

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: Baseline Conditions.

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 downtown district is located in the study area, adjacent to the Rohnert Park SMART station, and once built will contain new 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 suggest 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 intersection to 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 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 Plan \(2016\)](#)

The Central Rohnert Park Priority Development Plan lays out the creation of a new Downtown District and incentivizes the construction of new residential units, new retail, new office space, and new public buildings, parks, and bicycle and walking pathways. The entire priority development area is located within the CBTP area. Features such as common space, pedestrian walkways, greens, or paseos are encouraged and should be added as sites redevelop to improve bike and pedestrian connectivity. The city has chosen 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 will begin in 2027 with affordable housing as the first component.

[*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 Plan. The form-based code covers only the downtown district, rather than the entire priority development area, 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.

[*Roundabout Feasibility Study \(ongoing\)*](#)

The City of Rohnert Park is currently conducting a roundabout feasibility study to evaluate roundabouts at the following locations in the study area:

- Rohnert Park Expressway and Commerce Boulevard
- Rohnert Park Expressway and State Farm Drive
- Golf Course Drive and Fairway Drive
- Golf Course Drive and Double Tree

The intersections listed above are located in the study area and the outcomes of this study may impact safety, roadway structure, and bicycle and pedestrian infrastructure if locations are identified as suitable for roundabouts.

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. SCTA is currently updating the CTP and the new plan is expected to be adopted in 2025.

[*Shift Sonoma County Plan \(2017\)*](#)

Shift Sonoma County describes how Sonoma County will work to decrease greenhouse gas emissions through 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 (ongoing)

The Sonoma Countywide Active Transportation Plan (ATP) updates the previous Countywide Bicycle and Pedestrian Master Plan (2008 – updated 2014) and incorporated new policies, guidelines, and best practices. The plan is consistent with the Sonoma County Vision Zero Action Plan and incorporates the 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 Authority (SCTA) and the Sonoma County Department of Health Services prepared a countywide *Vision Zero Action Plan* (VZAP) with the goal to eliminate traffic fatalities and severe injuries 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 Short Range Transit Plan (2021)

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 2022 short range transit plan describes goals, policies, and service changes to guide the next 7 years of SMART and analyzes performance measures and metrics. In developing the short-range transit plan SMART solicited feedback from riders about important changes to make post-covid service disruptions. Riders indicated that increased weekday frequency, reinstated weekend service, school-oriented schedules, and late evening service are important.

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 Authority (SCTA) has conducted a sequence of transit integration studies and reports to create an 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 to promote 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.

Baseline Conditions

This section is called baseline conditions because it describes existing conditions as well as specific projects or changes that have been recommended for the study area.

The central Rohnert Park study area 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. The study area 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 modes.

Demographics

The central Rohnert Park study area is comprised of two census tracts: 1513.05 and 1513.08. 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 a family. For example, car ownership rates are typically lower in lower income areas, resulting in a reliance on public transportation and active transportation.

Table 1: Socio-Economic Characteristics of the Central Rohnert Park Study Area

Attribute	CBTP Study Area		Sonoma County
Census Tract	1513.05	1513.08	
Population Size	6,385	5,055	481,812
Total Households	2,500	1,935	192,765
Population Identifying as Hispanic	51%	23%	30%
Renter Occupied Units	83%	50%	35%
Median Age	31.7	36.4	43.3
Median Household Income	\$76,780	\$106,593	100,707
Persons Below Poverty Line	11.4% (3% children, 28% older adults)	8.1% (0% children, 8% older adults)	8.9% (8% children, 9% older adults)

Source: [Censusreporter.org](https://censusreporter.org)

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 1. John Reed Elementary School and Evergreen Elementary School are located within the study area.

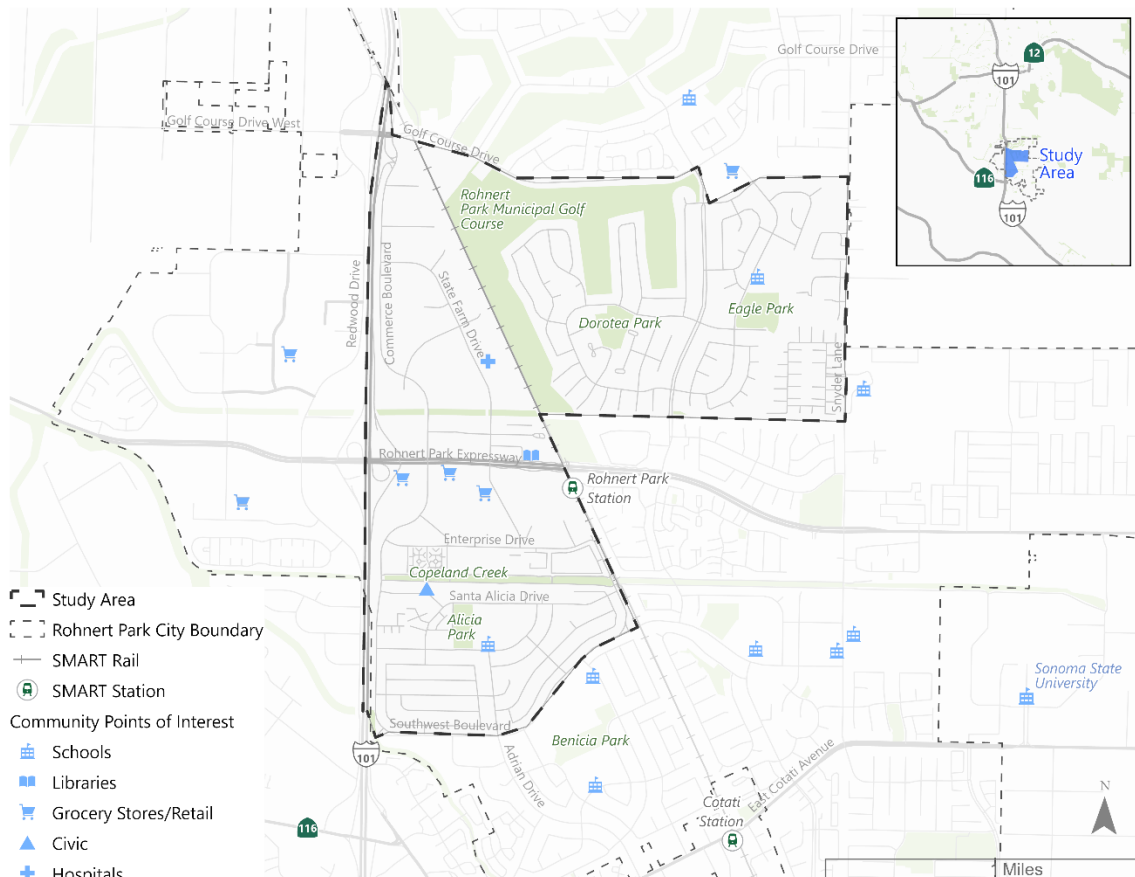


Figure 1. Community Destinations

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 as shown in Figure 2. 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 SCTA's Sonoma County Travel Behavior Study. Mobility barriers, shown below in Figure 2, 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 located 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 the 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.

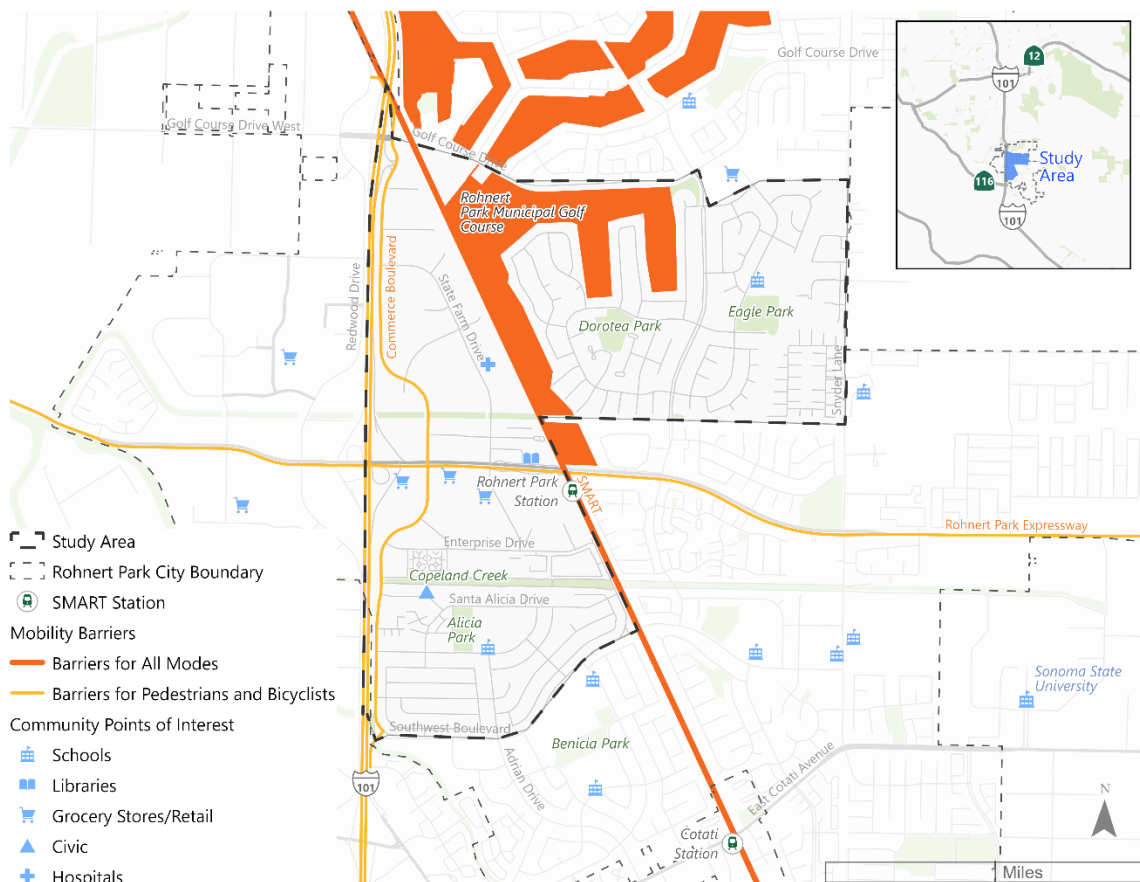


Figure 2. Mobility Barriers

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 multi-use 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 walking, biking, and rolling barriers 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 3.

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 SCTA 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.

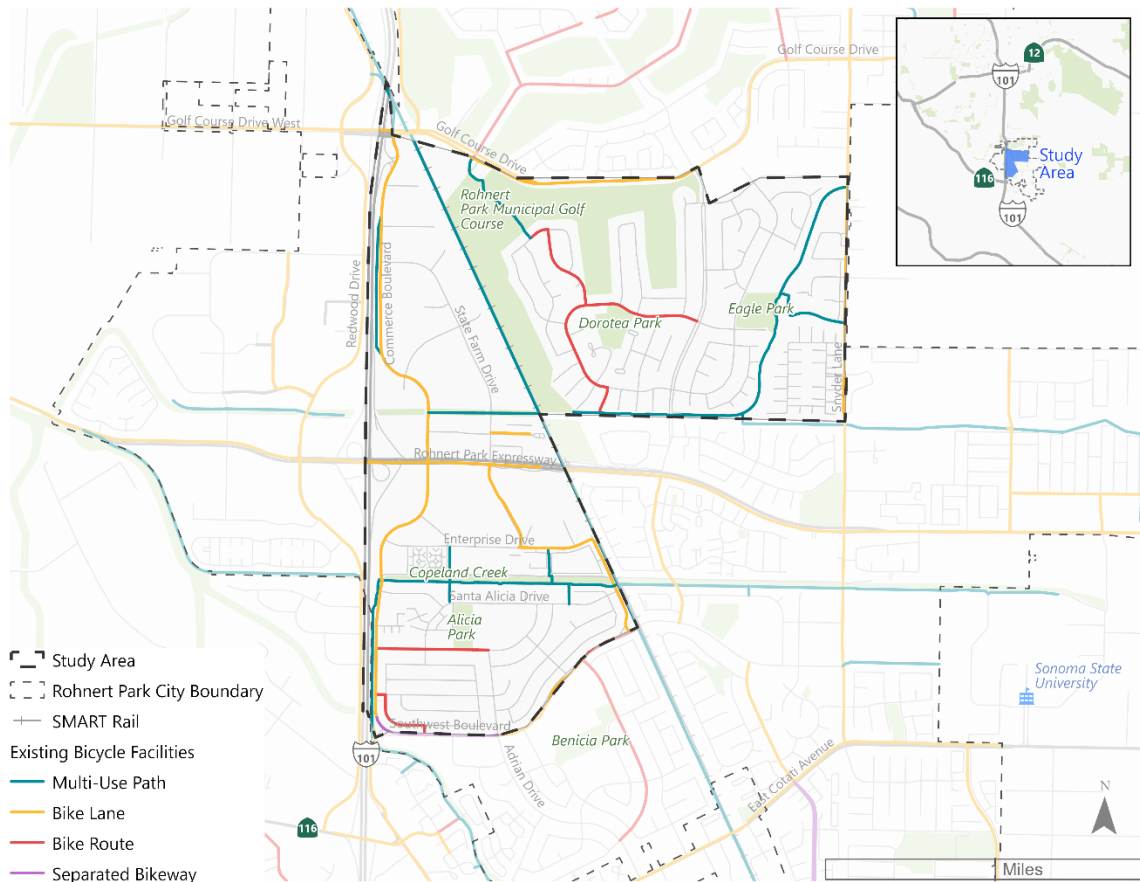


Figure 3. Existing Bicycle Infrastructure

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 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 lists the 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 4.

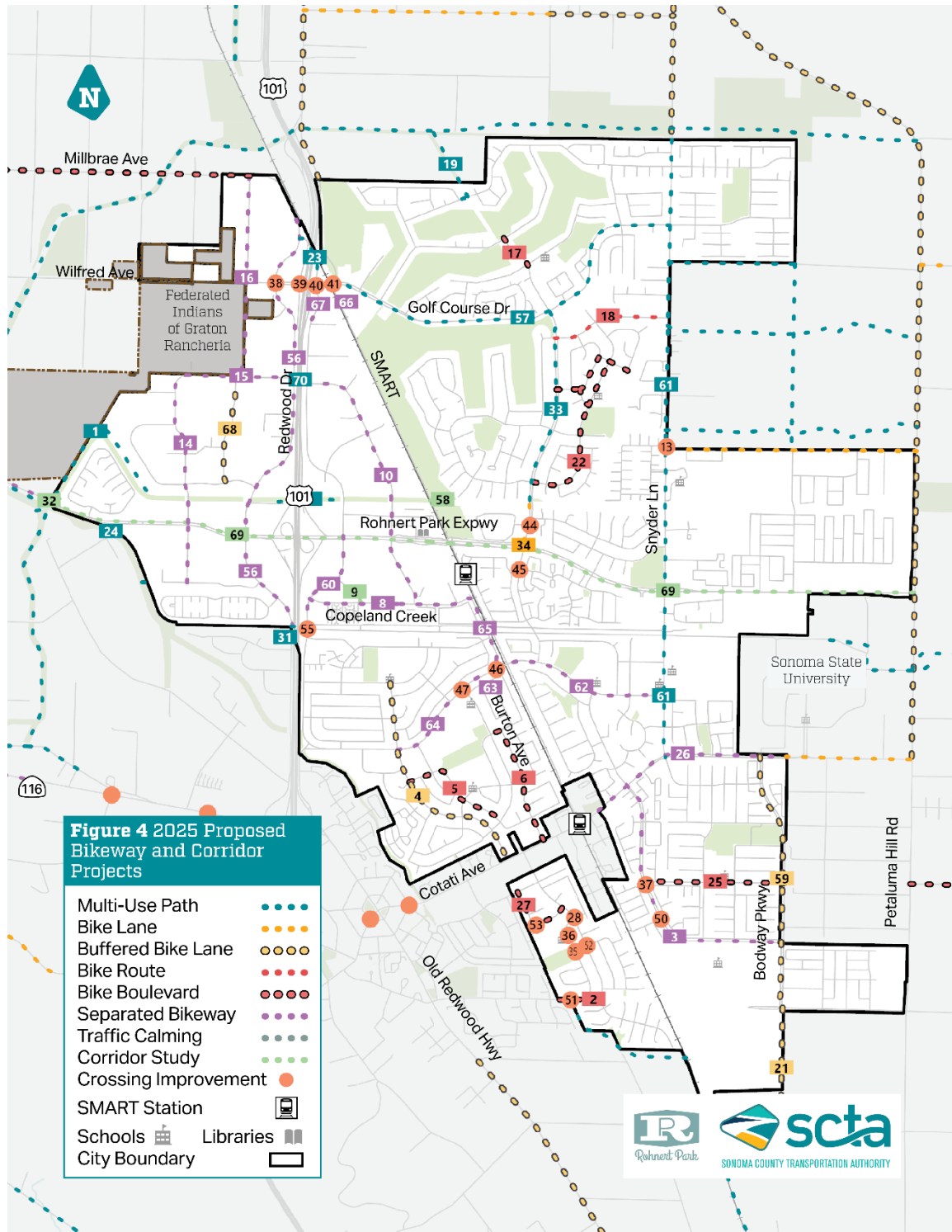


Figure 4. Proposed Bicycle Facilities and Pedestrian Crossing Improvements

The 2016 Priority Development Plan area is within the CBTP neighborhood and lists some of the same projects as the 2024 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 identifies a Copeland Creek Highway 101 crossing as a critical project to improve east-west connectivity in Rohnert Park. Along with the Copeland Creek crossing, adding an all-mode 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-Marín Area Rail Transit (SMART) are the local and regional operators in Rohnert Park. Sonoma County Transit (SCT) provides connections within Rohnert Park and to surrounding cities and communities. SCTA 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 5 (copied from Figure 3-7 of the SCTA Integrated Transit Plan).

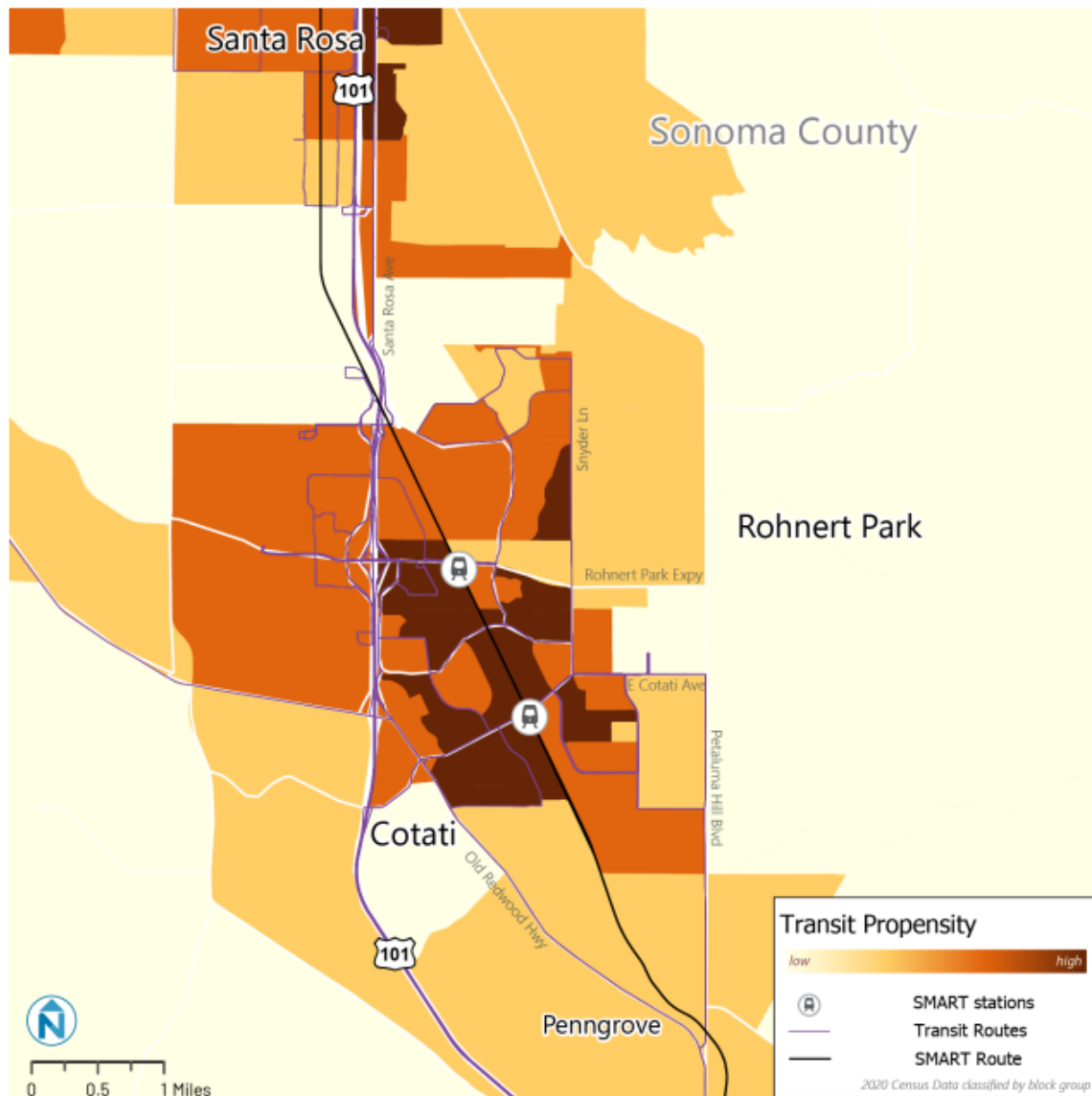


Figure 5. Transit Propensity

8 SCT bus lines serve Rohnert Park:

- 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
- 12/14 Northern Rohnert Park: Local route with approximately 30-minute service at combined stops. 12 and 14 serve overlapping routes, however 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
- 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 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:

- 101: Regional route with hourly service. Stops in the study area are located on the following streets:
 - Commerce Blvd
 - Rohnert Park Expy
- 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 6 below shows the existing transit network in Rohnert Park.

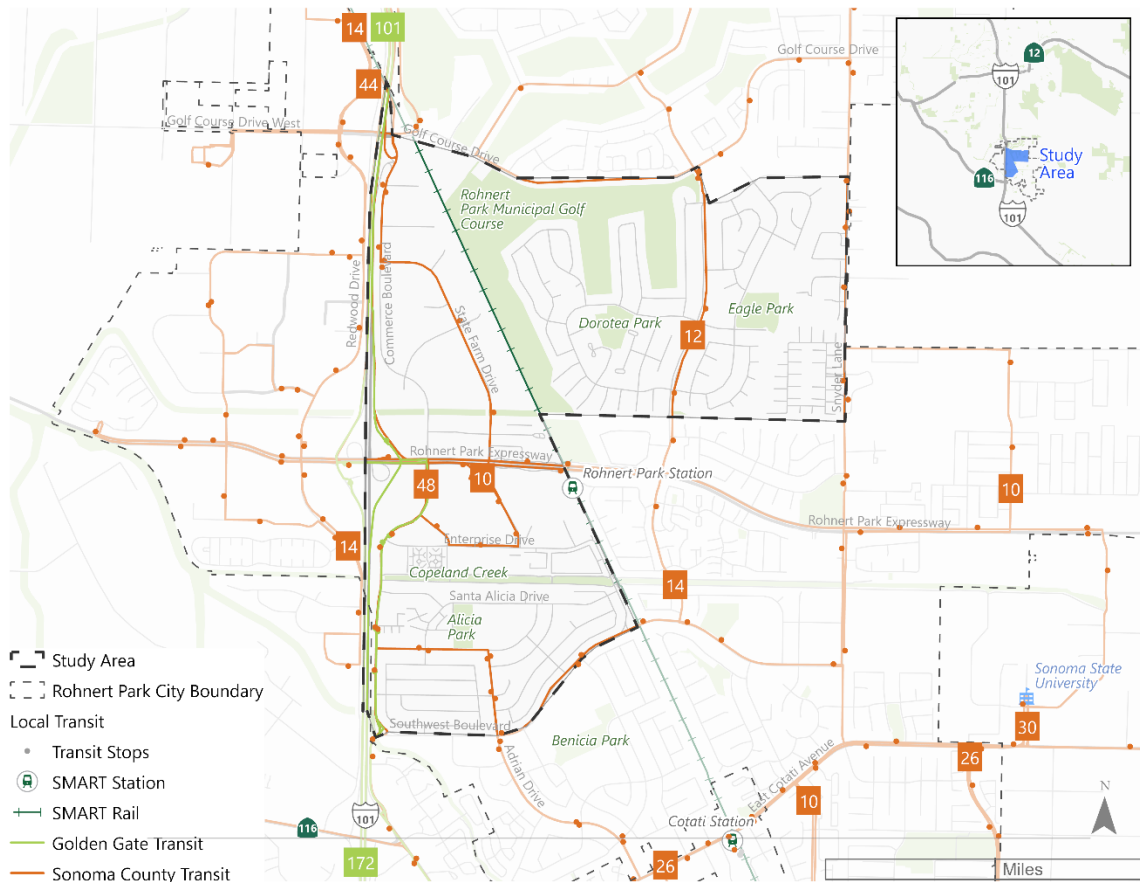


Figure 6. Existing Transit Service

In the SCTA Integrated Transit Plan, several suggestions for transit service changes in Rohnert were identified. Three microtransit services run by SCT– all located at least partially in the service area – could replace specific fixed routes including 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 7** below shows 2019-2023 crashes in Rohnert Park from the SCTA Vision Zero Data Dashboard.

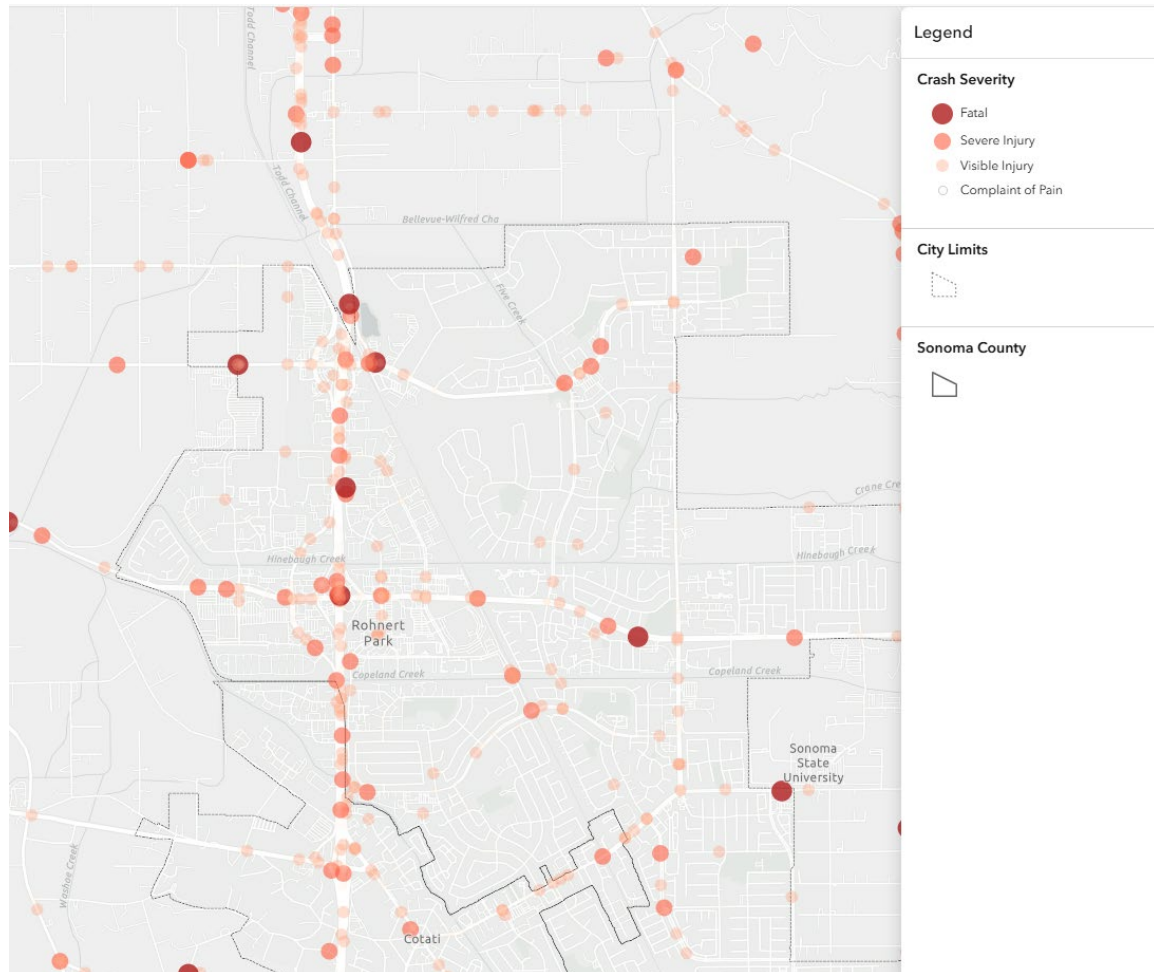


Figure 7. 2019-2023 Crashes

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 local opportunities from Active Transportation Program (ATP), One Bay Area Grant (OBAG), and the Congestion Mitigation and Air Quality program (CMAQ).