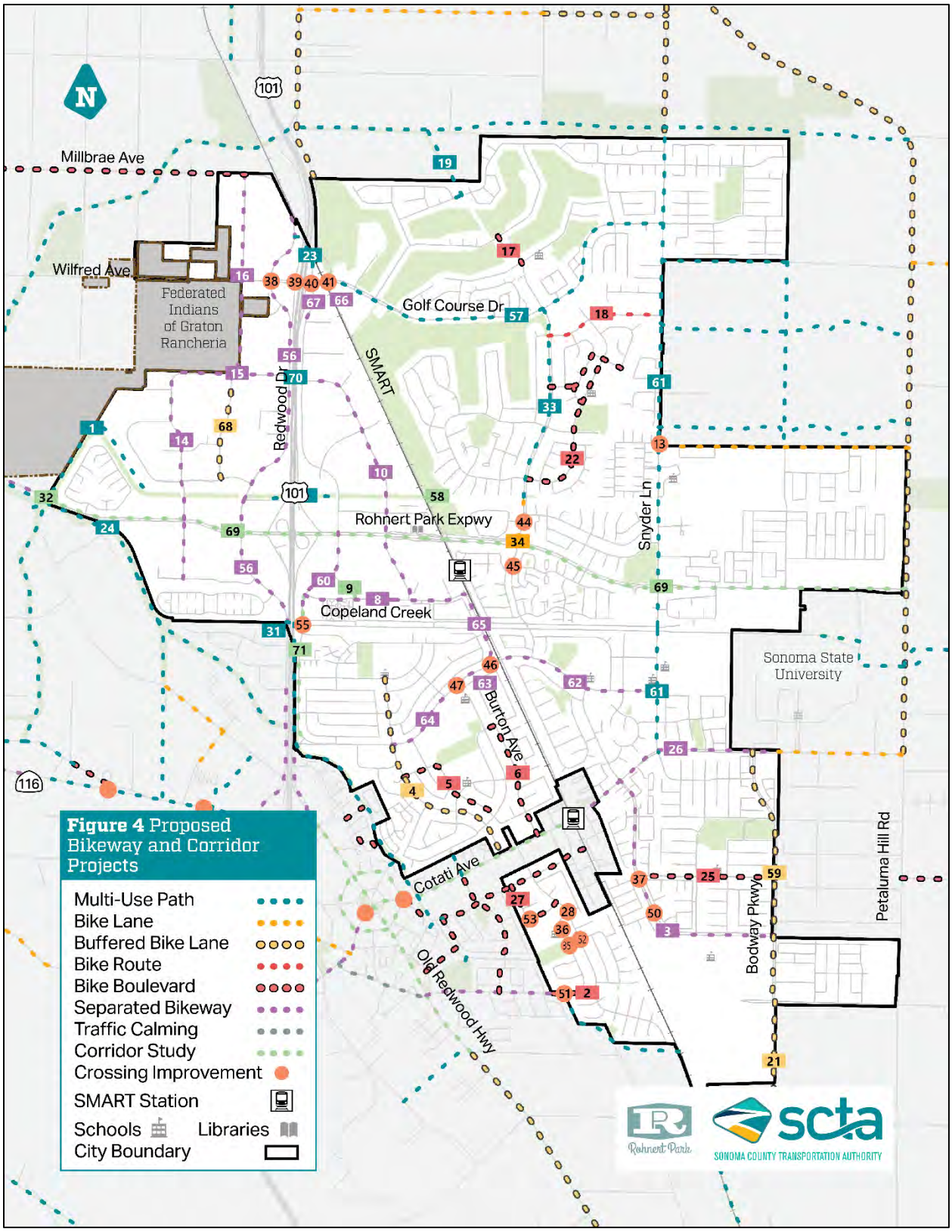


Figure 6. ATP Proposed Bicycle Facilities and Pedestrian Crossing Improvements

The 2016 Priority Development Area Plan's study area is within the CBTP neighborhood and includes some of the same projects as the 2025 ATP. Active transportation infrastructure changes in the upcoming downtown area are guided by the form-based code that prioritizes pedestrian activation and walkability. The downtown code sets minimum requirements for bike parking in the downtown area, and any main streets that are added will include bike lanes.

Highway 101 acts as a major barrier to east-west travel in Rohnert Park. The ATP highlights the proposed Copeland Creek Highway 101 bicycle/pedestrian overcrossing as a critical project to improve east-west connectivity in Rohnert Park. Along with the Copeland Creek crossing, adding a new multi-modal crossing at Business Park Drive/State Farm Drive will add east-west connectivity for bicyclists and pedestrians in the northern portion of the study area. Additional bicycle infrastructure along State Farm Drive would improve north-south connectivity and safety for active transportation in the study area and connect with the planned Business Park Drive overcrossing. The city has also started a sidewalk existing condition assessment, which will be used to create a maintenance program and budget.

Transit

Sonoma County Transit, Golden Gate Transit, and Sonoma-Marin Area Rail Transit (SMART) are the local and regional transit operators serving Rohnert Park. Sonoma County Transit (SCT) provides connections within Rohnert Park and to surrounding cities and communities. SCTCA created estimates of transit propensity, or likelihood of transit use based on select demographic characteristics such as income, vehicle ownership, and race. Transit propensity in the study area is relatively high, as shown in **Figure 7** (copied from Figure 3-7 of the SCTA Integrated Transit Plan).

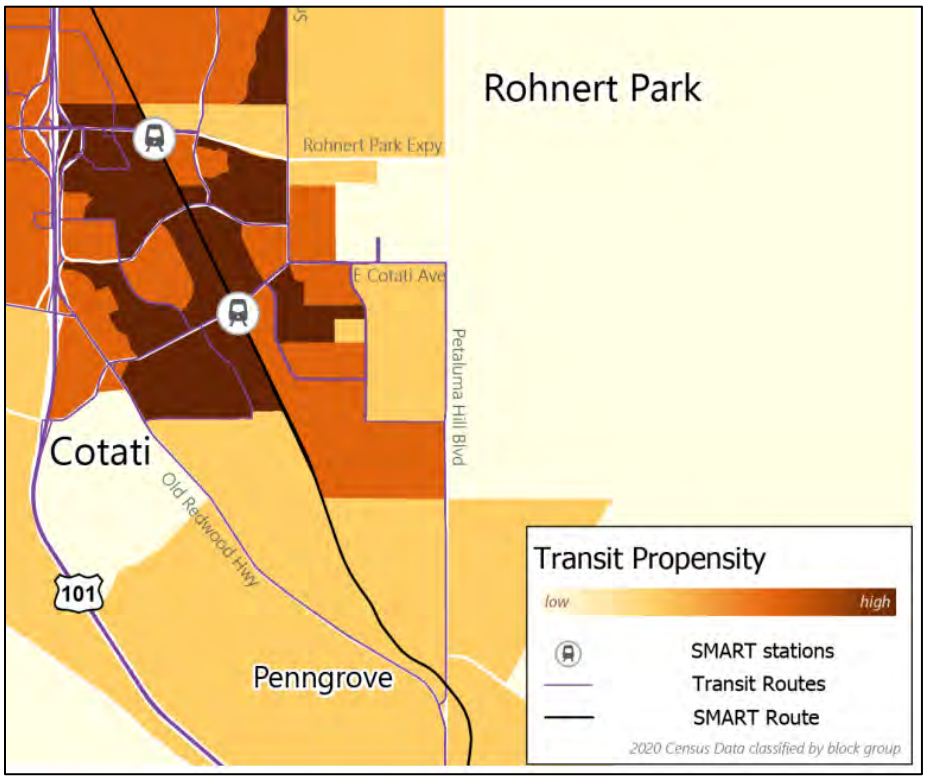


Figure 7: Transit Propensity

Eight SCT bus lines serve Rohnert Park:

- Route 10 Cotati, Rohnert Park, Sonoma State University: Local route with approximately hourly service depending on the stop. Stops in the study area are located on the following streets:
    - Southwest Blvd
    - Adrian Dr
    - Arlen Dr
    - Commerce Blvd
    - Enterprise Dr
    - Hunter Dr
    - State Farm Dr
    - Rohnert Park Expy
- Route 12/14 Northern Rohnert Park: Local route with approximately 30-minute service at combined stops. Routes 12 and 14 serve overlapping routes; however, Route 14 provides additional service along State Farm Dr. with service every 2 hours on this section. Stops in the study area are located on the following streets:
    - (14) State Farm Dr
    - (14) Commerce Blvd
    - (12/14) Golf Course Dr
    - (12/14) Rohnert Park Expy
    - (12/14) Hunter Dr
    - (12/14) Enterprise Dr
    - (12/14) Country Club Dr
- Routes 44/48 Petaluma, JC, SSU, Santa Rosa: North-south bus with approximately 30-minute to 1 hour service depending on stop (30 minutes for shared stops). In the study area, the routes mainly overlap with the exclusion of the section on Commerce Blvd south of Arlen Dr which is only served by Route 48 a few times per day.
    - (48) Commerce Blvd
    - (44/48) Arlen Dr
    - (44/48) Adrian Dr
    - (44/48) Rohnert Park Expy

Rohnert Park has one SMART station located in central Rohnert Park south of Rohnert Park Expressway on the eastern edge of the CBTP study area. SMART offers peak hour commute-oriented service with trips every half hour.

Golden Gate Transit:

- Route 101: Regional route with hourly service. Stops in the study area are located on the following streets:
    - Commerce Blvd
    - Rohnert Park Expy
- Routes 172/172X: Commuter route to San Francisco with 7 AM trips and 7 PM trips. Two stops are located in the study area, both just north and south of the Rohnert Park Expy and Highway 101 interchange.

Figure 8 below shows the existing transit network in Rohnert Park.

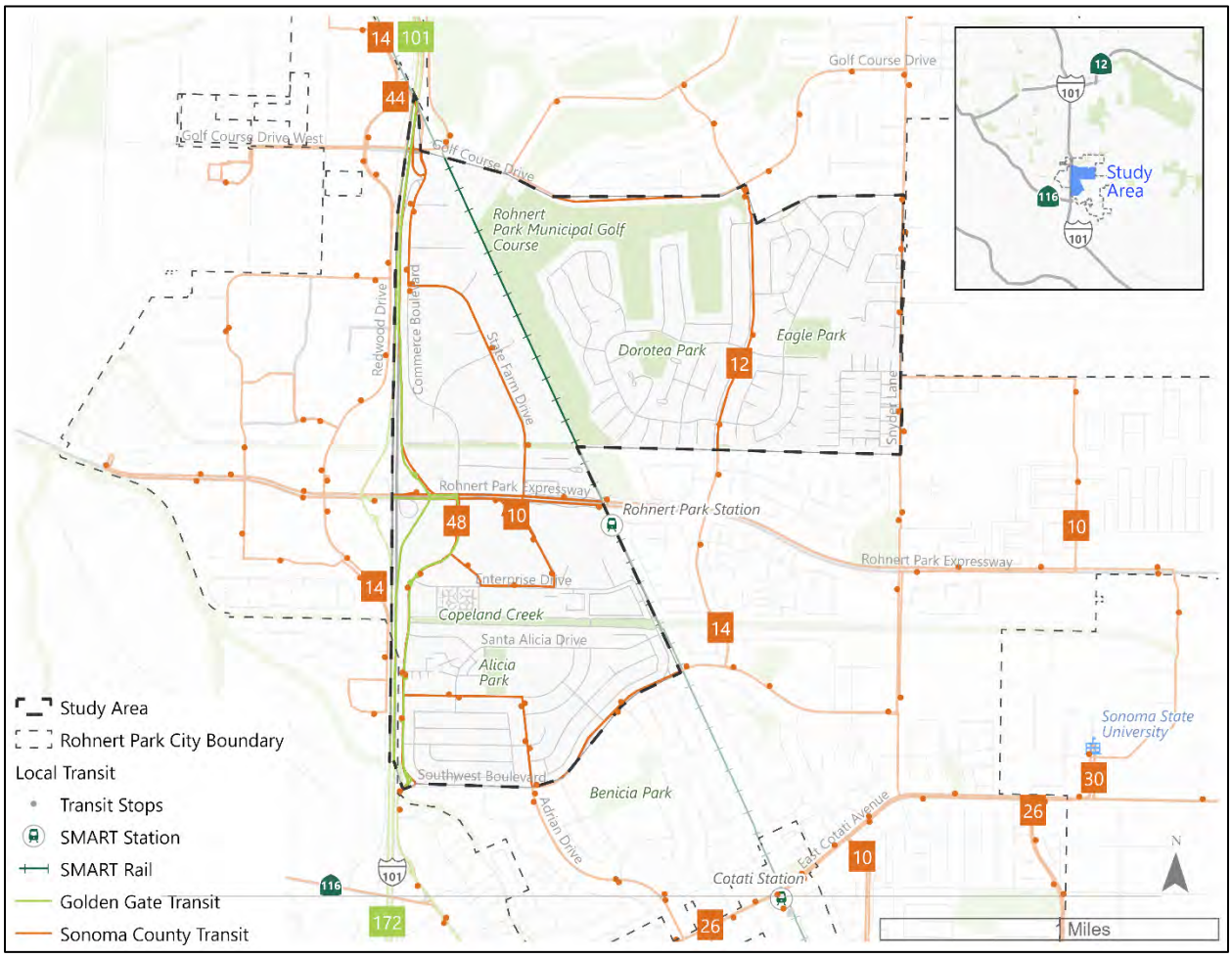


Figure 8: Existing Transit Service

In the SCTA Integrated Transit Plan, several suggestions for transit service changes in Rohnert Park were identified. Three microtransit services run by SCT– all located at least partially in the service area – could replace specific fixed routes including routes 10, 12, and 14, which all currently serve the study area. Microtransit provides zone-based on-demand service with specific drop-off and pick-up points on request and can be beneficial in lower density areas. SCT routes 26 and 44/48 and GGT routes 101 and 172 would remain as fixed-route services that connect to the microtransit zones. Microtransit services can ease first-mile/last-mile problems with fixed route transit where riders have difficulty getting directly from their intended origin to destination due to bus stop locations and lower land-use density. Redwood Bikeshare can also help with first-mile/last-mile connectivity by increasing the distance riders will reasonably travel to get to transit services. The plan indicates that certain times of day, such as school drop-off/pick-up, may be better served by fixed route transit and may require additional analysis.

Safety

The Rohnert Park Local Road Safety Plan (LRSP) 2022 and the Sonoma County Vision Zero Action Plan 2022 both describe existing needs, opportunities, and plans for improving safety in Rohnert

Park. **Figure 9** below shows 2019-2023 crashes in Rohnert Park from the SCTCA Vision Zero Data Dashboard.

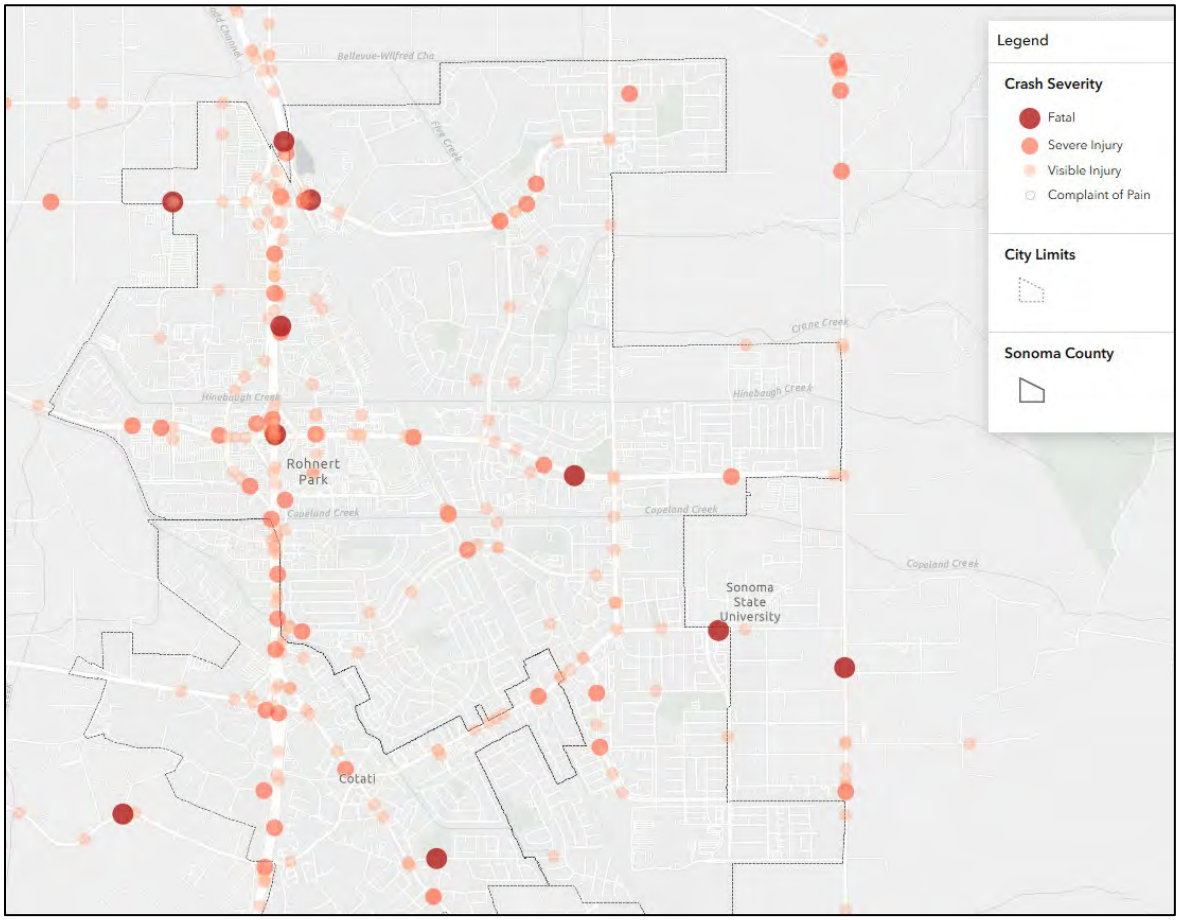


Figure 9: 2019-2023 Crashes

General/Citywide suggestions include pedestrian safety improvements such as Leading Pedestrian Intervals (LPI), speed enforcement, and improved signal timing.

The collision analysis conducted for the LRSP analyzed 6 years of data (2015-2020) and identified three fatal and 36 severe injury collisions on City roadways, 14 of which were located in the study area. Safety improvement projects were suggested at the following locations:

Intersections:

- Rohnert Park Expwy/Commerce Blvd
- Rohnert Park Expwy/State Farm Dr
- Golf Course Dr/Commerce Blvd

Corridors:

- Rohnert Park Expy
- Commerce Blvd
- Golf Course Dr W

The primary potential funding source for recommended projects is Highway Safety Improvement Program (HSIP) funding, with some additional opportunities from Active Transportation Program (ATP), One Bay Area Grant (OBAG), and the Congestion Mitigation and Air Quality program (CMAQ).

Safe Routes to School

Two schools in the study area participate in the Sonoma County Bike Coalition's Safe Routes to School (SRTS) Program. Evergreen Elementary has been a part of the SRTS county-wide program since 2010. John Reed Elementary has been a part of the SRTS county-wide program since 2023. Both schools engage in evaluation by taking student arrival/departure tally data in the fall of each school year and partnering with the SRTS program to make yearly Student Address GIS maps. Both schools engage in encouragement events by actively promoting and participating in monthly walk/roll days and challenges. And both schools engage in the SRTS education program which provides 2nd grade pedestrian safety classes, 4th grade bike safety classes as well as an in-school bicycle rodeo and 5th grade mapping and communications lessons.

For further information on Evergreen's SRTS Program: Evergreen Elementary SRTS Travel Plan

For further information on John Reed's SRTS Program: John Reed Elementary SRTS Travel Plan

For further information on the Sonoma County Bicycle Coalition's Safe Routes to School Program, please visit: https://www.sonomasaferoutes.org/

Chapter 4: Community Outreach

Engagement with the Rohnert Park community was central to the community-based planning process. It was important to discuss transportation needs, deficiencies, and solutions with Rohnert Park community members to involve community voices from start to finish. Engagement included coordination of a Technical Advisory Committee (TAC), Community Representative Committee (CRC), online surveys, focus groups, pop-ups, community presentations, and a transportation resource fair. Engagement was split into two phases, Phase I focused on identifying and defining a list of solutions, and Phase 2 focused on prioritizing solutions and building community champions. In this chapter, the goals of each phase of engagement and the types of outreach activities are described, followed by a summary of the input collected. The materials, poster results, and photos from the process can be found in **Appendix A**.

Phase I: Identify & Define a List of Solutions

February – April 2025

The focus of Phase I was to identify a list of transportation challenges and potential solutions with substantial input from the community. Phase I activities were conducted to confirm that documented baseline conditions, needs, and gaps identified by the project team were correct and offered the community an opportunity to identify additional needs, gaps, and solutions.

Phase I Outreach Goals:

- At least 37% of event attendees will be Spanish speakers (based on area demographics)
- All events will include residents and workers from the study area
- At least two events will include study area residents under 18 years old
- At least two events will include study area residents over 60 years old

These engagement goals were successfully met through a series of focus groups and pop-ups held throughout the study area. These activities reached a diverse range of participants, including youth, older adults, and Spanish-speaking residents, ensuring that the perspectives of those who live and work in the community were well represented in identifying transportation needs and solutions.

Phase II: Prioritize Solutions & Build Community Champions

August 2025

The focus of Phase II was to prioritize the list of solutions with substantial input from the community. Through the online survey and in-person resource fair, public input significantly shaped the list of locally identified transportation projects & priorities.

Phase II Outreach Goals:

- At least 37% of event attendees will be Spanish speakers (based on area demographics)

- All events will include residents and workers from the study area
- The resource fair will include study area residents under 18 years old
- The resource fair will include study area residents over 60 years old

These goals were achieved by hosting a Community Transportation Resource Fair, which brought together residents, local organizations, and project partners to discuss transportation priorities and share transportation resources. The event engaged a diverse group of participants, including Spanish-speaking residents, youth, and older adults, ensuring that community voices directly informed the prioritization of projects and helped build local champions for future implementation.

Outreach & Engagement Methodology

Technical Advisory Committee

The Technical Advisory Committee (TAC) was established for the study area and comprised of staff with local expertise in planning efforts in the study area, serving as an extension of the project team with decision-making authority and ultimate ownership of the prioritized project lists and implementation plans. The TAC was comprised of various agencies and organizations at the local and county level focused on transportation, including representatives from City of Rohnert Park, Sonoma County Transit, SMART, Safe Routes to School, Sonoma County Bicycle Coalition, and more. Because the Santa Rosa CBTP was being developed concurrently, and many TAC members overlapped between the two efforts, a single committee was formed to represent both communities and oversee both plans. The TAC met five times during the planning process to oversee the preparation of the CBTP and to receive and respond to comments made by the project team. TAC meetings were held online via Zoom and the TAC reviewed each document prepared as part of the CBTP. TAC members were also invited to participate in the transportation resource fair in August 2025. See **Table 3** for the full list of TAC members.

Table 3: Combined Technical Advisory Committee Members

	Agency	Identified Representatives
1	Caltrans	Fredrick Schermer, Associate Transportation Planner (Sonoma County Liaison for Caltrans System Planning Branch)
2	City of Rohnert Park	Eydie Tacata, Public Works; and Elliott Pickett, Planning
3	City of Santa Rosa	Torina Wilson, Transportation Planner
4	Federated Indians Graton Rancheria	Buffy McQuillen, Tribal Heritage Preservation Officer
5	MTC/ABAG	Janica Mendillo, Regional Transportation Planner (CBTP lead)
6	Santa Rosa City Bus	Yuri Kolsen, Transit Planner
7	Sonoma County	Wil Lyons, Planner (Permit Sonoma)
8	Sonoma County Health and Human Services	Laurel Chambers, Health Information Specialist
9	Sonoma County Transit	Steven Schmitz, Transportation Planner

10	Sonoma County Transportation and Climate Authorities	Chris Barney, Director of Planning; and Steph Britt, Transportation Planner
11	Sonoma Marin Area Rail Transit	Zoe Unruh, Senior Planner
12	Safe Routes to School	Christina Panza, Education & Safe Routes to School Director, Sarah Hadler, SRTS Program Manager/Educator
13	Sonoma County Bicycle Coalition	Eris Weaver, Executive Director

Summary of TAC Meetings:

- TAC Meeting 1 – October 2024
  - Study Overview
  - Draft Community Outreach Strategy
  - Draft Baseline Conditions and Related Plans & Projects
- TAC Meeting 2 – December 2024
  - Final Community Outreach Strategy
  - Final Baseline Conditions and Related Plans & Projects
- TAC Meeting 3 – January 2025
  - Community Engagement schedule and event details
  - Prep for and input on focus groups/interviews, pop-up, and piggyback meetings through Phase I
- TAC Meeting 4 – May 2025
  - Review findings from Phase I community outreach
  - Prep for upcoming Phase II outreach activities such as community resource fairs, budgeting exercises, and piggyback meetings
- TAC Meeting 5 – October 2025
  - Review findings from Phase II community outreach
  - Review and provide input on draft CBTP project list
  - Strategize presentation of plans to boards and committees

Community Representatives Committee

The Community Representatives Committee (CRC) served as the community voice for the project and was comprised of community residents, community-based organization staff, local neighborhood leaders, and employees who represented the study area. The central Rohnert Park CRC met three times during the planning process to provide feedback on the project list, engagement and outreach approach, and the preparation of the CBTP. Many of the CRC members also attended the transportation resource fair, providing support and input on the proposed project lists. See **Table** for the full list of CRC members for central Rohnert Park.

Table 4: Central Rohnert Park Community Representatives Committee List

Representative	Community Represented
Chris Borr	Planning Commissioner, former Parks and Recreation Commissioner
Steve Keith	Bicycle and Pedestrian Advisory Committee, Chair
Thea Barton	Labath Landing Participant
Jake Mackenzie	Community Resident, former City Council Member and Mayor, former SCTA Member and Chair, and former MTC Commissioner
Roxana Leiva	Community Resident
Jodie Clay	Kaiser Permanente North Bay National Facilities Design and Construction, Senior Manager
Evelyn Hardesty	Community Resident

Summary of CRC Meetings:

- CRC Meeting 1 – January 2025
    - CBTP Program Overview and Intended Outcomes
    - Overview of the study areas
    - Overview of Baseline Conditions – transportation plans and topics for the study area
    - Overview of full project schedule
    - Engagement Plan
- CRC Meeting 2 – April 2025
    - Phase I Engagement summary and feedback received
    - Phase 2 Engagement Plan
    - Review Project Schedule
- CRC Meeting 3 – October 2025
    - Recap of Transportation Resource Fair
    - Draft project list
    - Final CBTP Report progress

Surveys

Community members had the opportunity to engage with the project through an online survey on the project's Social Pinpoint website and paper surveys distributed at key locations in the study area (e.g., the library, school offices, community space of mobile home park).

In March-April 2025, members of the public were invited to provide feedback on an online interactive map of the study area. Participants were asked to evaluate:

- Opportunities for improving transportation in the Central Rohnert Park neighborhood
- Challenges that they've experienced while traveling in the community
- Places they would like to access on foot or by bike
- Specific safety concerns, such as speeding cars, poorly lit areas, or challenging crossings
- Other ideas to improve access for the Central Rohnert Park Community

A total of 105 surveys and 170 interactive map responses were collected. Responses were combined with input from the other events described below.

In August 2025, members of the public were invited to provide feedback on the prioritized list of projects as part of Phase II of engagement. A total of 11 responses were collected.

Participants were asked to evaluate:

- Which roads they'd like to see safer speeds on
- Which bicycle facility upgrades they'd like to see
- Which trail connections they'd like to see
- Which corridors and locations they'd like to see pedestrian improvements on

Focus Groups

To connect directly with study area residents, the project team hosted several focus groups to dive deeper into key issues and opportunities. Between mid-March 2025 and early April 2025, the project team hosted three focus groups. Sessions were strategically organized to hear from both Spanish-speaking and older adult residents in the study area.

A summary of each of the focus groups is listed below. See **Appendix A** for additional details on the focus groups.

- Focus Group 1: Rohnert Park-Cotati Regional Library
    - 10 focus group participants split into two groups
    - 5 additional people filled out written survey
    - Key themes: Walking and pedestrian safety, bike safety and parking, bus service improvements, SMART train and station access, regional connectivity
- Focus Group 2: Labath Landing
    - 12-14 focus group participants who have experienced homelessness
    - Key themes: Safety for all modes, bridge connections, walking and biking conditions, Rohnert Park Expressway, transit improvements
- Focus Group 3: Copeland Creek Apartments
    - 10 focus group participants
    - Key themes: Senior-friendly design, walkability, sidewalk and trail quality, improved crossings, Rohnert Park Expressway (RPX) corridor, transit connections and amenities, shuttle services, feedback on the future bicycle and pedestrian overcrossing project

Targeted Pop-up Events

A key component of connecting with hard-to-reach community members was tabling at existing trusted community events or venues. From February to April 2025, the project team tabled at four locations, including the 24-Hour Fitness, Raley's, Petaluma Health Center, and at the intersection of the SMART and Copeland Creek Trail. A summary of each pop-up event is listed below. See **Appendix A** for additional details on the pop-ups.

- Event 1: 24-Hour Fitness
    - 25 interactions
    - Key themes: Bicycle and pedestrian safety, more bicycle paths needed, and shuttle service around Rohnert Park
- Event 2: Raley's
    - 15 interactions
    - Distributed 20+ flyers by the US Post Office
    - Key themes: Bicycle and pedestrian safety (more bike lanes and shared use paths, improved connections on walking paths, safety improvements), access to and from the SMART station
- Event 3: SMART/ Copeland Creek Trail
    - 30 interactions
    - Distributed flyers to 10-20 more people
    - Key themes: Trail access improvements, support for Highway 101 Overcrossing, bike and pedestrian safety, sidewalk and trail maintenance, trail amenities, and SMART Trail and Station Access
- Event 4: Petaluma Health Center
    - 10 interactions
    - Key themes: Reliance on public transportation, bus stops closer to health center, more consistent assessment of bus drivers' friendliness and patience, and more visible bike lanes

Existing Organization Meetings

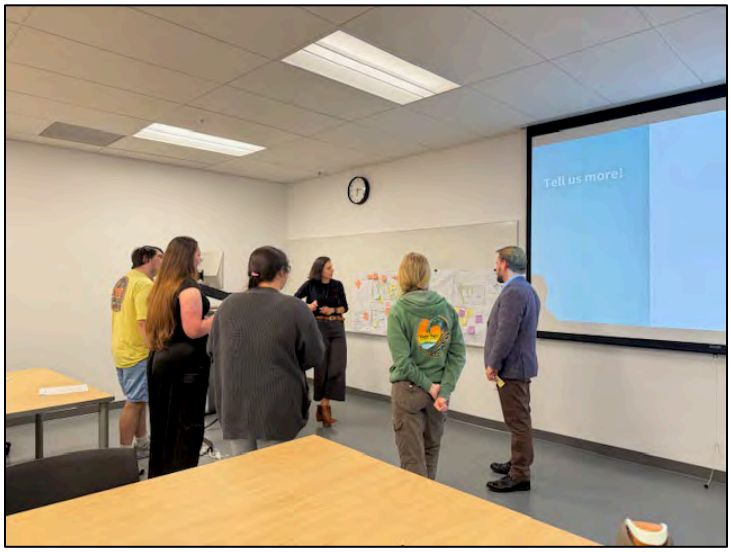
The project team partnered with local organizations to attend existing meetings to connect with community members. Presentations covered an overview of the CBTP process, the study area, baseline conditions, and sought feedback from community members. The project team attended an Evergreen Elementary PTA Meeting and a Planning Practice & Methodology Class at Sonoma State University.

Evergreen Elementary PTA Meeting

On March 27th, 2025, the project team attended the Evergreen Elementary Parent Teacher Association meeting. There were 20-25 parents and school administrators in attendance. Key themes included pedestrian safety (especially for school-age populations), traffic calming measures, bicycle safety measures, Safe Routes to School, and street lighting.

Sonoma State University: Planning Practice & Methodology Class

On April 8th, 2025, the project team spoke to about 20 students at Sonoma State University. Key themes included bicycle and pedestrian safety, general safety, and speed and safety issues on Rohnert Park Expressway.



Transportation Resource Fair

To promote the Rohnert Park Transportation Resource Fair, approximately 350 flyers in English and Spanish were distributed in the weeks leading up to the event. Flyers were shared with parents and families at school events and posted at community hubs (e.g., library, Alicia Park), local transit stops (i.e., SMART, Sonoma County Transit), and other key locations such as bikeshare stations and small businesses. Flyers were shared with Phase 1 outreach partners to advertise the event through their communities, including the Rohnert Park–Cotati Regional Library, Copeland Creek Apartments (55+ community), Sonoma State University, 24 Hour Fitness, and Labath Landing. Flyers were also shared with John Reed Elementary and University Elementary School.

In addition to flyer distribution, partners supported digital and in-person outreach:

- The Cotati-Rohnert Park School District shared event announcements through ParentSquare and at Kindergarten/Pre-K orientation events.
- Safe Routes to School circulated reminders through its email list.
- SCTCA, the City of Rohnert Park, and the School District shared event details on their websites or through email or social media.
    - Flyers and event details were shared with other partners, such as Sonoma County Transit and Redwood Bikeshare, as well as Community Representative Committee members to share with their networks.

The City of Rohnert Park hosted a community transportation resource fair to hear from a large portion of the study area, showcasing the list of projects developed through Phase I engagement. The Transportation Resource Fair was held on Saturday, August 16th at John Reed Elementary School to connect Rohnert Park community members with local transportation resources and gather final input for the Central Rohnert Park Community-Based Transportation Plan (CBTP). The event included free food, giveaways, family-friendly activities, a Sonoma County Transit bus, and informational booths from local partners like the Sonoma County Bicycle Coalition – Safe Routes to School, City of Rohnert Park Sustainability team, and Redwood Bikeshare. There were approximately 60-65 community members in attendance. Community members were invited to stop by, learn about available services, and share their ideas to help improve walking, biking, and transit options in the area. The six stations for project feedback reflected the key transportation improvement topics raised by community members in Phase I:

- Station 1: Speed Management Improvements
- Station 2: Bicyclist Improvements
- Station 3: Pedestrian Improvements
- Station 4: Trail Improvements
- Station 5: Transit Improvements
- Station 6: Project Prioritization

Stations had Spanish and English facilitators available to explain improvement recommendations and how the project team arrived at these potential improvements. Poster information was presented in Spanish and English with pictures of improvement types. Community members were given a set number of stickers to place at topic stations, using them to indicate which improvements they felt would be most beneficial to their community. Post-it notes were available at each station to record any recommendations for location-specific improvements or additional questions.

Engagement Poster Feedback Results

The tables below summarize feedback and identified priorities received during in-person outreach and the CBTP Phase II online survey.

Station 1: Speed Management Improvements

Participants were invited to vote for two of five streets that they would prioritize for speed management. Identified streets included Seed Farm Drive, State Farm Drive, Enterprise Drive, Southwest Boulevard, and Snyder Lane. See **Table 5** for a summary of responses received in-person and online.

Table 5. Speed Management Votes

Location	Votes	Notes
Snyder Lane	36	
State Farm Drive	18	
Southwest Boulevard	12	
Seed Farm Drive	7	Speed undulations; Slow down traffic on Seed Farm Drive between Southwest and Enterprise
Enterprise Drive	7	

Station 2: Bicyclist Improvements

Participants were invited to vote for three of ten streets that they wanted to see bicycle improvements on. See **Table 6** for a summary of responses received and **Appendix B** for descriptions of the improvements.

Table 6. Bicycle Improvement Votes

Type	Votes	Notes
Multiuse Paths	Snyder Lane	15
Multiuse Paths	Golf Course Drive	8
Multiuse Paths	Country Club Drive	6
Buffered Bike Lanes	Hunter Drive	5
Separated Bikeways	Adrian Drive	21
Separated Bikeways	Southwest Boulevard	8
Separated Bikeways	Seed Farm Drive	6
Separated Bikeways	Commerce Boulevard	5
Separated Bikeways	Enterprise Drive	5
Separated Bikeways	State Farm Drive	4

Station 3: Pedestrian Improvements

Participants were invited to vote for three of 17 multiuse paths, sidewalk segments, and intersections where they wanted to see pedestrian improvements. See **Table 7** for a summary of responses received and **Appendix B** for descriptions of the improvements.

Table 7. Pedestrian Improvement Votes

Type	Location	Votes
Multiuse Paths	Snyder Lane	14
Multiuse Paths	Golf Course Drive	7
Multiuse Paths	Country Club Drive	6
Sidewalks	Southwest Boulevard	10
Sidewalks	Seed Farm Drive	9
Spot Treatments	Southwest Boulevard at Seed Farm Drive	22
Spot Treatments	Rohnert Park Expressway at SMART	12
Spot Treatments	Southwest Boulevard at Burton Avenue	7
Spot Treatments	Golf Course Drive at SMART Trail	6
Spot Treatments	Southwest Boulevard at Adrian Drive	6
Spot Treatments	Rohnert Park Expressway at State Farm Drive	5
Spot Treatments	Commerce Boulevard at Golf Course Drive	4
Spot Treatments	Country Club Drive at Elizabeth Avenue	3
Spot Treatments	State Farm Drive at Classic Court	2
Spot Treatments	Enterprise Drive at Hunter Drive	2
Spot Treatments	Enterprise Drive at State Farm Drive	1
Spot Treatments	On Emily Avenue	1

Station 4: Trail Improvements

Participants were invited to vote for one of four trail connections as well as place additional stickers on a map where they wanted to see additional trail amenities. See **Table 8** for a summary of responses received.

Table 8. Trail Project Votes

Location	Votes
Copeland Creek Overcrossing	13
Connect Commerce Creek Trail and SMART Trail	8
Multiuse Path between Safeway and SMART Station	7
Multiuse Path between Donna Court and SMART Trail	4

Station 5: Transit Improvements

Participants were invited to place three stickers on a transit map where they wanted to see additional transit stops and/or amenities. This station did not include a voting activity like the others, so there is no table of results. See **Appendix C. Transit Recommendations** for more information on the feedback we received. Community comments highlighted transit stop access and connectivity to the surrounding pedestrian network as a top challenge.

Station 6: Project Prioritization

Participants were thanked for attending and asked to participate in a final prioritization activity. Participants were given one sticker to choose the topic most important to them, out of all five station topics. If a topic that was important to them was not covered, there was a portion of the poster to provide additional comments. This final question was only provided during in-person engagement. Participants were most interested in prioritizing pedestrian improvements, and the other four improvement types had similar votes indicating similar levels of importance.

1. Pedestrian Improvements (17 votes)
2. Transit Improvements (10 votes)
3. Speed Management (9 votes)
4. Bicycle Improvements (9 votes)
5. Trail Improvements (8 votes)

Chapter 5: Transportation Solutions

Nine transportation solutions are recommended to address transportation issues identified by the community during the CBTP process (**Figure 10**). Additional improvement priorities are described in Appendix A Community Feedback. Together, this slate of projects will improve safety, access, and multimodal infrastructure. Each project includes a note about the lead agency, an estimated cost, and an estimated implementation timeframe.

Estimated Cost Range

The project team assessed the estimated cost of each project, looking at both the current estimated construction and material costs for each type of project, as well as any other costs that might be needed to implement the project, such as design and construction management. Projects cost estimates are evaluated using the scale below:

- $ refers to projects that may cost approximately $50,000 or less
- $$ projects with estimated costs of approximately $100,000 or less
- $$$ projects with estimated costs from $100,000 to $500,000
- $$$$ projects with estimated costs from $500,000 to $1,000,000
- $$$$$ projects with estimated costs greater than $1,000,000

Estimated Time Range

Estimated timeframes for each project reflect both the anticipated ease or difficulty of implementation and overall community priorities. Higher-priority but more difficult projects will be slotted for medium-term implementation rather than long-term implementation, and higher-priority quick-build opportunity projects will be listed for both quick-build and shorter-term implementation.

Quick-build projects may not necessarily be built within the next year but represent opportunities to install new infrastructure on the ground in a quicker and more cost-effective manner and iterate on longer-term solutions. Projects are identified as quick-build opportunities if the current layout and design of the intersection is amenable to the quick-build interventions described in the SCTCA Countermeasures Toolkit[2]. For example, signalized intersections with street parking are identified as quick-build opportunities for curb extensions because paint/bollard bulb-outs can be installed at relatively low cost to quickly improve safety and the pedestrian experience. Midblock crossings which may require additional design considerations to choose appropriate interventions are not identified for quick-build opportunities. Project timeframes are estimated using the ranges below:

- Quick-build (0-1 years)
- Short-term (1-3 years)
- Medium-term (3-8 years)
- Long-term (8+ years)

For projects that align with ATP projects, refer to the 2025 ATP[3] for additional information.
The recommended solutions (not in order of priority) are the following:

[2] SCTCA Countermeasures Toolbox. 2025. [link to come]
[3] City of Rohnert Park Active Transportation Plan. 2025. https://hdp-us-prod-app-fp-spp-files.s3.us-west-2.amazonaws.com/3317/2832/3558/SCTA_ATP_Rohnert_Park_Sep.27.2024_small.pdf

Rohnert Park Project List

1. Re-Envision Snyder Lane

Lead Agency: City of Rohnert Park, Safe Routes to School
Estimated Cost: $$ (short term) - $$$$$ (longer term)
Timeframe: Short-term (quick-build opportunities, feasibility study, funding), medium-term (design, environmental clearance), medium- to long-term (construction)

Community members indicated interest in improved pedestrian infrastructure, bicycle infrastructure, and speed management interventions on Snyder Lane. Lawrence Jones Middle School and Rancho Cotati High School are located on Snyder Lane and parents noted high vehicle speeds and a difficult crossing experience for middle school students reaching the bus stop across from Lawrence Jones Middle School.

Implementing speed management interventions, such as those listed in the SCTCA Countermeasures Toolbox[4], between Rohnert Park Expressway and Golf Course Drive, can improve the safety and comfort of all users. Some interventions, such as median hardening, slow-turn wedges, and speed feedback signs, have quick-build opportunities that can be incorporated while a larger corridor study is conducted.

Conducting a corridor study will provide the city with information on where speeding interventions will be most beneficial, how a multiuse path can integrate with the corridor, and where crossings should be upgraded for pedestrian safety, comfort, and wayfinding. Some stretches of the corridor have related ATP projects that should be evaluated concurrently with speed management interventions.

Improving the crossing at Snyder Lane and Círculo Grande/Lawrence Jones Parkway is not on the ATP project list, however this location was mentioned by community members throughout engagement as a location where students frequently cross to access the bus stop.

Corridor Improvements:

- Implement speed management interventions on Snyder Lane
- Install multiuse path on east side of Snyder Lane (ATP Project #61)

Intersection Improvements:

- Improve crossing at Snyder Lane and Círculo Grande/Lawrence Jones Parkway
- Improve crossing at Keiser Avenue/Snyder Lane (ATP Project #13)

Related ATP Project(s):

Corridor(s):

- Project #61: Snyder Lane from East Cotati Avenue to northern city limits: install multiuse path along east side of Snyder Lane.

[4] SCTCA Countermeasures Toolbox. 2025. [link to come]

ATP PROJECT 61 EXPANDED DESCRIPTION:

Install multiuse path along east side of Snyder Lane.

The following are considerations for designing and implementing such a multiuse path.

- Improvements to Snyder Lane should be coordinated with ongoing roadway widening efforts.
- Narrowing vehicle lanes where possible would create additional 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 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.

Intersection(s):

- Project #13: Keiser Avenue and Snyder Lane: Install signal and crosswalk at Keiser Avenue/Snyder Lane intersection.

2. Speed Management Infrastructure and Targeted Pedestrian Intersection Upgrades

Lead Agency: City of Rohnert Park
Estimated Cost: $$$-$$$$
Timeframe: Short-term (quick-build opportunities, feasibility study, funding), medium-term (design, environmental clearance), medium- to long-term (construction)

Community members indicated interest in speed management interventions at multiple corridors in the neighborhood and expressed concern with current driving behavior and pedestrian and bicyclist safety. Project 1 – Re-envision Snyder Lane and Project 6 – Re-envision Southwest Boulevard will provide speed management interventions on the two most highly requested corridors. Investing in the remaining three identified corridors will ensure community members have safe and comfortable multimodal corridors throughout the study area neighborhood.

Potential speed management strategies are described in the SCTCA Countermeasures Toolbox and include both quick-build and longer-term opportunities to mitigate speeding on the following corridors:

- Seed Farm Drive
- Enterprise Drive
- State Farm Drive

Installing quick-build interventions such as median-hardening, slow-turn wedges, and speed feedback signs can provide insights on the efficacy of these strategies at specific locations before

more permanent and costly infrastructure is put into place. In addition to infrastructure interventions, Rohnert Park can consider lowering speed limits on these corridors. California Assembly Bill 43[5] provides cities with more local control to reduce speed limits in certain corridors based on land use and existing conditions.

Intersection Improvements:

Specific intersection interventions can improve the pedestrian experience on a shorter time frame and create quick win opportunities that fulfill community requests. The following intersections on the three listed corridors were identified by community members as having difficult pedestrian crossings or high speeds under current conditions and should be evaluated for both quick build opportunities and medium-term redesign opportunities.

- Enterprise Drive and Hunter Drive
- Enterprise Drive and State Farm Drive
- Seed Farm Drive and Classic Court
- Seed Farm Drive and Southwest Boulevard (ATP Project #46)

Related ATP Projects:

Corridor(s):

- ATP Project #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.
- ATP Project #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.
- ATP Project #65: Seed Farm Drive from Southwest Boulevard to Enterprise Drive: Implement separated bike lanes. Included in the MTC Regional Active Transportation Network.

Intersection(s):

- ATP Project #46: Southwest Boulevard and Seed Farm Drive: Crossing improvement at signalized intersection to improve walking and biking conditions

3. Upgrade Seed Farm Drive Pedestrian Infrastructure

Lead Agency: City of Rohnert Park
Estimated Cost: $$$$
Timeframe: Medium-term (design, environmental clearance) Long-term (corridor reconstruction)

[5] AB-43 Traffic Safety (2021-2022). https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB43

Community members ranked pedestrian improvements as the most wanted project type during the transportation resource fair held in August 2025. In addition to the corridor redesign projects on Snyder Lane and Southwest Boulevard, targeted sidewalk or multi-use path additions and crossing improvements can improve pedestrian connectivity and safety throughout this neighborhood. Community members identified Seed Farm Drive as a location where they would like to see speed management interventions and a sidewalk gap closure. The ATP lists adding a separated bike lane on Seed Farm Drive as project #65, however during engagement, community members ranked additional pedestrian infrastructure as more important than additional bike infrastructure.

Currently, Seed Farm Drive includes sidewalks on the west side, parking on the west side, two vehicle lanes, and class II bike lanes on each side of the road. On the east side of the road, the right-of-way abuts the SMART right-of-way with a fence separating the rail and the roadway. Crosswalks at Copeland Creek trail connect the SMART trail with the Copeland Creek trail. Adding sidewalks on the east side of the road will create a better connection to both the SMART station and the SMART trail.

This project should be evaluated and implemented in conjunction with project #2. Speed management interventions such as lane narrowing may provide additional space to upgrade pedestrian infrastructure without making other significant design changes. There may be adequate right-of-way to upgrade bike infrastructure and pedestrian infrastructure if both lane narrowing and parking removal are considered, however more detailed design, analysis, and some additional community engagement should be pursued to determine the best infrastructure upgrades along this roadway.

Related ATP Projects:

Corridor(s):

- ATP Project #65: Seed Farm Drive from Southwest Boulevard to Enterprise Drive: Implement separated bike lanes. Included in the MTC Regional Active Transportation Network.

Intersection(s)

- ATP Project #46: Southwest Boulevard and Seed Farm Drive: Crossing improvement at signalized intersection to improve walking and biking conditions

4. Golf Course Drive Multi-Use Path

Lead Agency: City of Rohnert Park
Estimated Cost: $$$$$
Timeframe: Short-term (quick-build opportunities, feasibility study, funding), medium-term (design, environmental clearance), medium- to long-term (construction)

Installing a multi-use path on Golf Course Drive between the SMART trail and Snyder Lane is a Rohnert Park ATP Project. Community members indicated interest in this specific project during engagement because it can improve both pedestrian and bicycle access through the northern part of this neighborhood. This project will improve pedestrian infrastructure and provide a safe and comfortable east-west bike route that can help serve Evergreen Elementary. The related intersection projects will ensure bicyclists and pedestrians using this new facility can easily access the multi-use path from surrounding roadways.

Related ATP Projects:

Corridor(s):

- ATP Project #57: Golf Course Drive from SMART trail to Snyder Lane: Install multi-use path along/parallel to Golf Course Drive. Implement in coordination with Project 41.

ATP PROJECT 57 EXPANDED DESCRIPTION:

Install multi-use 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.

Intersection(s):

- ATP Project #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.

ATP PROJECT 40 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.

- ATP Project #41: Golf Course Drive and SMART trail and Roberts Lake Road: Crossing improvement at signalized intersection to improve walking and biking conditions. Implement in coordination with Project 57.

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.

5. Transit Stop and Access Improvements

Lead Agency: City of Rohnert Park, Sonoma County Transit
Estimated Cost: $$$-$$$$
Timeframe: Short-term (quick-build opportunities, feasibility study, funding), medium-term (design, environmental clearance), medium- to long-term (construction)

During engagement, community members identified specific transit amenities they are interested in seeing on transit corridors in the neighborhood. Most of the recommendations are related to Sonoma County Transit (SCT) stops in the area. Appendix C. Transit Recommendations provides additional insight into what community members shared about transit in the neighborhood. This document has been provided to SCT for future service planning, route alterations, and bus stop improvement prioritization. Certain improvements, such as lighting upgrades and sidewalk or crossing upgrades, fall into the purview of Rohnert Park. The projects described below should include ongoing coordination between the city and SCT.

Two specific corridors - Commerce Boulevard south of Rohnert Park Expressway and Adrian Drive - were identified as locations where community members would like to see additional lighting, real-time bus arrival information, more benches, and more bus shelters. In addition to upgrading transit amenities on this corridor, the city should work with SCT to improve pedestrian access to specific stops on each corridor.

Corridor Improvements:

Along each of the following corridors, the city should conduct a lighting assessment and evaluate sidewalk and crossing conditions. SCT should evaluate opportunities to place bus shelters, real time bus arrival information, and benches at stops along these corridors.

- Commerce Boulevard between Rohnert Park Expressway and Southwest Boulevard
- Adrian Drive

Intersection Improvements:

The following intersection improvements fall primarily into the purview of Rohnert Park and the projects will focus on improving sidewalk conditions or signalization to improve pedestrian access to specific transit stops. SCT can work with the city to upgrade amenities at relevant stop locations in conjunction with these upgrades.

- Commerce Boulevard north of Arlen Drive (transit stop)

This stop is not currently ADA accessible, and the stop does not connect to the path on the west side of Commerce Boulevard.

- Rohnert Park Expressway and SMART signal re-timing

During both round 1 and round 2 of engagement community members indicated that the signal timing at this intersection can be frustrating for pedestrians. Evaluating changes to this signal timing to decrease wait time for pedestrians will improve access to SMART and enhance the pedestrian connectivity in this neighborhood.

New Bus Stop Requests:

The following bus stop addition requests have not been evaluated with SCT, and feasibility should be assessed prior to moving any stops.

- Adrian Drive and Santa Barbara Drive
- Golf Course Drive and Francis Circle

Related ATP Projects:

Corridor(s):

- ATP Project #60: Commerce Boulevard from Rohnert Park Expressway to Copeland Creek – Install separated bike lanes on the west side of Commerce Boulevard

Intersection(s):

- ATP Project #53: 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).

6. Re-Envision Southwest Boulevard

Lead Agency: City of Rohnert Park
Estimated Cost: $$$$$
Timeframe: Short-term (quick-build opportunities, feasibility study, funding), medium-term (design, environmental clearance), medium- to long-term (construction)

Community members expressed interest in improved pedestrian infrastructure, bicycle infrastructure, and speed management interventions on Southwest Boulevard. Installing quick-build speed management interventions such as speed feedback signs, lane narrowing, or median hardening can rapidly improve the multimodal user experience and inform future design decision-making.

Designing separated bike lanes and incorporating permanent speed management infrastructure should go hand-in-hand during a full corridor redesign, along with pedestrian upgrades at targeted intersections. Full redesign of Southwest Boulevard may include lane narrowing, lane removal at

certain locations, and sidewalk additions on the north side of the street. Prior to redesign and construction, the city should evaluate existing right-of-way and traffic volumes to determine whether a separated bikeway, additional sidewalk, and current vehicle lane configuration can and should be included on Southwest Boulevard. There may be opportunities to remove the shared left-turn lane, narrow existing vehicle lanes, and work within the existing roadway constraints to add sidewalks and bikeways on the identified corridor segments. In the short-term, quick-build speed management interventions and certain intersection upgrades can be pursued to begin improving the pedestrian and bicyclist environment on this corridor.

Corridor Improvements:

- Install speed management interventions on Southwest Boulevard between Commerce Boulevard and SMART trail.
- Address sidewalk gaps on north side of Southwest Boulevard between Commerce Boulevard and SMART trail.
- Install separated bike lanes on Southwest Boulevard between Commerce Boulevard and Adrian Drive

Adding bike lanes on this part of Southwest Boulevard is not in the ATP, however this project is recommended due to community requests and to create a connected bike path that goes from Commerce Boulevard to the SMART trail. There is currently 400 feet of buffered bike lane on Southwest Boulevard between No Name Street and the Commerce Boulevard/Southwest Boulevard roundabout that any new bike lanes should connect with.

- Install separated bike lanes on Southwest Boulevard between Burton Avenue and Adrian Drive (ATP Project #64)
- Install separated bike lanes on Southwest Boulevard between Burton Avenue and SMART trail (ATP Project #63)
- Install separated bike lanes on Southwest Boulevard between Snyder Lane and SMART trail (ATP Project #62)

Intersection Improvements

- Southwest Boulevard and Adrian Drive

This intersection should be evaluated for major pedestrian and bicyclist infrastructure upgrades including bulb-outs, pedestrian refuge islands, lane narrowing, and crosswalk re-striping. Traffic counts can inform the design decision-making process and provide insights on potential lane reductions. Certain interventions, such as bulb-outs and crosswalk re-striping, may be available for quick-build opportunities in the near-term.

- Southwest Boulevard and Burton Avenue (ATP Project #47, transit stop)

See the detailed ATP project description below.

Related ATP Projects:

Corridor(s):

- ATP Project #62: Southwest Boulevard from Snyder Lane to SMART trail – install separated bike lanes
- ATP Project #63: Southwest Boulevard from SMART trail to Burton Avenue – install separated bike lanes
- ATP Project #64: Southwest Boulevard from Burton Avenue to Adrian Drive – install separated bike lanes

Intersection(s):

- ATP Project #46: Southwest Boulevard and Seed Farm Drive – Crossing improvement at signalized intersection to improve walking and biking conditions
- ATP Project #47: Southwest Boulevard and Burton Avenue – Crossing improvement at unsignalized intersection to improve walking and biking conditions

7. Buffered Bike Lanes on Adrian Drive

Lead Agency: City of Rohnert Park, Sonoma County Transit
Estimated Cost: $$$
Timeframe: Medium-term (design, environmental clearance), medium- to long-term (construction)

Adding buffered bike lanes to Adrian Drive is ATP Project #4. Table 5 shows the in-person and online votes for improved bicycle infrastructure in the study area. Adding buffered bike lanes to Adrian Drive received twice as many votes as the next most popular project (multi-use path on Snyder Lane) and four times as many votes as many of the other corridor options presented.

There is ample right-of-way on Adrian Drive to install buffered bike lanes and maintain current parking and drive lanes. During design, the city should evaluate opportunities to incorporate speed management interventions on this corridor such as lane narrowing to ensure a safe and comfortable bike facility. The city should also coordinate with SCT to ensure bus stop access and bike lane design are well-integrated.

Related ATP Projects:

Corridor(s):

- ATP Project #4: Adrian Drive from Arlen Drive to city limits: install buffered bike lanes.

8. Evergreen Elementary School Access Assessment

Lead Agency: City of Rohnert Park, Safe Routes to School, Sonoma County Transit
Estimated Cost: $$
Timeframe: Medium-term (design, environmental clearance), medium- to long-term (construction)

During round one of engagement, several community members noted that they would like to see safety, pedestrian, and bicycle improvements outside of Evergreen Elementary School. One community member noted that the current bus stop, located at Country Club Drive and Ellen Street, is a long walk from the school. Sonoma County Transit said that it would be possible to move the current stop to Country Club Drive and Elizabeth Avenue, however some minor sidewalk upgrades would need to be added at this intersection. Appendix C. Transit Recommendations provides additional insights into this project.

Community members also requested pedestrian crossing upgrades near the school. The City of Rohnert Park should work in conjunction with the school and Safe Routes to School to determine which intersections should be upgraded in which order. However, during engagement, the uncontrolled crossing directly outside of the school was mentioned frequently and should be prioritized.

Corridor Improvements:

- Emily Avenue between Evonne Avenue and Ellen Street (ATP Project #22)

Install traffic calming interventions on this corridor and evaluate opportunities to include a low-stress bicycle boulevard connection to and from Evergreen Elementary School.

Intersection Improvements:

- Elizabeth Avenue and Country Club Drive (potential transit stop)
- Ellen Street and Country Club Drive (or other crossing from D-Section to E-Section)
- Emily Avenue outside Evergreen Elementary School

At this location community members requested a safer and more comfortable pedestrian crossing. Adding bulb-outs to prevent parking and evaluating adding an RRFP are both viable options at this location that can improve this crossing experience.

Related ATP Projects:

Corridor(s):

ATP Project #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 Rectangular Rapid-Flashing Beacon (RRFB) at mid-block crossing. Include traffic calming elements such as speed cushions to slow speeds along the roadway.

9. Copeland Creek Overcrossing

Lead Agency: City of Rohnert Park, Caltrans
Estimated Cost: $$$$$
Timeframe: Medium-term (design, environmental clearance), long-term (construction)

Highway 101 presents a significant barrier to east-west travel in Rohnert Park, particularly for people walking and biking, and is a critical gap in the city's active transportation network. The proposed Copeland Creek Bicycle and Pedestrian Overcrossing (BPOC) would provide a safe and convenient crossing of Highway 101 at the Copeland Creek Trail between Commerce Boulevard and Redwood Drive. This project would improve access between the SMART Station, Sonoma State University, Copeland Creek Trail, nearby neighborhoods, schools, and commercial areas, as well as the proposed Downtown project area. Community members consistently ranked this project as a high priority during outreach for the Community-Based Transportation Plan, emphasizing the lack of safe, direct crossings of Highway 101 as a key barrier to walking and biking.

Building on the Rohnert Park Highway 101 Bike & Pedestrian Crossing Feasibility Study (2021) and the Rohnert Park Active Transportation Plan (2024), the City is advancing the preferred crossing location identified at Copeland Creek. The Caltrans Project Study Report – Project Development Support (PSR-PDS), finalized in September 2024, reviewed three alternative designs for the overcrossing, which will be further evaluated in the Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimate (PS&E) phases. The City expects to initiate the PA&ED phase in early 2026.

Intersection Improvements

The Rohnert Park ATP recommends implementing project #55 in conjunction with the Copeland Creek overcrossing. Upgrading this crossing experience by adding an RRFB or PHB depending on what conditions warrant can create a safer pedestrian crossing experience at this location.

- Copeland Creek Trail (south side path) and Commerce Boulevard - Crossing improvement. (ATP Project #55)

Chapter 6: Implementation

Funding

This Community-Based Transportation Plan provides a list of solutions to support efforts by the City of Rohnert Park, SCTCA, and local transit agencies to pursue federal, state, regional, and local funds to implement the recommended projects and programs. The following funding sources were identified as potential resources for implementation of the proposed CBTP solutions. To compete for the funds, a project must be well-defined, included in local plans for the jurisdiction, and have community and public agency support. All of the solutions defined in this CBTP Update have community support and support from the Technical Advisory Committee agencies.

Federal

Safe Streets and Roads for All (SS4A)
Administered by: U.S. Department of Transportation (USDOT)
Purpose: Provides federal funding for local and regional safety action plans and implementation projects to prevent roadway deaths and serious injuries.
Eligible Activities: Complete Streets projects, pedestrian and bicycle network expansion, crosswalk and signal improvements.

Highway Safety Improvement Program (HSIP)
Administered by: Caltrans Local Assistance & Federal Highway Administration (FHWA)
Purpose: Improves safety on public roads, including bike and pedestrian facilities.
Eligible Activities: Intersection upgrades, pedestrian crossings, and active transportation safety plans.

State

Active Transportation Program (ATP)
Administered by: Caltrans and the California Transportation Commission (CTC)
Purpose: Encourages walking and bicycling by funding infrastructure and non-infrastructure projects that improve safety, connectivity, and mode share.
Eligible Activities: Class I–IV bikeways, Safe Routes to School, pedestrian networks, active transportation plans.

State Transportation Improvement Program (STIP)
Administered by: California Transportation Commission (CTC)
Purpose: Allocates state and federal transportation funds for capital projects that improve mobility and connectivity.
Eligible Activities: Highway, rail, transit, and regional active transportation projects.

Local Streets and Roads Program (LSRP)
Administered by: California Transportation Commission (CTC)
Purpose: Provides formula-based funding for cities and counties for road maintenance, rehabilitation, and critical safety projects.
Eligible Activities: Pavement repair, ADA upgrades, safety enhancements, sidewalk improvements.

Sustainable Transportation Planning Grants
Administered by: Caltrans Division of Transportation Planning
Purpose: Funds local and regional planning to support sustainable, multimodal transportation systems.
Eligible Activities: Sustainable Communities, Climate Adaptation, and Strategic Partnership planning projects.

Affordable Housing and Sustainable Communities (AHSC)
Administered by: Strategic Growth Council & Department of Housing and Community Development
Purpose: Funds housing and transportation projects that reduce GHG emissions by supporting infill and transit-oriented development.
Eligible Activities: Active transportation improvements linked to affordable housing and transit.

Urban Greening Program
Administered by: California Natural Resources Agency
Purpose: Supports projects that reduce GHG emissions through green infrastructure and community greening.
Eligible Activities: Urban trail systems, complete streets, and pedestrian/bicycle corridors.

Transformative Climate Communities (TCC)
Administered by: Strategic Growth Council & Department of Conservation
Purpose: Funds community-led, place-based projects in disadvantaged communities integrating housing, transportation, and green infrastructure.
Eligible Activities: Bike/pedestrian networks, urban greening, and multimodal connectivity.

Sustainable Transportation Equity Project (STEP)
Administered by: California Air Resources Board (CARB)
Purpose: Supports community-driven transportation and land use planning to improve mobility without personal vehicle reliance.
Eligible Activities: Bike and pedestrian infrastructure, clean mobility pilots, and engagement programs.

Regional/Local

Community Action Resource and Empowerment (CARE)
Administered by: Metropolitan Transportation Commission (MTC)
Purpose: Strengthens community partnerships to implement community-driven projects that enhance livability and equity across the Bay Area.
Eligible Activities: Community-led mobility, public space, or safety improvements that advance regional equity and climate goals.

Go Sonoma Sales Tax Funding
Administered by: SCTCA
Purpose: Sonoma became a self-help county in 2004 when it passed the Traffic Relief Act known as Measure M. In 2020, voters approved a measure to extend Measure M sales tax funding for an additional 20 years with no increase in existing sales tax rates. This extension was known as the Go Sonoma Act. Example priority projects in Rohnert Park include the Redwood Drive Bridge Replacement and Trail to Crane Creek Regional Park

Eligible Activities: SCTCA administers Go Sonoma tax revenue to maintain roads, keep traffic moving, improve safety, build bikeways and pathways, increase bus service, and provide a local match for big priority projects.

Non-Traditional

Rohnert Park and partners may need to consider other related sources of funding and partnerships, such as with organizations which work on community health and wellness issues. Community foundations, such as the Robert Wood Johnson Foundation and Community Foundation of Sonoma County may be able to provide or supplement funding from other sources for priority projects in EPC neighborhoods.

Monitoring Progress

SCTCA, in conjunction with local agency staff, tracks progress on CBTP recommendations with each update of the Countywide Comprehensive Transportation Plan (CTP). The CBTP Projects Inventory provides an update on project status and a reason for the status. The CTP is updated every four to five years, which provides an accountability check for implementation of the priority projects identified in this CBTP. SCTCA will also monitor and alert city and agency staff to new funding opportunities that align with CBTP projects.

#	Project Name	Neighborhood and Jurisdiction	Project Status as of June 2021	Status Reason
49	CityBus Evening Service Extension	Roseland Community-Based Transportation Plan	Schedule modifications were implemented with Reimagining CityBus; however, hours of operation are relatively the same. Sunday service is now provided on all routes	Additional funding needed to expand hours of service
50	CityBus Frequency Improvements	Roseland Community-Based Transportation Plan	Route 2/2B (formerly 9/9W) weekday headways reduced from 30 to 15 minutes from Transit Mall to Stony Point Rd. and weekend headways reduced from 60/75 to 30/45. Hourly Sunday service added on route 15.	Revenue neutral service improvements from Reimagining CityBus
51	Restructured Transit Service (Route 20)	Roseland Community-Based Transportation Plan	Transit service restructured through implementation of Reimagining CityBus after extensive outreach. Trunk portions of routes 2/2B, 12, and 15 are now bi-directional with tail loop ends.	Unfunded Phase II of Reimagining CityBus would increase bi-directional service and extend routes 12 and 15.
52	Bus Stop Improvement	Roseland Community-Based Transportation Plan	Benches have been installed at an additional four bus stops in Roseland.	

Figure 11: Snapshot of CBTP Projects Inventory from *Moving Forward 2050*

Parallel Efforts

Local and regional jurisdictions are working on parallel efforts to the CBTP update. Some of the recent efforts are listed below.

- **Downtown District Buildout:** The City of Rohnert Park is currently in negotiations with a developer to design and construct the new planned downtown adjacent to the Rohnert Park SMART station. Construction of the downtown is planned to begin as early as 2027 with affordable housing as one of the first components.
- **Snyder Lane and Keiser Avenue Traffic Signal Project:** The City of Rohnert Park is installing a new traffic signal and widening Snyder Lane to two lanes in each direction between Keiser Avenue and Circulo Grande. The project will also add new pedestrian access ramps, sidewalks, and streetlights. Work is expected to be completed by the end of 2025.
- **MASCOTS:** The Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) is focused on making travel more efficient between Sonoma and Marin counties, as well as to and from San Francisco. Transit riders can expect shorter travel times and cost savings thanks to frequent bus and SMART rail service, along with easy transfers along the U.S. 101 and SMART corridor. Relevant to the study area, the pilot service reconfiguration will increase SMART train frequency and will offer stronger local bus connections to SMART stations.
- **Redwood Bikeshare:** Launched as a two-year pilot program in October 2024, central Rohnert Park has a dozen racks. Usage has steadily increased since launch day and travel patterns may change as residents and visitors get used to the system and incorporate bikeshare trips into their regular routines.

Appendix A. Engagement Activities

Focus Groups

Focus Group 1: Copeland Creek Apartments

On March 19th, 2025, the project team hosted a focus group at the Copeland Creek Apartments. There were 10 participants in the event, at least one Spanish speaker, and most participants were over 60 years old. 9 of the participants were residents and one was an employee.

Key Themes (regarding CBTP):

- Strong desire for more **"senior-friendly" design** across Central Rohnert Park. Participants feel their community is **walkable**, and enjoy being close to nearby amenities like shopping and services (e.g. banks, post office). While people shared that their apartments were well situated with nearby commercial amenities to comprise a connected community, but better and safer access is needed.
- Widespread concerns about **sidewalk quality**. Many are broken, raised, or uneven, posing challenges for people using walkers, wheelchairs, or strollers. Noted problem areas include Enterprise Dr, Commerce Blvd, and near KFC.
- **Improved crossings** are needed, especially near the Senior Center and along Enterprise Dr and Commerce Blvd. Suggestions included new RRFBs and more visible or effective traffic-calming features.
- The Rohnert Park Expressway (**RPX) corridor** is viewed as unsafe and uncomfortable for people walking or biking due to fast traffic and narrow sidewalks.
- Interest in **better transit connections or shuttles** to SSU and, especially, the Green Music Center.

Key Themes (regarding the overcrossing):

- Mixed feedback on the bike/ped overcrossing project. Some called it a "waste of money," while others saw it as essential for improving safety and access to destinations like Cotati, Lowe's, and Redwood Dr on the west side, and Safeway, Raley's and the SMART station on the east side.

- Interest in more benches, shade, and rest areas along walking routes, especially for older adults and those with limited mobility.
- Safety concerns on the trail: issues with graffiti, loitering, and nighttime visibility, particularly on the bridge and access walkway near Copeland Creek Apartments. Some suggested installing security cameras and adding lighting (e.g., solar lights).
- Desire for additional trail amenities on the Copeland Creek Trail. Participants liked the picnic tables and trash cans on Hinebaugh Creek Trail and suggested similar features here, plus play areas and dog parks.

Focus Group 2: Labath Landing

The project team hosted another focus group at Labath Landing on April 9th, 2025. There were about 12-14 focus group participants. All participants live in Rohnert Park at Labath Landing, on the west side of Hwy 101, proximate to the CBTP study area. All participants are formerly homeless. A few participants were older than 60 years old.

Key Themes:

- **Safety**: people were concerned about safety and crashes for all modes but especially people walking and biking.
- **Bridge**: people were generally excited about the bridge. Many people also use the Hinebaugh Creek trail (closer to Labath Landing) and supported additional bridges.
- **Walking/biking**: the group had a high proportion of people who walk and bike in Rohnert Park and around the County. They appreciate the trail network and acknowledge that more can be done to improve conditions for people walking/biking in Rohnert Park.
- **Rohnert Park Expressway**: concerns were shared about RPX, in terms of safety and comfort for people walking/biking.
- **Transit**: in terms of bus service, people complained about long wait times and suggested buses accommodate larger items like granny carts for shopping trips.

Focus Group 3: Rohnert Park-Cotati Regional Library

On May 2nd, 2025, the project team held two focus group sessions at Rohnert Park-Cotati Regional Library. There were about 10 focus group participants: 5-6 in the first group around 11:00 AM, and 4 in the second group around 12:00 PM. About 5 other people chose to fill out and return the written survey without participating in the group discussion.

Key Themes:

- **Walking and Pedestrian Safety**: Many participants expressed concerns about pedestrian safety and comfort, especially along the Rohnert Park Expressway (RPX), Golf Course Drive, Commerce, and State Farm Drive. These areas were described as high-speed, unsafe, and lacking shade and lighting. Several near-miss incidents were reported. Improved crossings, slower vehicle speeds, and better lighting are critical needs.
- **Biking and E-Bikes**: Biking is popular in the area, and e-bikes are growing in popularity. Participants noted a lack of protected bike lanes and secure bike parking. Key concerns included safety on major streets (e.g., RPX, Golf Course Drive, near Safeway), bike theft and lack of secure bike parking, and the need for more connected, family-friendly bike paths that link to surrounding communities (e.g., Santa Rosa, Cotati). A 15 mph speed limit on multiuse paths was suggested for safety.
- **Bus Transit (SCT)**: Riders appreciate the local bus routes (10, 12, 14) but see opportunities for improved service, such as a circulator route along RPX, Snyder, and Golf Course Drive, and better connections to westside destinations like Walmart and the Casino. Concerns were raised about cleanliness and maintenance at stops, especially near Safeway (and the Casino), reliability, and the lack of real-time info. Suggestions included real-time arrival info, selling passes at the library, and expanding free Wi-Fi access at bus stops.

- **SMART Train & Station Access**: While some use SMART regularly, access was noted as a challenge, especially crossing RPX and bringing strollers or bikes on-board. Participants liked the idea of improving the pedestrian crossing to the station across RPX (and even suggested a new pedestrian/bike overcrossing there).
- **Highway 101 Bike/Ped Overcrossing (BPOC)**: There was enthusiasm for the proposed bike/ped overcrossing over Highway 101. People saw it as both functional and a potential regional destination if designed with creative architecture. Participants viewed it as a safer, more pleasant alternative to crossing RPX.
- **Key Problem Areas Identified**: Frequent safety issues were noted along RPX (especially near Panera and at State Farm Dr intersection) and along Golf Course Dr. The Civic Center/library area also needs better connectivity to nearby neighborhoods and shopping centers. Lighting is poor near Mary's Pizza, the Dog Park, and along RPX at night.
- **Desire for a Slower, Safer Community**: Some voiced a broader vision for a more relaxed, family-oriented Rohnert Park with safer streets, less speeding, and infrastructure that supports walking, biking, and a slower pace of life.
- **Regional Connectivity and Quality of Life**: Participants want better bike/ped connections to nearby communities like Santa Rosa, Cotati, and even Petaluma/Penngrove and Marin, supporting both everyday use and recreational outings.

Targeted Pop-up Events

Event 1: 24-Hour Fitness

On March 26th, 2025, the project team tabled outside the 24-Hour Fitness. There were about 25 attendees. Key themes discussed during the pop-up include bicycle and pedestrian safety, more bicycle paths needed, and shuttle service around Rohnert Park. Other suggestions included facilitating electric scooter usage and introducing scooter rental services, better walking trails, and electric and AV shuttles as solutions.

Event 2: Raley's

On March 28th, 2025, the project team tabled at the Raley's in Rohnert Park and spoke to about 15 attendees and passed out more than 20 flyers by the US Post Office. Key themes discussed during the pop-up include bicycle and pedestrian safety (more bike lanes and shared use paths, improved connections on walking paths, safety improvements) as well as access to and from the SMART station.

Event 3: Petaluma Health Center

On April 7th, 2025, the project team interacted with ten people at the Petaluma Health Center. Key themes are discussed below:

Key Themes:

- Many attendees regularly use and rely on the Sonoma County public transportation system
- Have the bus stop inside the health center to drop off older folks and community members with disabilities
- Have the bus come more consistently and improve the routes. One lady mentioned "it took me 3 hours to get here from where I live to the health center" due to the bus routes.
- Assess candidate bus drivers' friendliness and their ability to remain patient before making hiring decisions.
- Better, more visible bike lanes.

Event 4: SMART/ Copeland Creek Trail Pop-up

The project team tabled at the intersection of SMART Trail and Copeland Creek Trail near Seed Farm Drive on April 13th, 2025. The team talked to about 30 people and handed out flyers to 10-20 more people. Most participants live in Rohnert Park, in or near the study area. A few participants were older than 60 years old and a few were younger than 18 years.

Key Themes:

- **Strong Community Support for Trails and Paths**: Residents consistently praised Rohnert Park's path network, especially the SMART path and Copeland Creek Trail. Many prefer using trails over sidewalks or streets and see them as a key reason for choosing to live in the area.
- **Trail Access Improvements**: Community members highlighted the need for safer, more direct trail connections to key destinations including Safeway/Raley's, Walmart, Target, and the Mary's Pizza/*Future* Brewsters area.
- **Support for the Highway 101 Overcrossing**: There was widespread support for the proposed pedestrian/bike overcrossing at Copeland Creek, especially as an alternative to crossing along RPX. One community member shared a preference for an undercrossing or gentler grade-separated option for accessibility. Residents also supported extending paths westward, including a connection to Stony Point Road.
- **Safety Concerns for Walkers and Cyclists**: Participants shared concerns about pedestrian and bike safety, including high vehicle speeds on RPX, poor driver yielding behavior at crossings, and dangerous conditions along RPX and near Taco Bell. Concerns were also raised about a recent incident involving violence on the Copeland Creek Trail.
- **Sidewalk and Trail Maintenance**: Broken pavement, sidewalk damage from tree roots, divots, and debris in bike lanes (e.g., Seed Farm Drive) were common complaints. A specific concern was noted for the trail leading to Safeway/Raley's, which has poor lighting and pavement issues near a grate.

- **Trail Amenities**: Requests included additional benches, especially for the elderly, more dog parks (especially along Copeland Creek and the north part of the study area), and enhanced lighting, balanced with maintaining a natural environment.
- **SMART Trail and Station Access**: There were calls for more access points to the SMART path and safer connections between the station and surrounding destinations.
- Bike Friendly Maps & Google Map updates to include trails and walkways.

Community Presentations

Presentation 1: Evergreen Elementary School PTA Meeting

On March 27th, 2025, the project team met with approximately 20 to 25 parents and school administrators to discuss transportation safety around local schools. The discussion focused on pedestrian and bicycle safety, traffic calming needs, and improving street lighting in the study area. Participants also highlighted the importance of enhancing Safe Routes to School programs to better support students' daily travel.

Presentation 2: Sonoma State University Planning Practice & Methodology Class presentation

On April 8th, 2025, the project team presented to approximately 20 participants in the Planning Practice and Methodology class at Sonoma State University. The discussion focused on bike and pedestrian safety, general traffic safety, and concerns about vehicle speeds along Rohnert Park Expressway. Participants shared observations and ideas for improving safety and reducing speeding in the surrounding area.

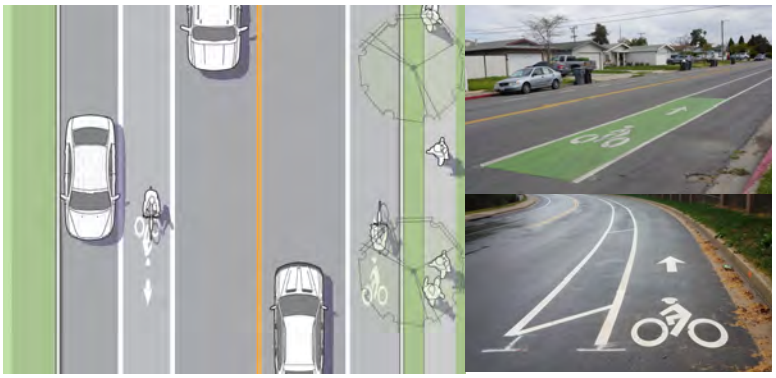
Appendix B. Glossary of Improvements

Types of Bicycle Lanes

Class I: Multi Use Path

Class I bikeways, also known as bike paths or shared-use paths, are facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Some systems provide separate pedestrian facilities. Class I facilities support both recreational and commuting opportunities. Common applications include along rivers, shorelines, canals, utility rights-of-way, railroad rights-of-way, within school campuses, or within and between parks.

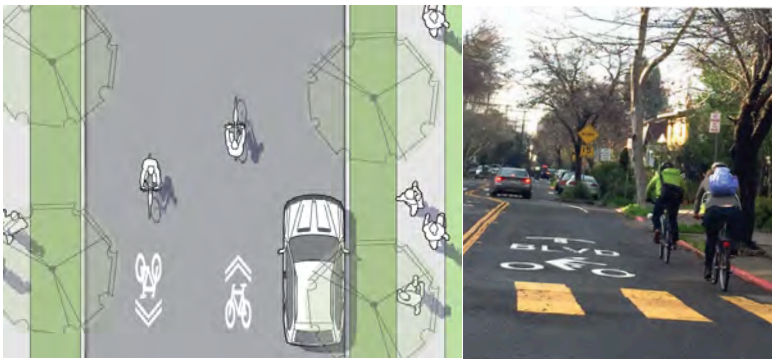
Class II: Bike Lane/ Buffered Bike Lane



Bike Lane
Class II bikeways are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Contraflow bike lanes can be provided on one-way streets for bicyclists travelling in the opposite direction.

Buffered Bike Lane
A buffered bike lane provides greater separation from an adjacent traffic lane and/or between the bike lane and on-street parking by using chevron or diagonal markings. Greater separation can be especially useful on streets with higher motor traffic speeds or volumes.

Class III: Bike Boulevard



A Bicycle Boulevard is a shared roadway intended to prioritize bicycle travel for people of all ages and abilities. Bicycle Boulevards are typically sited on streets without large truck or transit vehicles, and where traffic volumes and speeds are already low, or can be further reduced through traffic calming.

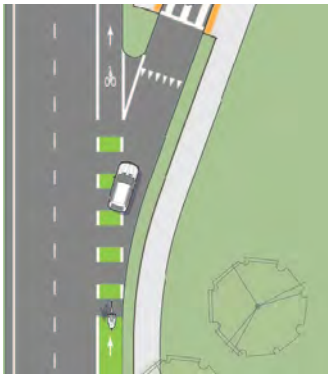
Class IV: Protected Bike Lane/ Separated Bikeway

A Class IV separated bikeway, often referred to as a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature. The separation may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking. Separated bikeways can provide for one-way or two-way travel. By providing physical separation from motor traffic, Class IV bikeways can reduce the level of stress, improve comfort for more types of bicyclists, and contribute to an increase in bicycle volumes and mode share.

Bicycle Safety Interventions

Bike Signal

A traffic signal specifically designed to control the movement of bicycles at intersections, operating either independently or in coordination with traffic signal. Separates bicycle movements from conflicting motor vehicle, streetcar, light rail, or pedestrian movements enhancing safety and visibility for cyclist navigating through an intersection.



Conflict Striping

Dashed green markings in bike lanes near or through intersections increasing bicyclist visibility and identifying potential conflict points so both bicyclists and motorists use caution when traversing the area.

Protected Intersections

Protected intersections incorporate physical barriers, such as raised medians, corner islands, curb extensions, and colored paint to delineate bicycle and pedestrian movements across an intersection. It reduces the risk of conflicts between modes, reduces vehicle speeds, and shortens pedestrian crossing distance.

Roundabout with Bike Tracks

Roundabouts with separate bike tracks are designed to enhance safety and efficiency at intersections. They allow for easier decision-making and reduce conflict points, which can lead to fewer crashes. These roundabouts typically feature separated bike lanes that can be continued through the roundabout, ensuring visibility for cyclists and maximizing safety.

Bike Box

A designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

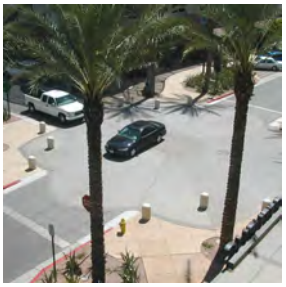
Two-Stage Turn Queue Bike Box

A Two-Stage Turn Queue Bike Box is a designated area marked at the head of the intersection, just in front of the motor vehicle stop line, for cyclists to position themselves ahead of the motor vehicles. Provides bicyclists with a means of safely making a left turn at a multi-lane signalized intersection from a bike lane or cycle track.

Pedestrian Safety Interventions

Raised Crosswalk

A Raised Crosswalk is a pedestrian crosswalk that is typically elevated 3-6 inches above the road or at sidewalk level. A Raised Crosswalk improves safety by increasing crosswalk and pedestrian visibility and slowing down motorists.



Raised Intersection

Elevates the intersection bringing vehicles to sidewalk level. Serves as a traffic calming measure by creating a visual and physical reminder for drivers to reduce their speed.

Daylighting

Daylighting is the practice of improving visibility and safety at intersections by prohibiting parking next to crosswalks, typically through use of a painted red curb.

Curb Extension/ Bulb-out

Curb extensions (also called bulb-outs) extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space at key locations; they can be used at corners and at mid-block.

High-Visibility Crosswalk

A high-visibility crosswalk has a striped pattern with ladder markings made of high-visibility material, such as thermoplastic tape, instead of paint. A high-visibility crosswalk improves safety by increasing the visibility of marked crosswalks and provides motorists a cue to slow down and yield to pedestrians.

Refuge Island

A Raised Median, or Refuge Island, is a raised barrier in the center of the roadway that can restrict certain turning movements and provide a place for pedestrians to wait if they are unable to finish crossing the intersection, reducing the number of potential conflict points with designated zones for vehicles to turn and reducing the exposure time for pedestrians crossing the intersection.

Protected Intersections

Protected intersections incorporate physical barriers, such as raised medians, corner islands, curb extensions, and colored paint to delineate bicycle and pedestrian movements across an intersection. reducing the risk of conflicts between modes, reduces vehicle speeds, and shortens pedestrian crossing distance.

Rectangular Rapid Flashing Beacon

A rectangular rapid flashing beacon (RRFB) is a pedestrian-activated flashing light with additional signage to alert motorists of a pedestrian crossing. An RRFB improves safety by increasing the visibility of marked crosswalks and provides motorists a cue to slow down and yield to pedestrians at uncontrolled intersections.

Prohibit Right Turn on Red

Prohibiting right-turn-on-red movements can be used in locations where obstructions prevent right-turning vehicles from seeing on-coming traffic or where high pedestrian volumes are present.

Leading Pedestrian Interval and Pedestrian Recall

At intersection locations that have a high volume of turning vehicle and have high pedestrian vs. vehicle crashes, a leading pedestrian interval gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left or right.

Speed Management Strategies

Speed Feedback Sign

A speed feedback sign notifies drivers of their current speed, usually followed by a reminder of the posted speed limit. A speed feedback sign improves safety by providing a cue for drivers to check their speed and slow down, if necessary.

Raised Crosswalk

A Raised Crosswalk is a pedestrian crosswalk that is typically elevated 3-6 inches above the road or at sidewalk level. A Raised Crosswalk improves safety by increasing crosswalk and pedestrian visibility and slowing down motorists.

Speed Limit Reduction

Setting speed limits to reflect the surrounding context of the roadway and that meet with driver expectations can help improve driver respect for speed limits. Lower speed limits allow for shorter stopping distances, reduce the likelihood of collisions, decrease the severity of crashes, and enhance the overall experience for pedestrian and bicyclists.

Curb Extension/ Bulb-out

Curb extensions (also called bulb-outs) extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space at key locations; they can be used at corners and at mid-block.

Speed Hump, Speed Table, or Speed Cushion

These traffic calming devices use vertical defection to raise the entire wheelbase of a vehicle and encourage motorists to travel at slower speeds to avoid damage to the undercarriage of an automobile.

Centerline Hardening

Centerline hardening is the installation of physical barriers or delineators separating two opposing traffic lanes. The enhanced visibility and lane narrowing reduces lane departure crashes and head on-crashes.

Traffic Circle

Traffic circles are small, circular islands typically installed at intersections to reduce vehicle speeds, improve safety, and enhance traffic flow. They often feature a raised central island with minimal intersection modifications and include intersection controls.

Lane Narrowing

Lane narrowing can encourage motorists to travel at slower speeds, which can reduce the severity of crashes.

Pinchpoint

Chokers or pinchpoints restrict motorists from operating at high speeds on local streets and significantly expand the sidewalk realm for pedestrians.

Median Barrier

Barrier in the center of the roadway that physically separates opposing vehicular traffic and controls access to and from side streets and driveways, reducing conflict points.

Appendix C. Transit Recommendations

Introduction

This memo presents recommendations for Sonoma County Transit based on feedback gathered from the central Rohnert Park community during the CBTP development process. Descriptions of engagement activities can be found in Chapter 4 of the Rohnert Park CBTP. Recommendations in this memo include those presented at the June 2025 transit TAC meeting and new suggestions community members proposed during round 2 of engagement in August 2025. Projects that involve coordination between the City of Rohnert Park and transit agencies, such as crossing improvements adjacent to stops, are included in the CBTP project list.

The ongoing MASCOTS effort has been occurring in parallel with CBTP development and has identified several changes to Golden Gate Transit (GGT), Sonoma County Transit (SCT), and Sonoma-Marin Area Rail Transit (SMART) to create a more unified and efficient transit service in Marin and Sonoma County. Community feedback related to pre-MASCOTS restructuring assumptions, primarily those related to GGT routes, are not included in this document.

Community Suggestions

Figure 10 below shows where community members requested additional stops or additional amenities at existing stops. Generally, community members would like more amenities at additional locations, a few additional bus stops, and higher frequency on weekends and school routes.

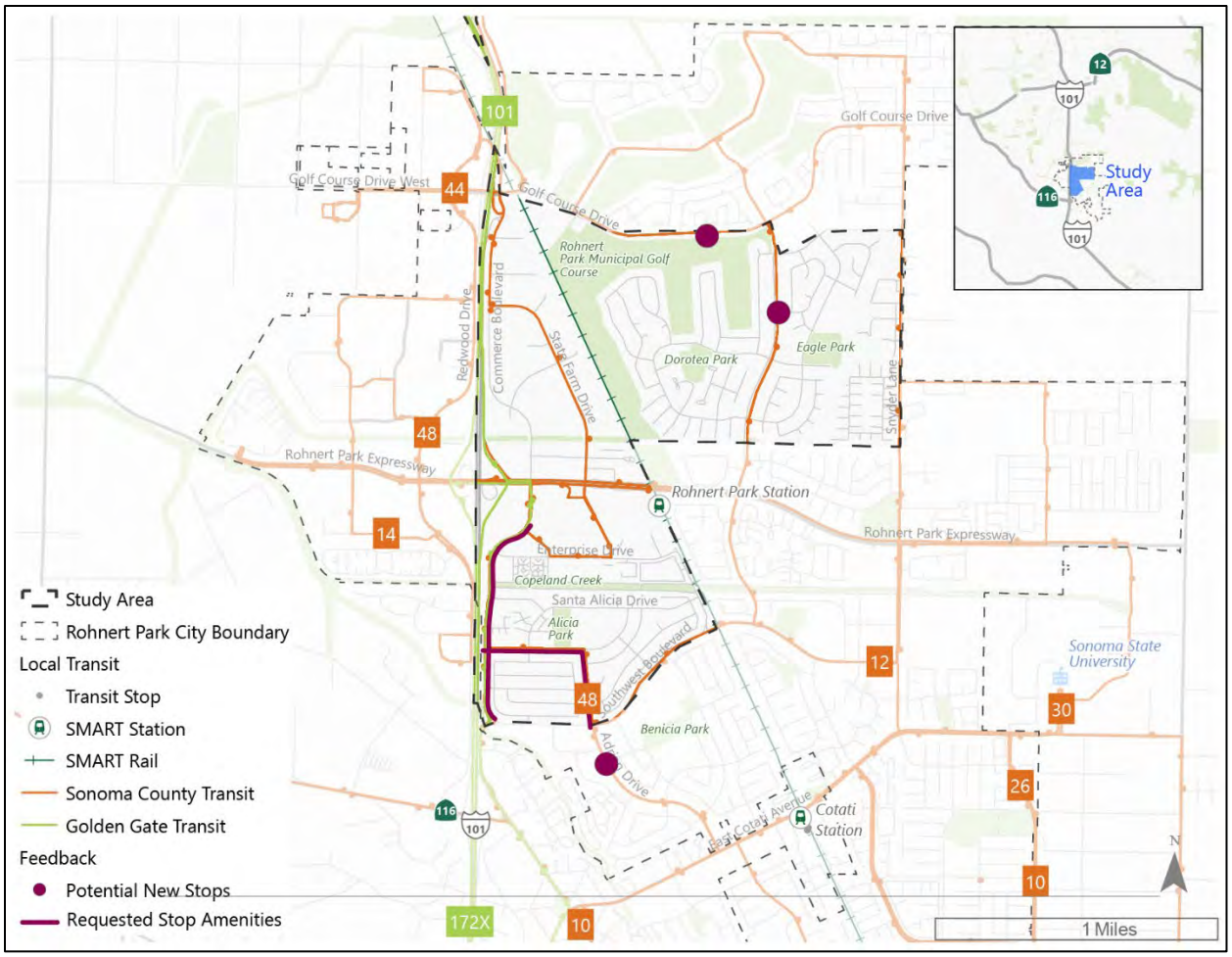


Figure 12. Community Transit Requests

Amenities

1. Add real-time arrival information to stops along Rohnert Park Expressway, Commerce Boulevard, and Adrian Drive.
2. Coordinate with Rohnert Park to improve lighting along route 48 and route 44 on Commerce Boulevard and Adrian Drive.
3. Add bus shelters at stops on Commerce Boulevard and Adrian Drive.

Coordination and Operations

Suggestions 1 and 2 require coordination with MTC and SMART and the remainder of the recommendations are about SCT operations.

1. Coordinate with MTC to add a Clipper machine at the public library.
2. (SCT and SMART) Improve coordination between Sonoma County Transit and SMART schedules.
    a. SCT shared during the June 2025 transit TAC that this may be challenging due to school schedules; consider this for non-school routes.

3. (SCT) Consider relocation of the main Rohnert Park transfer point for Sonoma County Transit on Commerce Boulevard to the SMART station.
    a. This feedback was collected as part of the MASCOTS effort
4. (SCT) Increase weekend frequency.
5. (SCT) Add bus service from Rancho Cotati High School to B Section.
    a. This comment was received during round 2 of engagement.

Additional Stops

Community members indicated interest in additional stops during both round 1 of engagement and round 2 of engagement. Stops discussed at the June 2025 Transit TAC meeting are included in the recommendations list, while stops proposed after that meeting are included as potential opportunities.

1. In coordination with the CBTP Evergreen Elementary access improvement project, add a bus stop at Elizabeth Ave and Country Club Lane (Route 14, Route 12).
    a. This stop addition was discussed at the June 2025 transit TAC.
2. Explore feasibility of bus stop additions at the following locations:
    - Golf Course Drive and Francis Circle (Route 14)
    - Adrian Drive and Santa Barbara Drive (Route 44, Route 48)

Pedestrian Access

1. Coordinate with the City of Rohnert Park to improve access to the Commerce Boulevard bus stop south of Arlen Drive.
    a. This is in the CBTP project list