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City of Rohnert Park, 130 Avram Avenue, Rohnert Park, California 94928 (707) 588-2227 www.rpcity.org

**CITY OF ROHNERT PARK
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

REGULAR MEETING AGENDA

Monday, April 22, 2024, 5:30 p.m.

**LOCATION: Rohnert Park City Council Chambers, Rohnert Park City Hall,
130 Avram Avenue, Rohnert Park, California**

The City of Rohnert Park Bicycle and Pedestrian Advisory Committee (BPAC) welcomes your attendance, interest and participation at its regular meetings, scheduled on the fourth Monday of each month at 5:30 p.m., and its special meetings, which are scheduled as needed.

Public Comments during the Meeting: Members of the Public can provide public comment at the meeting. Comments are limited to three minutes per appearance with a maximum allowance of 30 minutes allotted per comment period. Members of the public may also provide advanced public comment by sending comments to the Senior Public Works Analyst by email at etacata@rpcity.org. Comments are requested by 3:00 p.m. on the day of the meeting.

American Disability Act Accommodations: Any member of the public who needs accommodations should email the ADA Coordinator at jcannon@rpcity.org or by calling 707- 588- 2221. The ADA Coordinator will use their best efforts to provide reasonable accommodations to provide as much accessibility as possible while also maintaining public safety in accordance with the City procedure for resolving reasonable accommodation requests. Reasonable accommodations information is on the City website at: https://www.rpcity.org/city_hall/departments/human_resources/a_d_a_and_accessibility_resources

Bicycle and Pedestrian Advisory Committee agendas and minutes may be viewed on the City's website: www.rpcity.org.

MEETING ITEMS

1. Call To Order/Roll-Call:

Jan Ogren (Chair) ___ Steve Keith (Vice-Chair) ___ Gary Gutierrez ___ Tim Hensel ___ Shirley Johnson ___

2. Introductions

3. Reading of the Land Acknowledgement

"The City of Rohnert Park acknowledges Indigenous Peoples as the traditional stewards of the land. Let it be acknowledged that the City of Rohnert Park is located within the traditional homelands of the Federated Indians of Graton Rancheria, comprised of Coast Miwok and Southern Pomo peoples."

4. Public Comments (on items not on the Agenda)

5. Consideration of Approval of Minutes of March 25, 2024 Meeting (Action)

6. Countywide and Rohnert Park Active Transportation Plan Update: Review of Planned Projects (Workshop/Discussion)

7. Bike Path Audits and Rohnert Park Summer Expo (5/18/24) (Discussion)

8. New Matters for Future Consideration (Discussion)

9. Adjournment (Action)

CERTIFICATION OF POSTING OF AGENDA: I, Eydie Tacata, Senior Public Works Analyst for the City of Rohnert Park, declare that the foregoing agenda for the April 22, 2024, Regular Meeting of the Rohnert Park Bicycle and Pedestrian Advisory Committee was posted and available for review on Friday, April 12, 2024, at Rohnert Park City Hall, Community and Senior Centers, Public Safety Main Building. The agenda is also available on the City web site at www.rpcity.org.

Executed this 12th day of April, 2024, at Rohnert Park, California.
Eydie Tacata, Senior Public Works Analyst



DRAFT

Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

5:30 PM, Monday, March 25, 2024
Rohnert Park City Hall, City Council Chambers
130 Avram Avenue, Rohnert Park, California

Members Present: Jan Ogren (Chair) X Steve Keith (Vice Chair) X
Gary Gutierrez X Tim Hensel X Shirley Johnson X

Non-Voting Participants: Eydie Tacata (Senior Public Works Analyst, City of Rohnert Park); Jim Barrios (BPAC Liaison, Rohnert Park Parks & Recreation Commission); Emily Shartin (Outreach and Advocacy Coordinator, Sonoma County Bicycle Coalition)

1. Call to Order

Chair Jan Ogren called the meeting to order at 5:30 PM.

2. Introductions

Chair Ogren commenced self-introductions.

3. Reading of the Land Acknowledgement

Gary Gutierrez, BPAC Member, read the Land Acknowledgement on the Meeting Agenda.

4. Public Comments

Emily Shartin, Outreach and Advocacy Coordinator (Sonoma County Bicycle Coalition), said that in preparation for Bike to Wherever Month, a Pre-Bike to Work Day Clinic would be held at the Trek store in Santa Rosa on April 6th, with free basic bike tune-ups, route planning tips, and toolkits available. Ms. Shartin also encouraged the City to have an Energizer Station for Bike to Work Day, which is Thursday May 16th this year. Jim Barrios, BPAC Liaison (Rohnert Park Parks & Recreation Commission) said that he would pass this information along to the Parks & Recreation Commission.

5. Consideration of Approval of Minutes for 2/26/2024 meeting

Shirley Johnson, BPAC Member, moved to approve the meeting minutes with corrections; Mr. Gutierrez, BPAC Member, seconded. The meeting minutes were approved by a vote of 5-0-0-0.

6. Bike Path Audits and Earth Day 2024 Event

Eydie Tacata, staff to the BPAC, reported that the Community Services Department is planning an event in May. The BPAC could recruit Bike Path Audit volunteers at that May 18th event. She called attention to the draft Bike Path Audit form in the packet, saying that Dustin DeMatteo, Sustainability Manager, was revising the form and wanted the BPAC's input on it.

Mr. Gutierrez noted that the form was limited on the asking questions on weather. He said that weather conditions are important for understanding why users are out on the path or not. For example, "sunny" may be indicated on the audit form, but if the weather is cold and windy, there may be no one on the path. People might not be on the paths even on a sunny day because of the cold, and not some other reason like path conditions.

Chair Ogren commented that there is no need for 3 questions about the time and duration of the audit: Start time and approximate duration of the visit are enough. They also noted the name change of the form and expressed support as long as the form is not called an “audit.”

There were questions about the form being both about the person conducting the audit, as well as about the people encountered on the path. Steve Keith, BPAC Member, asked for clarification on the value of noting path users. Mr. Gutierrez said that understanding path usage is important in prioritizing paths to fix first. If there is a path on a rehab list and that path isn't used as much as another, we can drop that less-used path off the list until later. Mr. Gutierrez said that he thought the audit's purpose was originally to capture information users of the paths. He gave examples of seeing people exercising, or holding shopping bags, headed to a bus stop, or walking their pets. Ms. Tacata confirmed that staff wants to understand how the paths are used, for example, whether mostly for “recreation” or for “utilitarian” trips like commuting or shopping. Mr. Gutierrez asked if there is a way to have drop-downs on the form to indicate different types of users.

It was concurred that the questions that pertained to the person conducting the audit – how they experience the path – should be in the beginning of the audit.

Chair Ogren remarked that it might be important to know the kind of equipment (i.e. pedal bikes, electric bikes or scooters, etc.) that are seen on the paths. They asked if City staff are interested in knowing this. Ms. Johnson said that the increased presence of e-bikes everywhere is bringing up issues of speed, who has the right-of-way, and general safety. Ms. Tacata said in a prior meeting, the BPAC discussed how to get at the issue of speed on this form, rather than whether a bike or scooter is electric or not. It was pointed out that someone on a pedal bike could travel as fast as on an e-bike; the issue is about the safety of users who travel at different speeds on the same path. Mr. Keith said that perhaps the issue then is really whether the path feels “uncomfortable” or “unsafe”, which gets to the use of the comment drop-down where someone can provide a more detailed explanation.

Mr. Barrios shared that in his background in public safety services, he was taught to steer away from language like “do you feel unsafe”, and rather, for example, “what potential hazards might be encountered here?” He said that this approach removes the “feelings” aspect and tries to get at more objective data. Ms. Shartin suggested a positive survey approach, instead of leading with the idea of “unsafe.” She gave an example of, “What would lead you to use the paths more?” The answers that could be obtained could be “I would use the paths more if they were well lit”, or “path is maintained.”

Ms. Tacata said that she would ask staff working on the survey to try variations of these ideas.

Mr. Gutierrez commented on the category named “Condition and Aesthetics,” asking what “aesthetics” means. He asked that the form's level of language proficiency be considered.

Mr. Gutierrez noted that the form was missing the user age group data. It's important to understand, for example, if we know that older people frequently use a certain path, we can help their ability to use it safely by providing more places to sit. He wants to see the age question come back on the form. There was discussion about the age groups of observed users in the previous survey form. Mr. Keith suggested breaking the ages into 3 broad groups instead of 5.

Ms. Tacata asked the BPAC about whether any of them could commit to being at a table at the May 18, 2024 event to get volunteers. There was discussion about getting sign-ups for volunteers, seeing that it will take more time to finalize the audit form. Mr. Keith said that if the audit was ready that day however, there would be no need to do follow-up. Ms. Tacata

suggested that the ad hoc committee (Jan Ogren and Gary Gutierrez) could work more on the Bike Path Audit project in relation to the May 2024 event.

7. Countywide and Rohnert Park Active Transportation Plan Update

Ms. Tacata said that a draft AT Plan is expected to be sent to City on April 4th in preparation for the joint Planning Commission / BPAC meeting on April 25th. This meeting would be a Special Meeting. Ms. Tacata said that the BPAC has a regular meeting on April 22nd at which the BPAC could go more into depth specifically on the AT Plan Project List.

8. Project Updates

Hinebaugh Creek Bike Path Rehabilitation

Ms. Tacata relayed the project engineer's update as follows: (1) The tree removal for path project may be delayed due to nesting birds and consideration of riparian zone issues; (2) the design of both the path rehabilitation and Snyder Lane crossing is near complete.

Parks and Paths Map

Chair Ogren provided the background for the origin of the "Parks and Paths Map" idea, that the City had neither a map of the parks or of bicycle paths, and that maps would be good for the public – residents and visitors - to know about these important City assets. Mr. Keith relayed that the ad hoc committee and staff met, and that (1) it was agreed that a bicycle/pedestrian facilities map will be pursued by the Public Works Department, as the map is an implementation project in the current Bicycle & Pedestrian Master Plan, and some funding has been identified; (2) the project will be phased, being dependent on staff and funding resources; and (3) a separate Parks Map would need to be pursued by a different department.

Chair Ogren asked Mr. Barrios if there is anything that is needed from the BPAC for the Parks and Recreation Commission on this issue. Tey also added that as the bike/ped map is developed, the BPAC may seek the Commission's input. Mr. Barrios said that for now, he would relay the status of the map project to the Commission. Later, it would still be helpful for a BPAC member to come to the Commission to encourage their involvement in the map project. Mr. Keith said that the Commission should be reminded of the Rohnert Park City Council's strategic priority to address climate change, and that everyone should get out of their cars to enjoy the parks.

9. New Matters for Future Consideration

Mr. Gutierrez recalled a past visit from a representative of the Sonoma County Council on Aging and suggested a future meeting to understand Rohnert Park's demographic trends, in particular, older persons, so that we understand who we are building for.

Chair Ogren asked if the City had a program to provide bike racks to community organizations that want them at their facilities. Ms. Tacata said that the City does not.

10. Adjournment

The BPAC members concurred to adjourn the meeting at 7:00 PM.

Eydie Tacata, Recording Secretary
Rohnert Park Bicycle and
Pedestrian Advisory Committee

Jan Ogren, Chair
Rohnert Park Bicycle and
Pedestrian Advisory Committee



Bicycle and Pedestrian Advisory Committee Memorandum

FROM: Eydie Tacata, Senior Public Works Analyst
MEETING DATE: April 22, 2024
AGENDA ITEM: #6
SUBJECT: Countywide and Rohnert Park Active Transportation Plan Update:
Review of Planned Projects

ISSUE:

The Rohnert Park Bicycle and Pedestrian Advisory Committee (BPAC) has an important role in shaping the City of Rohnert Park's Active Transportation Plan (ATP). City staff would like to prepare the BPAC to review and provide input on the various components of the draft ATP.

BACKGROUND:

The Rohnert Park Active Transportation Plan is an update to the Rohnert Park Bicycle and Pedestrian Master Plan adopted in 2014. The ATP is being developed as part of the Countywide Active Transportation Plan through a grant awarded to the Sonoma County Transportation Authority (SCTA) and contract held by SCTA.

City staff and SCTA have worked closely with the consultant team, Fehr & Peers, to gather data and establish existing conditions, engage the community, conduct technical analyses, and develop draft contents for the City's Active Transportation Plan. City staff and the consultant team presented an overview of the project to the Planning Commission and Bicycle & Pedestrian Advisory Committee (BPAC) at a joint meeting on October 12, 2023. The update process will continue through Spring/Summer 2024 with public engagement on draft projects, priorities and policy topics, with the goal of a more complete public draft plan by Fall/Winter 2024.

STAFF RECOMMENDATION:

Staff recommends that the BPAC review the following attachments:

- **Attachment A: Plan Structure, Context, Vision & Goals, Project Prioritization** is provided to describe both the Countywide ATP and Rohnert Park ATP outlines, overarching vision of the ATPs, and the concept of the "prioritization" of projects in the ATPs.
- **Attachment B: Planned Projects and Additional Project Descriptions** includes draft project maps and project lists developed from the prior Rohnert Park Bike/Ped Master Plan project list, BPAC input over the years, recent community engagement through the Fall 2023 digital map, and recent initial staff/consultant technical analyses.

Staff would particularly like to start getting BPAC input on the planned projects (in Attachment B) at the April 22nd meeting, if possible. It is acknowledged that the review of the planned projects will take place over several BPAC meetings, given the list's length and comprehensive nature.

ATTACHMENT A:

**City of Rohnert Park Active Transportation Plan –
PLAN STRUCTURE, CONTEXT, VISION & GOALS,
PROJECT “PRIORITIZATION”**

**(Distributed for Rohnert Park Bicycle & Pedestrian Advisory Committee
4/22/24 meeting)**

Countywide ATP Documentation

Countywide ATP Outline

VOLUME I: WALKING, BIKING, ROLLING ACROSS THE COUNTY

- » Cover
- » Acknowledgments
- » Table of Contents
- » Executive Summary
- » Introduction
- » Countywide Context & Conditions Today
- » Community & Stakeholder Engagement
- » Vision & Goals
- » Countywide Priorities
 - Regional Routes
 - Countywide Network & Project List
 - Programs, Policies & Practices

VOLUME II: LOCAL COMMUNITY PLANS

- » Local Active Transportation Plans

VOLUME III: IMPLEMENTATION STRATEGY

- » Cost Estimates
- » Funding

VOLUME IV: APPENDICES & GLOSSARY

Rohnert Park ATP Documentation

Rohnert Park ATP Outline

- » Introduction
- » Community Profile & Walking, Biking & Rolling Today
- » Community & Stakeholder Engagement
- » Vision & Goals
- » Advancing Active Transportation
 - Infrastructure Improvements
 - Policies & Practices
- » Implementation: Local Considerations
- » Appendix (Reference Countywide Plan)
- » Glossary (Reference Countywide Plan)

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

GOALS AND DESCRIPTIONS - *REVISED*

Connected and Reliable

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

Safe and Well-Maintained

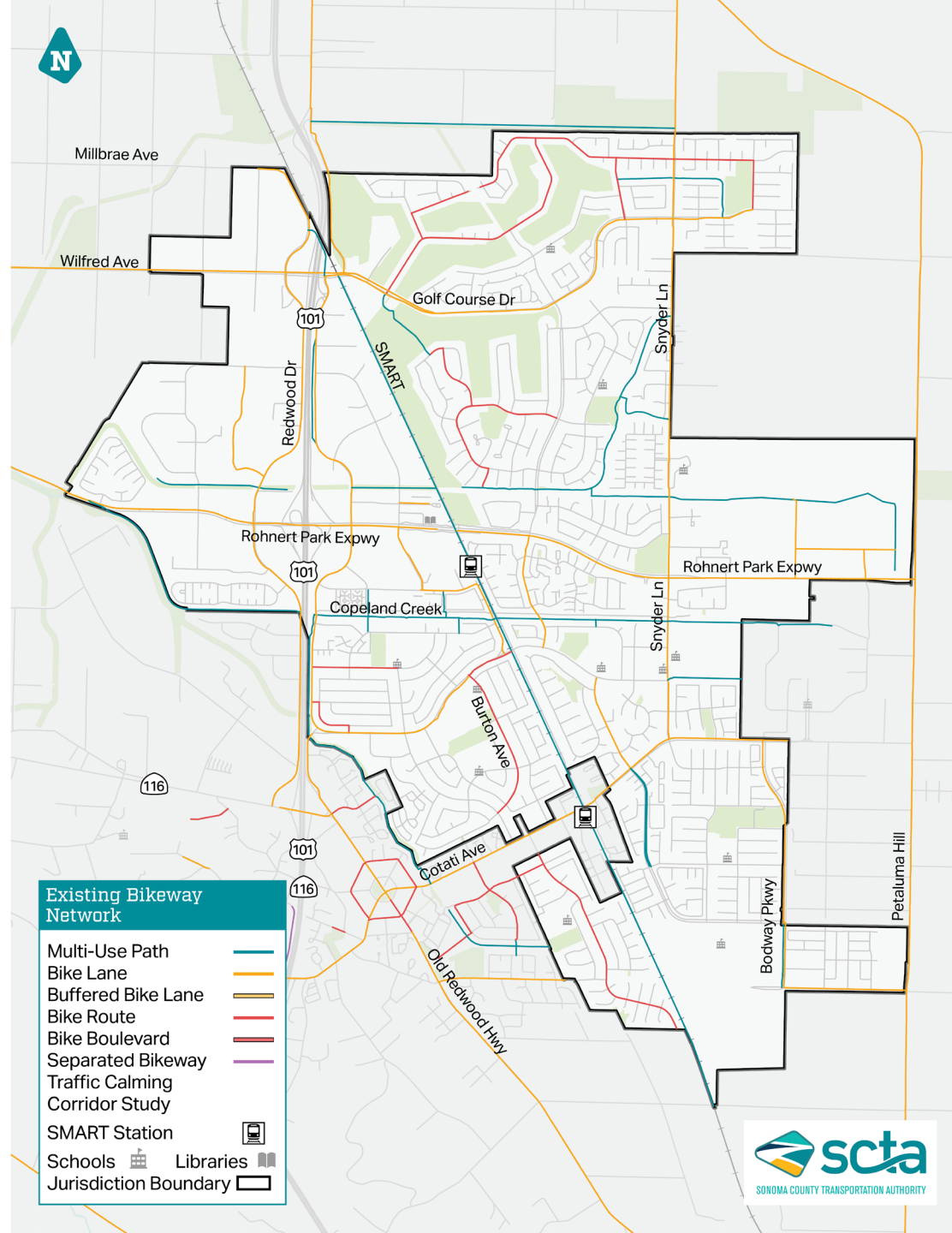
Create and sustain a high-quality and low-stress active transportation network. Employ Vision Zero and Safety Plan policies and strategies to advance this goal.

Community Oriented and Place-Based

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

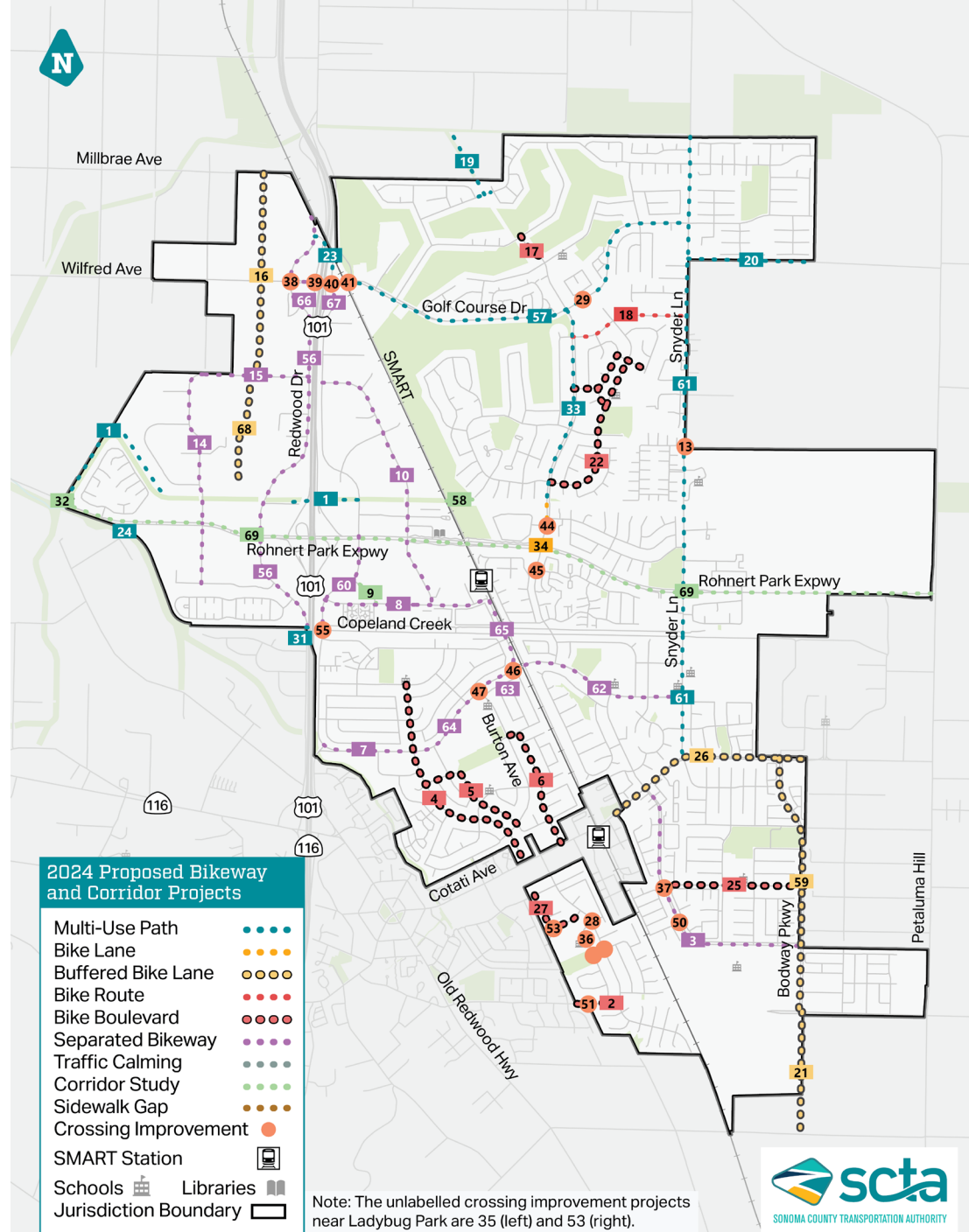
Rohnert Park ATP

Existing Bikeway Network



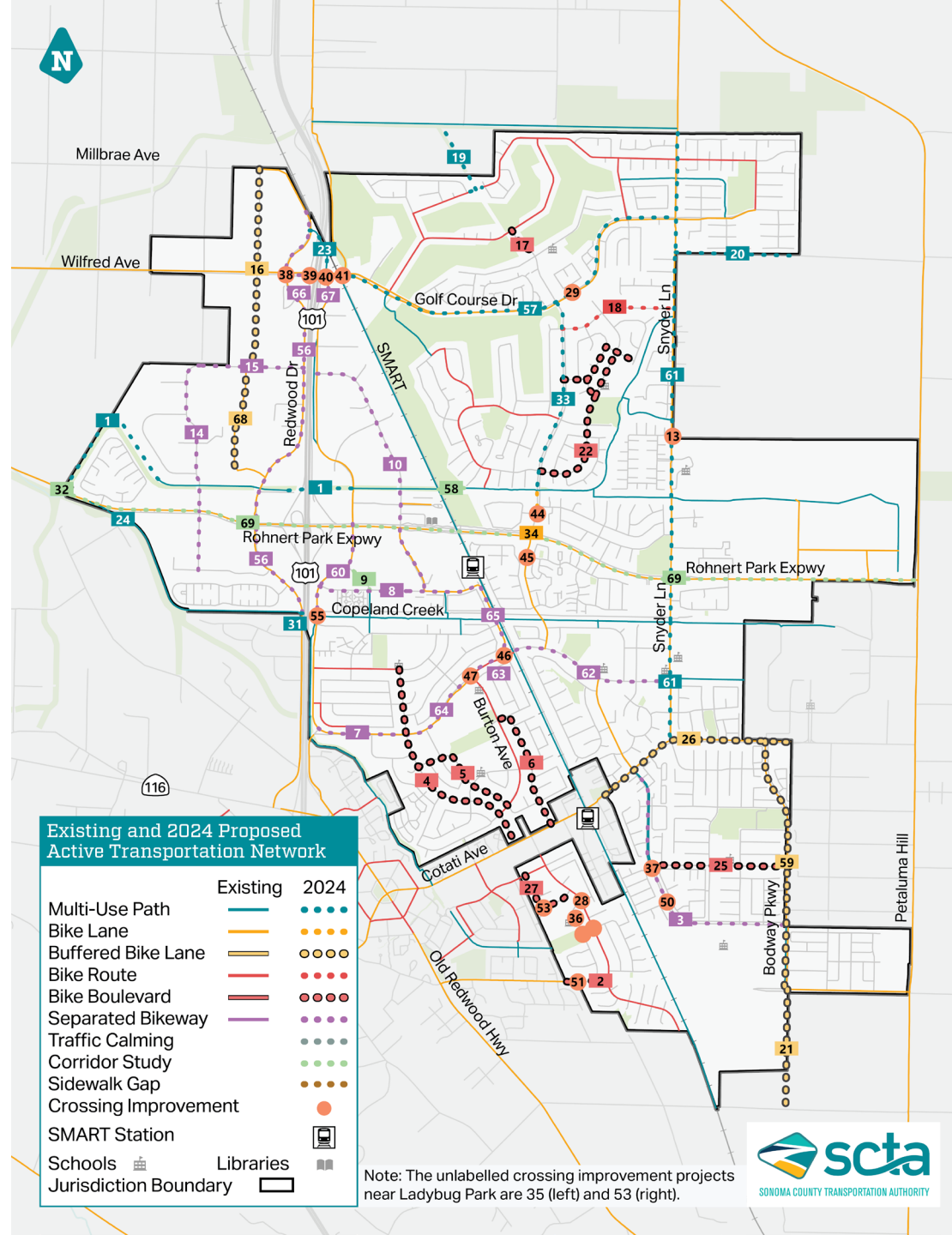
Rohnert Park ATP

2024 Proposed Bike Facilities & Crossings



Rohnert Park ATP

Existing & Proposed 2024 Active Transportation Network



- **Safety** – Along or parallel to Vision Zero HIN
- **Equity** – Various criteria used for federal, state, and regional definitions
- **Proximity to Existing Transit and Future SMART stations** – 1/4 to 1 mile buffer depending on type of transit stop and bicycle or pedestrian improvement
- **Proximity to Schools/Colleges** – 1/2 mile for walking and 1 mile for biking
- **Regional Priority** – Bicycle project on the SCTA Network or MTC Regional AT Network
- **High Access/Low Stress** - low-stress project in priority geographies identified by County/MTC

Potential Bonus Points for:

- **Public/Local Priority** – Projects with strong support from the community in Round 2 engagement

Equal
Weighting

3 Tiers per
Jurisdiction

PROJECT PRIORITIZATION RESULTS

Tier 1 – High Priority

Tier 2 – Medium Priority

Tier 3 – Low Priority

Tier 1 projects are most aligned with local and regional active transportation goals – they will be prioritized for implementation first.

Rohnert Park ATP

Draft Priorities: Tier 1 Projects Bike Facilities & Crossing Improvements

Table 1. Planned Infrastructure Improvements for Walking, Biking and Rolling

Project #	Project Location	Project Description	Priority
1	Hinebaugh Creek Trail	Fill gaps to complete Hinebaugh Creek Trail and connect to the SMART Trail at E Railroad Ave. Consider connection through Lancaster Drive.	Tier 1
7	Southwest Boulevard between Commerce Boulevard and Adrian Drive	Install Class IV separated bike lane. To be installed by summer 2024.	Tier 1
8	Enterprise Drive between Commerce Boulevard and Seed Farm Drive	Install Class IV separated bike lane. Coordinate with Central Rohnert Park PDA Plan, which proposes Class II on one side and parking-protected Class IV or MUP on other side.	Tier 1
9	Hunter Drive between Commerce Boulevard and Enterprise Drive	Study the installation of Class II (bike lane), IIB (buffered bike lane), or IV (separated bike lane) facilities. Confirm Sonoma County Transit's use of Hunter Drive.	Tier 1
10	State Farm Drive between Commerce Boulevard and Enterprise Drive	Install Class IV separated bike lanes. Installation likely to require changing existing cross-section to convert one vehicle lane in each direction to space for the separated bike lanes.	Tier 1
23	Commerce Boulevard from Redwood Drive to Gold Course Drive	Improve existing Class I multi-use path	Tier 1
31	East-West Copeland Creek Trail Connection	Copeland Creek Trail connection over US 101. Rohnert Park is in PID phase with Caltrans (2024).	Tier 1
33	Country Club Drive from Golf Course Drive to Hinebaugh Creek Greenway	Install Class I multi-use path between Golf Course Drive and Hinebaugh Creek Greenway. Install pedestrian enhancements to include high-visibility striping, ADA directional curb ramps, and bulbouts where feasible.	Tier 1
55	Copeland Creek Trail (south side path) and Commerce Boulevard	Crossing improvement. Coordinate with Project 31 and 60. In near-term, provide wayfinding that encourages people to cross at Commerce Boulevard/Avram signalized intersection.	Tier 1

Rohnert Park ATP

Draft Priorities: Tier 1 Projects Bike Facilities & Crossing Improvements

Project #	Project Location	Project Description	Priority
56	Redwood Drive from northern city limits to southern city limits	Implement Class IV separated bike lanes. Enhance existing Class II bike lanes by upgrading to Class IV bike lanes.	Tier 1
57	Golf Course Drive from SMART multi-use trail to Snyder Lane	Install Class I multiuse path along/parallel to Golf Course Drive. Implement in coordination with Project 41.	Tier 1
58	Path from Donna Court to SMART MUP, through golf course	Study feasibility a Class I multiuse path connection from Donna Court to SMART Trail multiuse path.	Tier 1
60	Commerce Boulevard from Rohnert Park Expressway to Copeland Creek	Install Class IV separated bike lanes on the west side of Commerce Boulevard.	Tier 1
61	Snyder Lane from East Cotati Ave to northern city limits	Install Class I multiuse path along east side of Snyder Lane.	Tier 1
62	Southwest Boulevard from Snyder Lane to SMART multi-use path	Install Class IV separated bike lanes.	Tier 1
63	Southwest Boulevard from Burton Avenue to SMART multi-use path	Implement Class IV separated bike lanes. Implement in coordination with Project 46, 47, 62, and 64.	Tier 1
65	Seed Farm Drive from Southwest Blvd to Enterprise Dr	Implement Class IV separated bike lanes.	Tier 1
66	Golf Course Drive between Hwy 101 Off-Ramp SB and Redwood Drive	Install Class IV separated bike lane. Requires lane reconfigurations at intersections and between intersections as described in Projects 38, 39, and 40.	Tier 1
67	Commerce Blvd between Utility Court and Golf Course Drive	Install Class IV, bidirectional separated bike lane on east side of Commerce Boulevard. Implement in coordination with Project 40.	Tier 1
69	Rohnert Park Expressway between western and eastern City Limits	Study feasibility for upgrading existing Class II bike lanes to Class IV separated bike lanes or a Class I multiuse path.	Tier 1

Local Policies

Potential Topics
to be Addressed

Local Policies Organized by Goals

- Goal: Connected & Reliable:
 - Incorporating active transportation projects into things like the City's Traffic Impact Fee Study, Capital Improvement Program to enable implementation.
 - Prioritizing sidewalk gap closures based on activity centers.
- Goal: Safe and Well-Maintained
 - Integrating policies from SCTA's Vision Zero Action Plan that are relevant at a local level.
 - Making use of most current industry resources in design and implementation of walking and biking improvements including crossing enhancements.
- Goal: Community Oriented and Placed-Based
 - Encouragement and education for walking & biking
 - Amenities to support walking & biking

Community Engagement

Spring 2024

Gathering Input on Draft Projects, Priorities & Policies

1 Pop-up



1 Community Meeting



Digital Engagement



ATTACHMENT B:

**City of Rohnert Park Active Transportation Plan (Draft)–
PLANNED PROJECTS and ADDITIONAL PROJECT DETAILS**

(Distributed for Rohnert Park Bicycle & Pedestrian Advisory Committee

4/22/24 meeting)



Millbrae Ave

Wilfred Ave

101

Golf Course Dr

SMART

Snyder Ln

Redwood Dr

Rohnert Park Expwy

101

Rohnert Park Expwy

Copeland Creek

Snyder Ln

116

Burton Ave

101

Cotati Ave

116

Old Redwood Hwy

Bodway Pkwy

Petaluma Hill

Existing Bikeway Network

- Multi-Use Path
- Bike Lane
- Buffered Bike Lane
- Bike Route
- Bike Boulevard
- Separated Bikeway
- Traffic Calming
- Corridor Study
- SMART Station
- Schools Libraries
- Jurisdiction Boundary





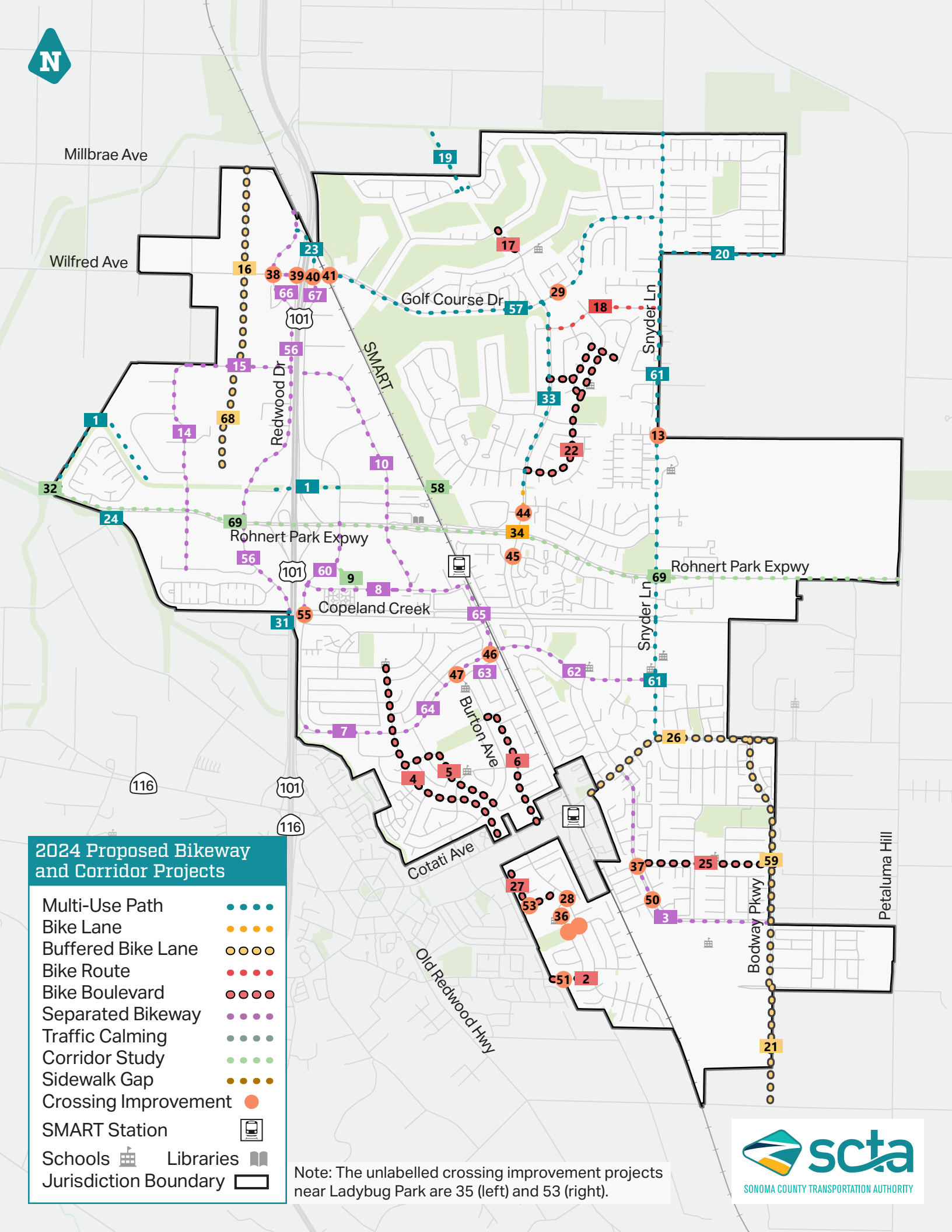
Millbrae Ave

Wilfred Ave

2024 Proposed Bikeway and Corridor Projects

- Multi-Use Path ●●●●
- Bike Lane ●●●●
- Buffered Bike Lane ○●○●
- Bike Route ●●●●
- Bike Boulevard ●●●●
- Separated Bikeway ●●●●
- Traffic Calming ●●●●
- Corridor Study ●●●●
- Sidewalk Gap ●●●●
- Crossing Improvement ●
- SMART Station
- Schools Libraries
- Jurisdiction Boundary

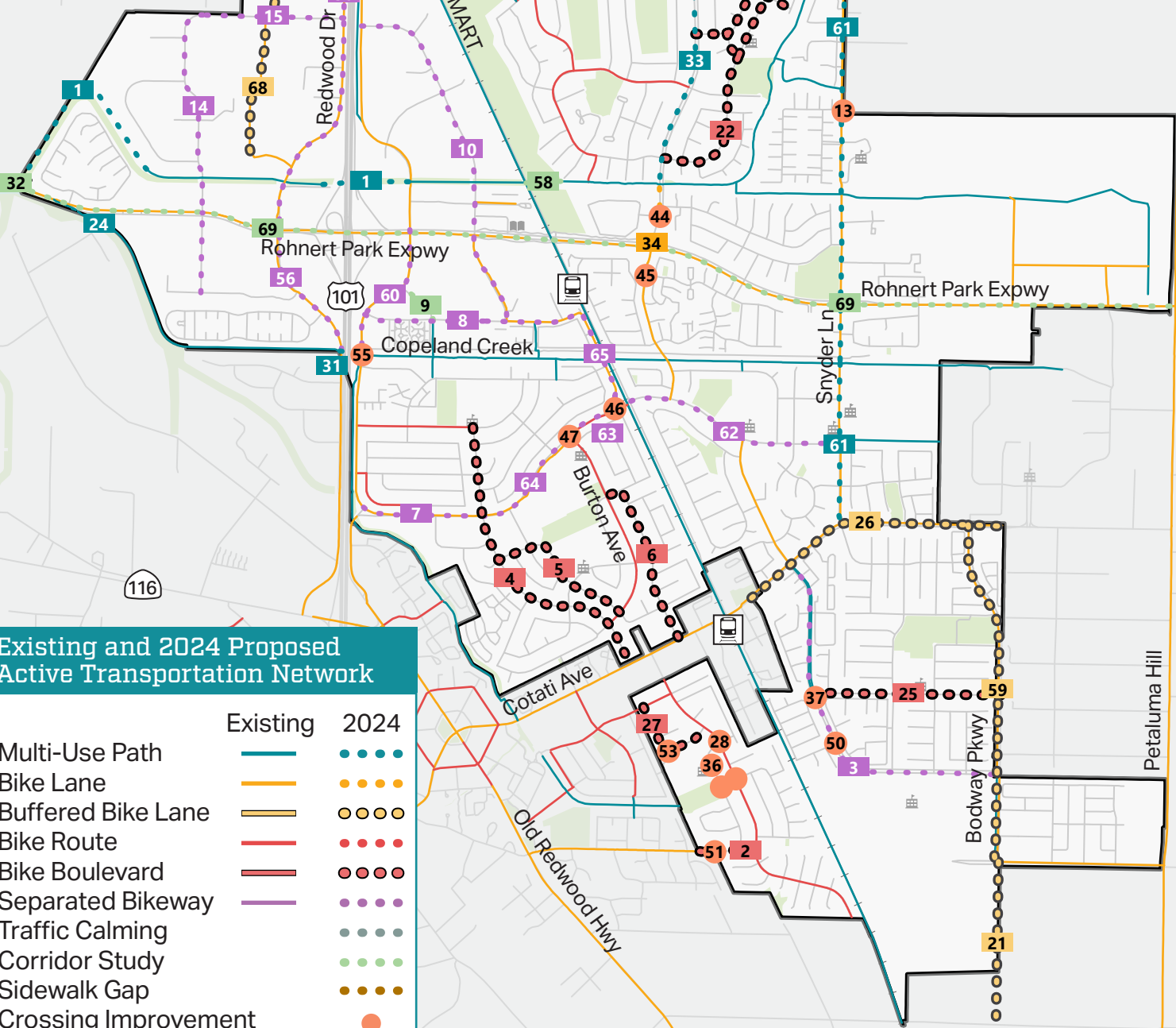
Note: The unlabelled crossing improvement projects near Ladybug Park are 35 (left) and 53 (right).





Millbrae Ave

Wilfred Ave



Existing and 2024 Proposed Active Transportation Network

	Existing	2024
Multi-Use Path		
Bike Lane		
Buffered Bike Lane		
Bike Route		
Bike Boulevard		
Separated Bikeway		
Traffic Calming		
Corridor Study		
Sidewalk Gap		
Crossing Improvement		
SMART Station		
Schools		
Libraries		
Jurisdiction Boundary		

Note: The unlabelled crossing improvement projects near Ladybug Park are 35 (left) and 53 (right).

Planned Projects

Table 1 presents planned projects for enhancing walking, biking, and rolling conditions in Rohnert Park. Tier 1 indicates high priority, Tier 2 medium priority, and Tier 3 low priority.

Table 1. Planned Infrastructure Improvements for Walking, Biking and Rolling

Project #	Project Location	Project Description	Priority
1	Hinebaugh Creek Trail	Fill gaps to complete Hinebaugh Creek Trail and connect to the SMART Trail at E Railroad Ave. Consider connection through Lancaster Drive.	Tier 1
7	Southwest Boulevard between Commerce Boulevard and Adrian Drive	Install Class IV separated bike lane. To be installed by summer 2024.	Tier 1
8	Enterprise Drive between Commerce Boulevard and Seed Farm Drive	Install Class IV separated bike lane. Coordinate with Central Rohnert Park PDA Plan, which proposes Class II on one side and parking-protected Class IV or MUP on other side.	Tier 1
9	Hunter Drive between Commerce Boulevard and Enterprise Drive	Study the installation of Class II (bike lane), IIB (buffered bike lane), or IV (separated bike lane) facilities. Confirm Sonoma County Transit's use of Hunter Drive.	Tier 1
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55	Copeland Creek Trail (south side path) and Commerce Boulevard	Crossing improvement. Coordinate with Project 31 and 60. In near-term, provide wayfinding that encourages people to cross at Commerce Boulevard/Avram signalized intersection.	Tier 1

Project #	Project Location	Project Description	Priority
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58	Path from Donna Court to SMART MUP, through golf course	Study feasibility a Class I multiuse path connection from Donna Court to SMART Trail multiuse path.	Tier 1
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69	Rohnert Park Expressway between western and eastern City Limits	Study feasibility for upgrading existing Class II bike lanes to Class IV separated bike lanes or a Class I multiuse path.	Tier 1
2	Myrtle Avenue between City limits and Lancaster Drive	Create low-stress Class III bicycle boulevard connection to Lancaster Drive.	Tier 2
3	Camino Colegio from E Cotati Avenue to Broadway Parkway	Enhance and extend Class IV separated bike lanes.	Tier 2
4	Adrian Drive from Arlen Drive to City limits	Install Class IIIB bike boulevard, implementing traffic calming measures to reduce the level of stress.	Tier 2
6	Beverly Drive from Bernice Avenue to City limits	Install Class IIIB bike boulevard, implementing traffic calming measures to reduce the level of stress.	Tier 2

Project #	Project Location	Project Description	Priority
14	Labath Avenue between Business Park Drive and Laguna Drive	Install Class IV separated bike lanes.	Tier 2
18	Eleanor Avenue between Country Club Drive and Snyder Lane	Install Class III bike route, study level of stress and consider upgrading to Class IIIB bike boulevard.	Tier 2
21	Bodway Parkway between Valley House Drive and E Railroad Avenue	Install Class IIB buffered bike lanes once road is constructed.	Tier 2
22	Evergreen Elementary School - Elizabeth Avenue from Country Club Drive to Elvera Street, Ellis Street, Elvera Street, an Emily Avenue between Ellen Street to Elvera Street	Create low-stress Class IIIB bicycle boulevard connections to and from Evergreen Elementary School, residential neighborhoods, and surrounding parks. Install RRFB at mid-block crossing. Include traffic calming elements such as speed cushions to slow speeds along the roadway.	Tier 2
24	Copeland Creek Trail and Sonoma County Water Agency Service Road	Install bridge to connect the Copeland Creek Trail and Sonoma County Water Agency Service Road.	Tier 2
26	E Cotati Avenue within City Limits	Install Class IIB buffered bike lanes between western city limit and Camino Colegio to connect to Class I path, and complete Class I gap along SW corner of SSU on the north side of the roadway. At Bodway Parkway stripe high-visibility crosswalks	Tier 2
29	Golf Course Drive and Hacienda Way	City is installing RRFB (2024)	Tier 2
32	Three Trail Connection	Formalize a connection over Rohnert Park Expressway to connect the Laguna de Santa Rosa Trail, along with a connection to the Copeland Creek Trail and Washoe Creek Trail	Tier 2
34	Country Club Drive from Hinebaugh Creek Greenway to Rohnert Park Expressway	Install Class II bike lanes between Hinebaugh Creek Greenway and Rohnert Park Expressway. Consider lowering posted speed limit to 25 mph. Implement in coordination with Project 44.	Tier 2
38	Redwood Drive and Golf Course Drive	Crossing improvements at signalized intersection to improve conditions for people walking and biking.	Tier 2
39	Hwy 101 SB Off-Ramp and Golf Course Drive	Crossing improvement at signalized intersection to improve conditions for people walking and biking.	Tier 2
40	Commerce Boulevard and Golf Course Drive	Crossing improvement at signalized intersection to improve conditions for people walking and biking. Implement in coordination with Project 67.	Tier 2

Project #	Project Location	Project Description	Priority
46	Seed Farm Drive and Southwest Boulevard	Crossing improvement at signalized intersection to improve walking and biking conditions.	Tier 2
64	Southwest Boulevard from Burton Avenue to Adrian Drive	Implement Class IV separated bike lanes. Implement in coordination with Project 47 and 63.	Tier 2
5	Santa Barbara Drive from Adrian Drive to Burton Avenue	Install Class IIIB bike boulevard, implementing traffic calming measures to reduce the level of stress. Add wayfinding to draw bicyclists from Adrian Drive to lower-stress Santa Barbara Drive.	Tier 3
13	Keiser Avenue and Snyder Lane	Install signal and crosswalk at Keiser Avenue/Snyder Lane intersection.	Tier 3
15	Business Park Drive between Labath Avenue and Redwood Drive	Install Class IV separated bike lanes.	Tier 3
16	Dowdell Avenue between Millbrae Avenue and Business Park Drive	Install Class IIB buffered bike lanes	Tier 3
17	Country Club Drive between Fairway Drive and Hudis Street	Create low-stress Class III bicycle boulevard connections between Fairway Drive and Hudis Street. Install pedestrian enhancements to include high-visibility striping, ADA directional curb ramps, and bulbouts where feasible.	Tier 3
19	Class I path between N Rohnert Park Trail and Fauna Avenue/Holly Avenue	Create connection between Fauna Avenue and Holly Avenue, and install Class I path connecting north to N Rohnert Park Trail.	Tier 3
20	Moura Lane between Snyder Lane and City Limits	Install Class I multi-use path.	Tier 3
25	Magnolia Avenue between Camino Colegio and Bodway Parkway	Create low-stress Class IIIB bicycle boulevard. At Mitchell Drive and Manchester Avenue, stripe high-visibility crosswalks, install bulbouts, and daylight intersections. Consider traffic calming elements such as speed humps to slow speeds along the roadway.	Tier 3
27	Liberty Avenue and Lindsay Avenue	Create low-stress Class IIIB bicycle boulevard along Liberty and Lindsay Avenue. Also see project 53 for crossing improvements at Liberty/Lindsay intersection.	Tier 3
28	Liman Way and Lancaster Drive Crosswalks	Install RRFBs accessing Ladybug Park and University Elementary School at La Fiesta. At the crosswalks, daylight the intersection and install bulbouts to reduce crossing distance (@Lancaster Dr and Liman Way).	Tier 3

Project #	Project Location	Project Description	Priority
35	Liman Way and Lancaster Drive Crosswalks	Install RRFBs accessing Ladybug Park and University Elementary School at La Fiesta. At the crosswalks, daylight the intersection and install bulbouts to reduce crossing distance (@Lady Bug Park).	Tier 3
36	Liman Way and Lancaster Drive Crosswalks	Install RRFBs accessing Ladybug Park and University Elementary School at La Fiesta. At the crosswalks, daylight the intersection and install bulbouts to reduce crossing distance (@La Fiesta Elementary School).	Tier 3
37	Camino Colegio and Magnolia Avenue	Improve the Camino Colegio and Magnolia Avenue intersection to include high-visibility crosswalks, bulbouts, ADA compliant crosswalks, and extended medians to serve as pedestrian refuge islands.	Tier 3
41	Golf Course Drive and SMART Multi-Use Trail and Roberts Lake Road	Crossing improvement at signalized intersection to improve walking and biking conditions. Implement in coordination with Project 57.	Tier 3
44	Country Club Drive and Racquet Club Circle	Crossing improvement at unsignalized intersection. Implement in coordination with Project 34.	Tier 3
45	Country Club Drive and Valley Village Mobile Home Park Entrance	Crossing improvement at unsignalized intersection to improve walking conditions.	Tier 3
47	Southwest Boulevard and Burton Avenue	Crossing improvement at unsignalized intersection to improve walking and biking conditions. Implement in coordination with Project 63 and 64.	Tier 3
50	Camino Colegio and Maple Drive	Crossing improvement at an unsignalized intersection to improve walking conditions. Coordinate improvements with Project 3.	Tier 3
51	Myrtle Avenue & Liman Way	Crossing improvement at unsignalized intersection to improve walking conditions.	Tier 3
52	Lords Manor Way and Lancaster Drive	Crossing improvement at unsignalized intersection to improve walking conditions.	Tier 3
53	Liberty Avenue and Lindsay Avenue	Crossing improvement at unsignalized intersection to improve walking conditions.	Tier 3
59	Bodway Parkway from East Cotati Avenue to Valley House Drive	Upgrade facility to a Class IIB buffered bike lane. Narrow marked vehicle lanes to 10 to 11 feet in width. Use additional space for wider and buffered Class IIB bike lanes.	Tier 3
68	Dowdell Avenue from Business Park Drive to Martin Avenue	Enhance existing Class II bike lanes to Class IIB buffered bike lanes by narrowing marked vehicle lanes to 10 to 11 feet wide and using the remaining space to mark a buffer adjacent to existing bike lanes.	Tier 3

Additional Project Details

The following expanded project descriptions for select projects in Table 1. This additional information is intended to aid City Staff in their future implementation of these projects. In some instances, the expanded descriptions present options as to how the project could be designed and/or specifies treatments that could be included to improve walking or biking conditions. As the projects below are developed further, City Staff may choose, for a variety of reasons, to implement the project in a manner different than what is described below. The order below is the same order in which the projects are listed in Table 1.

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

Type: Install Class IV Separated Bike Lanes

Expanded Description: Install Class IV separated bike lanes via a road diet (i.e., reallocating one vehicle lane in each direction to space for the Class IV separated bike lanes).

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

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

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

Type: Install Class IV Separated Bike Lanes

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

Option to implement Class IV separated bike lanes **may** include creating raised separated bike lanes by narrowing vehicle lanes and using the additional resulting width as well as existing bike lane width to widen the **sidewalks, thereby creating**

for a separated raised bike lane at sidewalk level adjacent to pedestrian space.

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

Type: Install Class I Multiuse Path

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

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

Type: Install Class IV Separated Bike Lanes

Expanded Description: Install Class IV separated bike lanes on the west side of Commerce Boulevard. Option for design **may** include **widening** the existing sidewalk on the west side of Commerce Boulevard into the existing bike lane creating a multiuse shared path of 12 feet in width. All intersections and driveways at project limits and within the project extents would need to be redesigned to manage vehicle and bicycle conflicts appropriately and safely.

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

Type: Install Class I Multiuse Path

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

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

- There appears to be sufficient width in the existing shoulder north of Hinebraugh Creek for a Class I multiuse path. May need to redesign some of the frontage along Lawrence E Jones Middle School.
- For the segment of Snyder Lane between Golf Course Drive and Moura Lane, the arrangement of vehicle lanes would need to be simplified and marked to be one lane in each direction with a center turn lane. This would create space for the multiuse path along the east side of Snyder Lane.
- Vehicle lanes on Snyder Lane north of Golf Course Drive would need to be narrowed to 10 feet in width and/or a road diet implemented to create space for the multiuse path.
- South of Hinebraugh Creek to Medical Center Drive minor right-of-way acquisition may be needed and/or construction within existing unpaved right-of-way needed. Within this segment of Snyder Lane, likely also need to

reallocate existing widened hatched pavement markings and reconfigure vehicle lane drops to create space for the multiuse path. Such adjustments generally appear feasible.

- South of Medical Center Drive, to implement Class I without a removal of a through vehicle lane, would require expanding existing sidewalk to be inclusive of existing bike lane and reclassifying space as a multiuse path. A minimum of 12 feet should be maintained; more desirable for 15 feet in width given bidirectional and serving both people walking and biking.
- All intersections and driveways at project limits or within project extents would need to be redesigned to either be protected intersections or intersections with protected elements (e.g., bike signals, separate phasing for people walking or biking through the intersection), high visibility markings, enhanced lighting, etc.

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

Type: Install Class IV Separated Bike Lanes

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

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

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

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

Type: Class IV Separated Bike Lane

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

Each bike lane would be 7.5 feet wide minimum. One foot for a mountable curb with a 4:1 slope edge and a 6.5-foot-wide rideable space. NACTO design guidance here:

<https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/raised-cycle-tracks/>

Project needs careful consideration of railroad safety for bikes and pedestrians (e.g. gate arms as appropriate, etc.)

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

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

Type: Class IV Separated Bike Lane

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

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

Implement in coordination with Project 46.

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

Type: Class IV Separated Bike Lane

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

Project 3: Camino Colegio from E Cotati Avenue to Broadway Parkway

Type: Class IV Separated Bike Lanes

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

Alternatively, if ADT on Camino Colegio is less than 20,000 ADT, remove outside vehicle lanes and reallocate space to higher quality, raised separated bike lanes. Removing outside vehicle lanes would also improve safety for people crossing Camino Colegio and generally make it a quieter, more pleasant street to live near.

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

Type: Class IV Separated Bike Lanes

Expanded Description: Install Class IV separated bike lanes. Mark existing vehicle lanes (one per direction) as 12 feet wide. Repurpose remaining 7 to 8 feet in width in each direction to a separated bike lane. Upgrade intersections at project limits and within extents to align with treatments needed for separated bike lane (e.g., bike cross markings, bike signal heads at signalized intersections, etc.)

Project 38: Redwood Drive and Golf Course Drive

Type: Crossing Improvements at Signalized Intersection

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

Specific improvements include the following:

- (1) Mark crosswalk across north leg of the intersection. And add corresponding directional curb ramps to the NW and NE corners.
- (2) Add lighting such that both sides of each crosswalk are lit and each corner is appropriately lit.
- (3) Add a Two Stage Bike Turn Queue Box to SW, NE, and SE corners. Installation of the Two Stage Bike Turn Queue Box in the NE corner is contingent upon implementing a NO RIGHT TURN ON RED for the westbound approach. Installation of the Two Stage Bike Turn Queue Box in the SE corner is contingent up on also installing a curb extension in the SE corner that prevents the eastbound traffic from using the EB right-turn only lane as a through lane. If changes are made to lane configurations per project 39, then curb extension would no longer be needed.
- (4) Add bike conflict markings (i.e., bike cross markings) through intersection to connect the bike lanes that are oriented north-south along Redwood Drive.
- (5) In coordination with 39, revise lane configurations to create space for wider and consistent bike lanes on approach to and through the intersection and extending further east to connect to bike lanes on Golf Course Drive at US 101 interchange.

Feasibility of roundabout may also be studied for this location.

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

Type: Crossing Improvements at Signalized Intersection

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

Specific improvements include:

- (1) Replace hatched pavement markings on east leg with raised concrete curb/expanded sidewalk.
- (2) Remove EB right-turn lane and replace with a Class IIB or Class IV bike lane. EB right-turn would occur as part of an EB shared through/right-turn lane.
- (3) Shift lanes on west leg south to create space for a designed Class IIB or Class IV bike lane in WB direction.
- (4) Update bike conflict markings (i.e., cross bike markings) to connect the existing bike lanes with the new bike lanes.

West side development (including Casino expansion) and resulting increases in ADT, should be considered.

Project 40: Commerce Boulevard and Golf Course Drive

Type: Crossing Improvement at Signalized Intersection

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

Specific improvements include:

- (1) Add a marked crosswalk across the east leg of the intersection.
- (2) Upgrade all curb ramps to directional curb ramps.
- (3) Repurpose existing EB right-turn only lane to a raised Class IV 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 Class IIB bike lane in WB direction to a raised Class IV separated bike lane.

Project 46: Seed Farm Drive and Southwest Boulevard

Type: Crossing Improvement at Signalized Intersection

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

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

Project 64: Southwest Boulevard from Burton Avenue to Adrian Drive

Type: Class IV Separated Bike Lanes

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

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

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

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

<https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/raised-cycle-tracks/>

Implement in coordination with Project 47 and 63.

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

Type: Class IV Separated Bike Lanes

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

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

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

Type: Crossing Improvement at Signalized Intersection

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

Specific improvements include:

- (1) Add bike conflict markings (i.e., bike cross markings) parallel to existing marked crosswalks provide connection to/from bike lanes on Roberts Lake Road to the sidewalk that connects to/from SMART Trail.
- (2) Add bike signals to aid in bike crossing connection.
- (3) In NW corner add a Two-Stage Bike Turn Queue Box to assist in access to SMART Trail for WB bikes.
- (4) Update signal phasing to include bike signals and protected phasing for bikes and pedestrians to cross Golf Course Drive.
- (5) Widen sidewalk to 10 to 15 feet from SMART Trail crossing terminus to crosswalk across east leg of intersection to increase space for bikes and people going/to from trail.

Project 44: Country Club Drive and Racquet Club Circle

Type: Crossing Improvement at Unsignalized Intersection

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

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

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

Type: Crossing Improvement at Unsignalized Intersection

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

Specifically includes the following improvements:

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

Project 47: Southwest Boulevard and Burton Avenue

Type: Crossing Improvement at Unsignalized Intersection

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

Upgrade marked crosswalks to high visibility markings. Add marked crosswalk across west leg. Reconfigure median across west leg to create a cross refuge island. Mark cross-bike markings parallel to each crosswalk. Upgrade curb ramps to be directional, aligned with crosswalks, and ADA compliant. Upgrade lighting so both sides of each crosswalk is marked. Consider raised crosswalks on Southwest Boulevard to help

¹ https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RaisedCW2018.pdf

manage vehicle speeds and align with raised separated bike lanes along Southwest Boulevard (see Project 63 and 64).

Project 50: Camino Colegio and Maple Drive

Type: Crossing Improvement at Unsignalized Intersection

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

Upgrade pavements to improve visibility. Add RRFB to each side of the crosswalk and in the median. Upgrade curb ramps to be directional and ADA compliant. Install lighting so the crosswalk is lit on both sides during low light or dark conditions. Install advance yield markings and roadway signs. Most ideal to implement a road diet (per Project 3) to improve crossing conditions.

Project 51: Myrtle Avenue & Liman Way

Type: Crossing Improvement at Unsignalized Intersection

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

Project 52: Lords Manor Way and Lancaster Drive

Type: Crossing Improvement at Unsignalized Intersection

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

Project 53: Liberty Avenue and Lindsay Avenue

Type: Crossing Improvement at Unsignalized Intersection

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