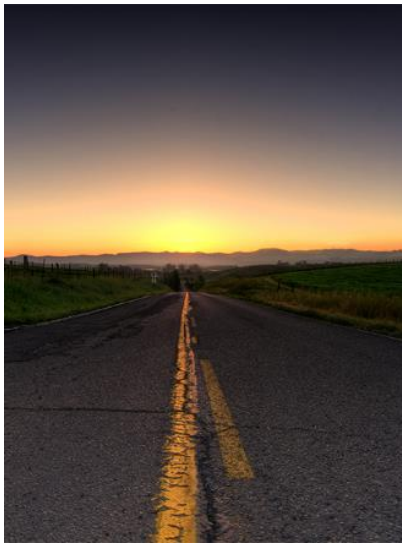
Countywide Active Transportation Plan

SONOMA COUNTY TRANSPORTATION AUTHORITY



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Cotati Active Transportation Plan (ATP)

Adopted June 2024

FEHR & PEERS

Table of Contents

1. Introduction 1

2. Community Profile & Walking, Biking & Rolling Today 3

Community Characteristics and Travel Patterns 3

Road Safety in Cotati 4

Existing Active Transportation Network Characteristics in Cotati 4

3. Community & Stakeholder Engagement 11

4. Vision & Goals 13

5. Advancing Active Transportation 15

Infrastructure Improvements 15

Considerations for Facility Type 15

Planned Projects 16

Engineering Treatments Toolbox 26

Programs & Policies 27

Programs 27

Policies 29

6. Implementation: Local Considerations 36

Timeline 36

Policies and Programs 36

Planned Projects 37

Funding 40

Monitoring 42

Appendices

Appendix (Optional)

List of Figures

Figure 1. Existing Bikeway Network 7
Figure 2. Existing Transit Network 8
Figure 3. Existing Sidewalk Gaps 9
Figure 4. Existing Level of Traffic Stress & 2022 Countywide High-Injury Network 10
Figure 5. 2024 Bikeway & Corridor Projects 23
Figure 6. 2024 Sidewalk & Crossing Improvements 24
Figure 7. Existing & 2024 Active Transportation Network 25

List of Tables

Table 1. Bike Facility Selection for Urban, Suburban, Rural Town Centers[1] 16
Table 2. Planned Infrastructure Improvements for Walking, Biking and Rolling 17
Table 3. Implementation Timeline and Responsibility for Program & Policy Actions 36
Table 4. 2024 Active Transportation Network – Cost Estimates Summary 38
Table 5. Potential Funding Sources, Competitive Grants, and Formula-Based Fundings 40
Table 6. Monitoring Progress 42

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1. Introduction

The 2024 Cotati Active Transportation Plan (ATP) was developed as a component of the Sonoma County Transportation Authority's (SCTA's) 2025 Countywide Active Transportation Plan (Countywide ATP) effort. This plan focuses on improving active transportation connections within the city and creating low stress connections to surrounding jurisdictions. The Cotati ATP is also a stand-alone document to be used by the City of Cotati to guide implementation of local projects and programs and document city policy.

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

The Cotati ATP builds off the goals of the Countywide ATP, with a focus on implementation of local active transportation projects, programs, and policies. Projects are prioritized based on the needs highlighted by the community and city staff, and programs are in line with the city's near terms plans and funding priorities.

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

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

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


Jim Boyd
1939 - 1996

2. Community Profile & Walking, Biking & Rolling Today

Community Characteristics and Travel Patterns

The City of Cotati has a population of approximately 7,500[1] and shares its northern and eastern border with the City of Rohnert Park. The City of Cotati extends out from "the Hub," two concentric sets of six streets. Each set forms a hexagon, which centers around La Plaza Park and the Cotati fire station. The Hub is bisected by Old Redwood Highway and East Cotati Avenue/West Sierra Avenue. Around the Hub is a thriving, historic downtown, including mixed-use developments. Although Sonoma State University (SSU) is located just outside of the City limits, Cotati has many characteristics of a university town. Many students live in Cotati and frequent downtown restaurants, shops, and bars. The Active Transportation Plan identifies connections that encourage active transportation uses from residential areas to the downtown, Cotati Sonoma Marin Area Rail Transit (SMART) station, and SSU.

In the past two decades, Cotati has seen growth, both in the development of land uses and in the number of people residing within the City. Since 2000, there has been growth of approximately 1,000 residents[2] and the City took on various safety improvements including sidewalk shaving to even out pavement, closing gaps in the sidewalk network, traffic calming, pedestrian and bike enhancement studies, and safety improvements at signalized intersections.

Approximately 66 percent of the City's population is between the ages of 18 to 64, and 14 percent are 65 and older.[3] Creating an environment that accommodates those of all ages and abilities and makes the first and last mile connections to transit is crucial in promoting and enabling more walking, biking, and rolling for daily travel needs. Census data indicate two percent of workers currently bike or walk to work, four percent take transit, 72 percent use single occupancy vehicles, and others carpool, work from home or take other means of transportation to work.

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

[1] https://censusreporter.org/profiles/16000US0616560-cotati-ca/
[2] US Census Bureau. Cotati. 2020.
[3] https://censusreporter.org/profiles/16000US0616560-cotati-ca/

Road Safety in Cotati

Among similar sized cities in California, Cotati is in the 50th percentile for number of fatal and injury collisions, which means half of similar sized cities have experienced more fatal and injury collisions and half have experienced less.[4] The City's 2021 Local Roadway Safety Plan (LRSP) evaluated collision data from 2015 through 2019. There were zero fatalities but four people were severely injured in traffic collisions during that time (two severe injury collisions in 2016, and one severe injury collision in both 2017 and 2018). There were zero fatal or severe injury ("KSI") collisions involving people walking or biking during this five-year period. During this period, the total number of collisions resulting in an injury (all modes) rose by approximately 72 percent. The City's LRSP identified Old Redwood Highway and East Cotati Avenue as two corridors along which many of the collisions were reported.

Existing Active Transportation Network Characteristics in Cotati

Improved active transportation connections between residential and retail uses and existing trails and transit facilities are needed in Cotati. With the SMART station located on the City's eastern border along with the north-south running SMART pathway and the Laguna trails in the northeast quadrant, the City currently lacks low-stress east-west connections along East Cotati Avenue, Lincoln Avenue, Valparaiso Avenue, and across the Highway 101 corridor. Additional low-stress north-south connections are needed along Old Redwood Highway, Redwood Drive, and along Washoe Creek just west of the city boundaries. The following figures illustrate these needs.

Figure 1 illustrates the existing bikeway network. The bikeway network is classified into several distinct facility types, further detailed below.

- Class I Multi-Use Paths are fully separated bike and pedestrian paths. They follow their own alignment sometimes parallel to a street, waterway, and/or other alignment through open space or undeveloped areas. Interactions with vehicles are limited to trail crossings of streets.
- Class II Bike Lanes are on-street bike facilities that use a white line or stripe (i.e., longitudinal pavement marking) to designate space on the street for bicyclists that is adjacent to a vehicle lane.
- Class IIB Buffered Bike Lanes increase space between the bike lane and vehicle travel lane(s) using a painted buffer. The painted buffer is often made up of two parallel white lines with diagonal white lines painted between them. Green

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

pavement markings can be used at driveways or intersections to draw attention to where vehicle paths cross bicyclists' paths.

- Class III Bike Routes are shared facilities between bicyclists and motor vehicles. Bicyclists ride in the vehicle lane. Bike routes are sometimes used to provide a connection to another bike facility or designated bike route. "Sharrows" (shared-lane markings) may be used to alert motorists of on-street bicyclists. Signs may also be used to mark the route.
- Class IIIB Bike Boulevards are streets designed to give priority to people walking and biking and allow bicyclists and motorists to safely share the road on low-volume, low-speed, local streets. Traffic calming treatments are used to encourage slower vehicle speeds and discourage non-local vehicle traffic. Treatments can include a combination of speed tables, raised crosswalks, speed humps, traffic diverters, chicanes, curb extensions at intersections or marked crosswalks, and/or neighborhood traffic circles.
- Class IV Separated Bike Lanes are on-street bike facilities that include physical separation between where bicyclists ride and vehicle traffic. Ideally, the physical separation provides protection to the bicyclist through use of materials such as concrete medians (with or without landscaping), planters, and/or the bike lane could be separated by a curb to raise the bike lane to either sidewalk height or an intermediate height. Green pavement markings can be used at driveways or intersections to draw attention to where vehicle paths cross bicyclists' paths as well as additional intersection treatments to enhance safety.

The existing transit network, as illustrated in Figure 2, includes transit services and amenities within or immediately adjacent to Cotati. Bikes are allowed on SMART trains and service is provided throughout Sonoma and Marin counties on approximately 30- to 60-minute headways on weekdays and approximately 60- to 90-minute headways on weekends. Sonoma County Transit (SCT) buses are equipped with bike racks and service is provided on 30- to 65-minute headways on weekdays and Saturdays largely within Sonoma County. Golden Gate Transit (GGT) buses are equipped with bike racks and service is provided on 35- to 60-minute headways on weekdays and weekends. GGT provides connections to destinations in Sonoma and Marin counties as well as San Francisco. Transit routes are provided along major arterials and collectors throughout the city but existing gaps in the sidewalk network, as shown in Figure 3, and the bike network are a barrier to people walking and biking to transit stops.

As described above, to enable more people to walk, bike and roll, and to use these modes to access transit, the spaces built to support those uses need to be safe and comfortable. Figure 4 illustrates the results of a Level of Traffic Stress analysis used to gauge level of comfort in traveling along a street. Figure 4 also denotes the streets within

Cotati that were identified as part of SCTA's High Injury Network[5] (HIN) developed as part of SCTA's Vision Zero Action Plan.[6]

An LTS 1 rating indicates the least stressful (most comfortable) facilities. Low stress (LTS 1 or 2) facilities in Cotati include the SMART Trail, Laguna de Santa Rosa Trail (Laguna Trail), and the buffered bike lanes on West Sierra Drive. LTS 4 indicates the most stressful (least comfortable) facilities. High stress facilities in Cotati overlap with the HIN segments on Old Redwood Highway as well as Redwood Drive and main east-west arterials such as Highway 116 and East Cotati Avenue.

Defining Level of Traffic Stress

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

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

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

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

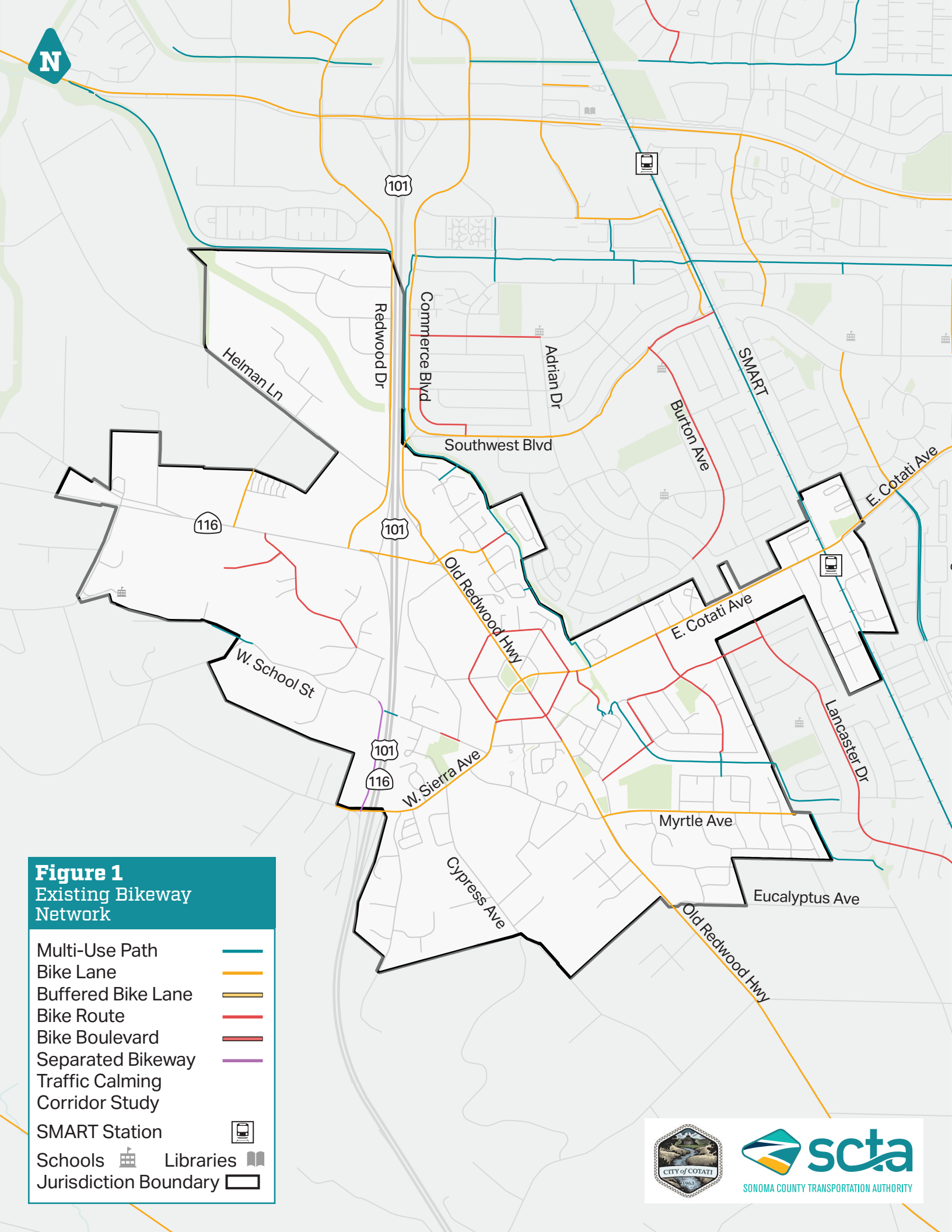

Figure 1
Existing Bikeway Network

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

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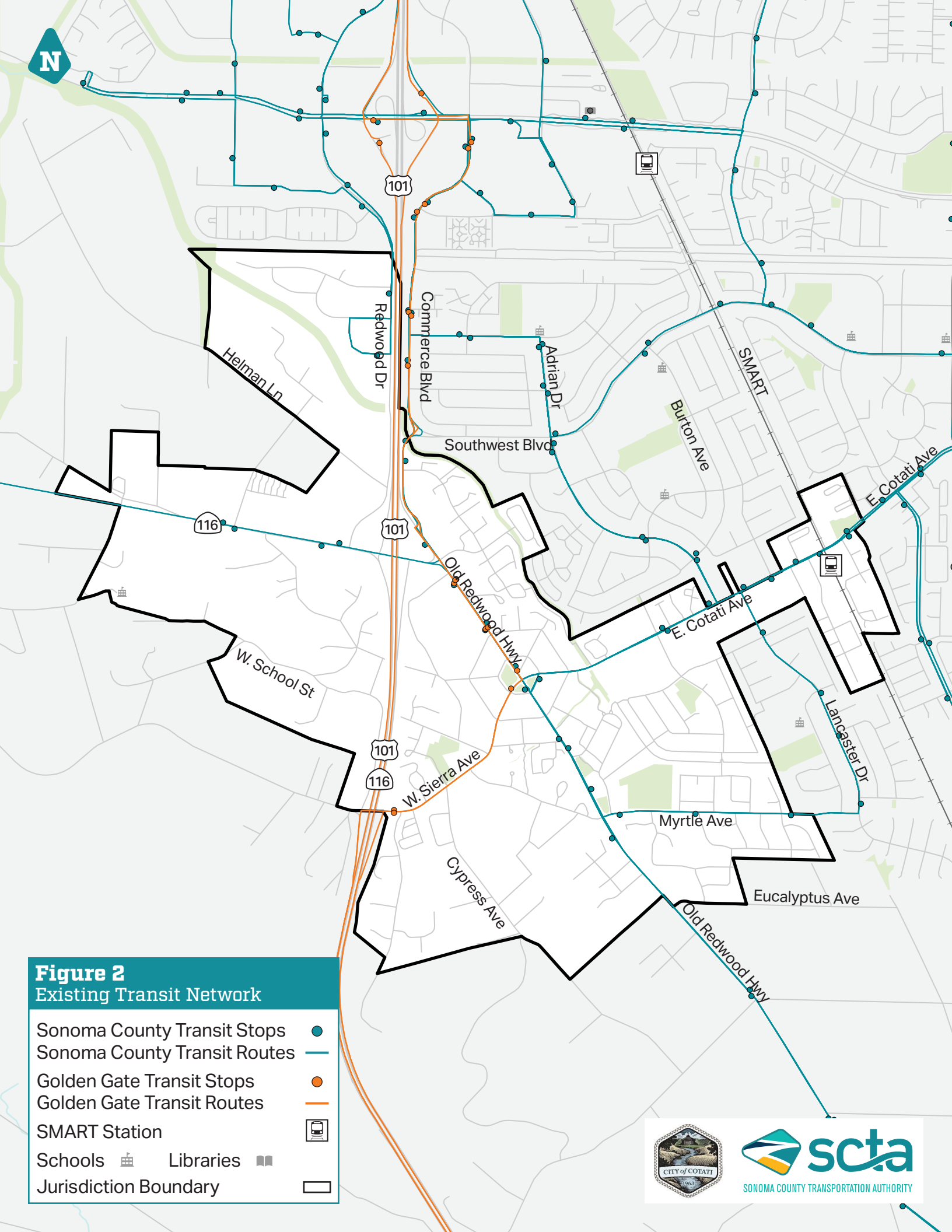

Figure 2
Existing Transit Network

- Sonoma County Transit Stops
- Sonoma County Transit Routes
- Golden Gate Transit Stops
- Golden Gate Transit Routes
- SMART Station
- Schools
- Libraries
- Jurisdiction Boundary

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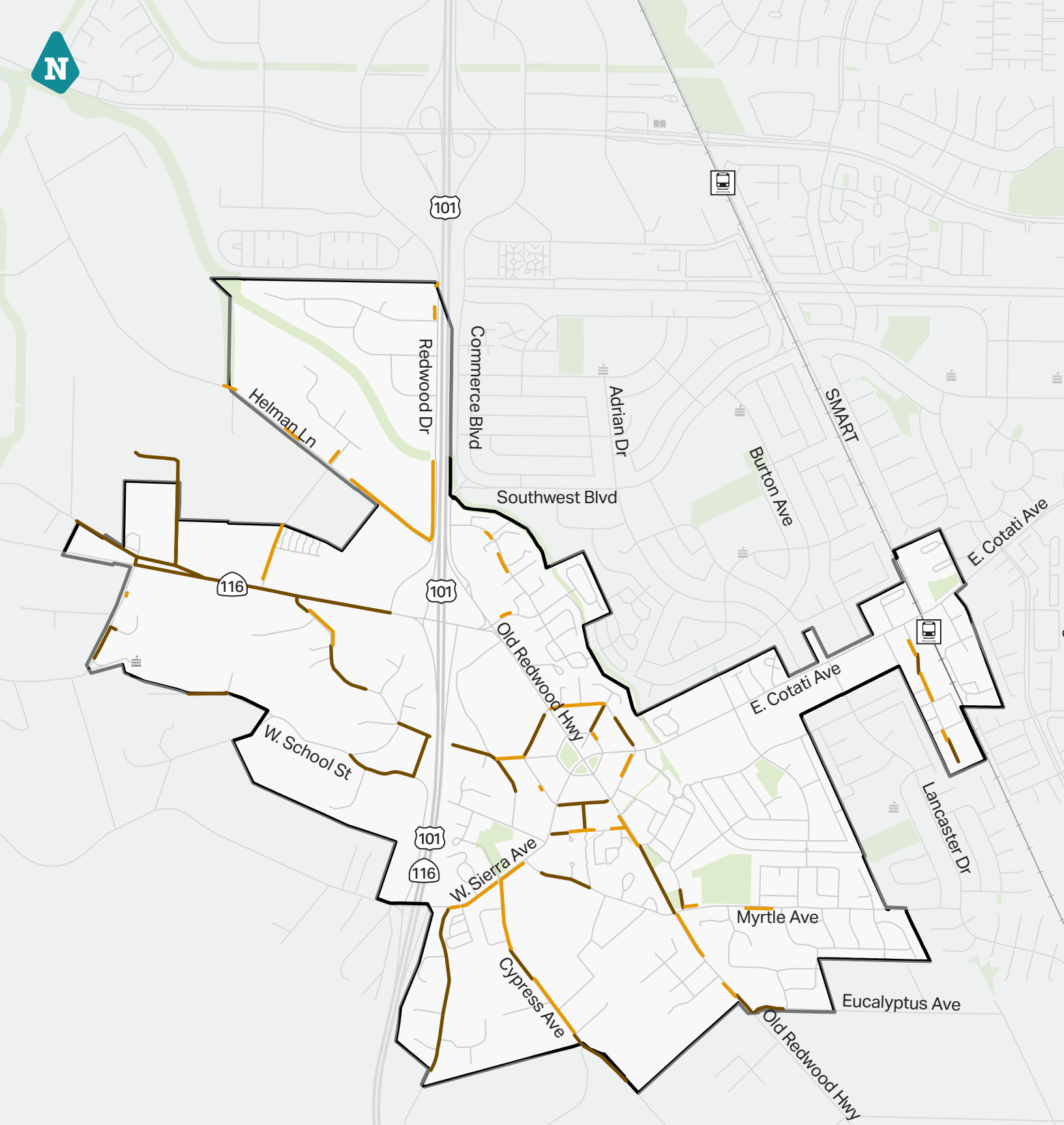

Figure 3
Existing Sidewalk Gaps

Gap on one side
Gap on both sides
SMART Station
Schools
Libraries
Jurisdiction Boundary

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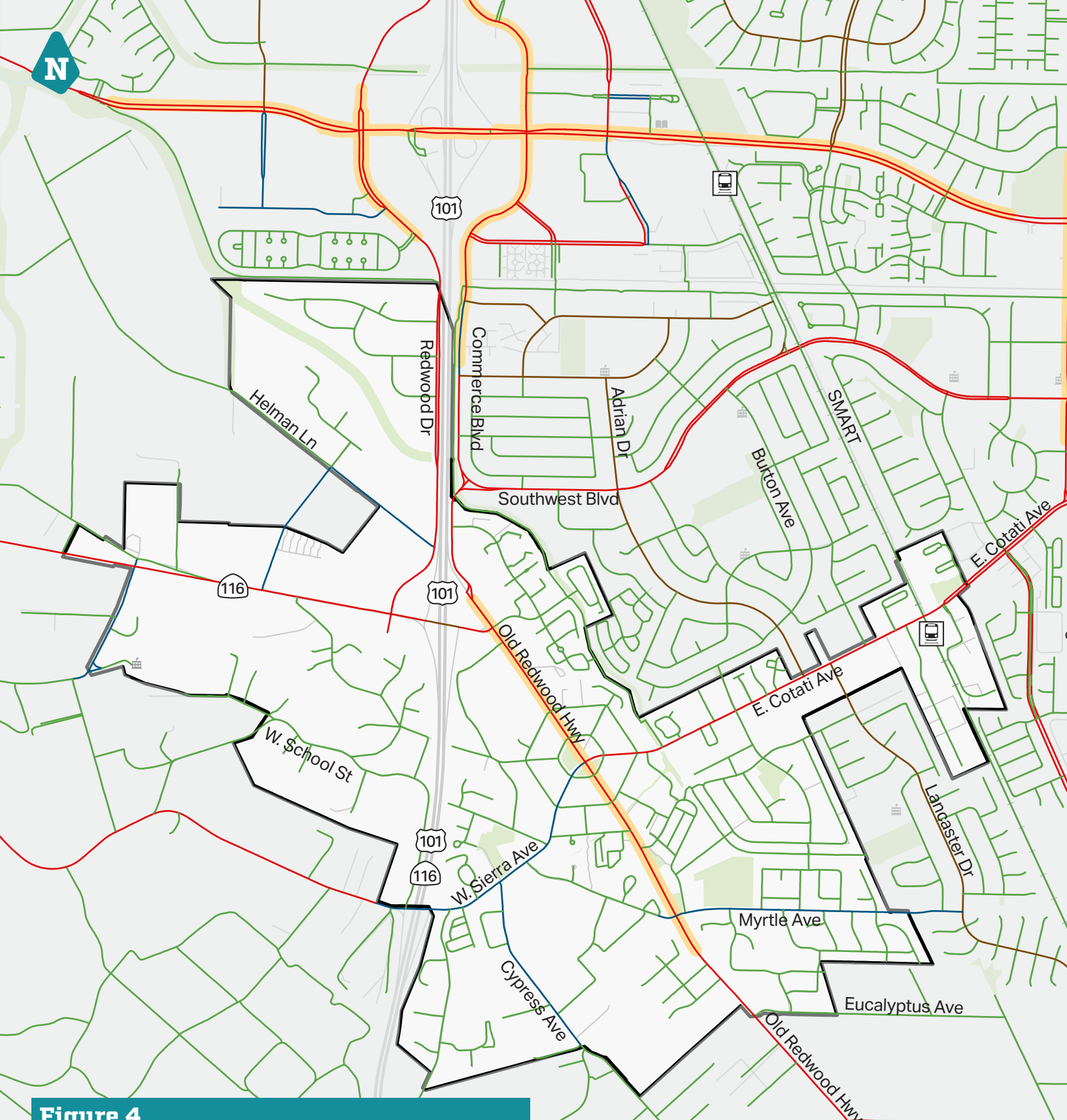

Figure 4
Existing Level of Traffic Stress (LTS) and 2022 Countywide High Injury Network (HIN)

- Lowest Stress (LTS 1)
- Low Stress (LTS 2)
- Moderate Stress (LTS 3)
- High Stress (LTS 4)
- SMART Station
- Jurisdiction Boundary
- HIN
- Schools
- Libraries

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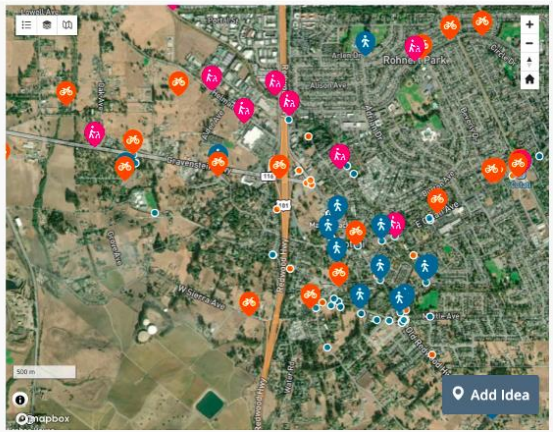
3. Community & Stakeholder Engagement

Initial outreach for the Cotati ATP began in 2021. City staff hosted pop-up engagements at the local Farmer's Market throughout the summer. Also in 2021, community input was gathered through development of the 2022 Cotati Local Roadway Safety Plan (LRSP) and at the Planning Commission on September 20, 2021.

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

Public engagement restarted in Cotati in June 2023 when the project team presented the overall approach for the Countywide ATP and how Cotati's ATP would be included in the countywide "umbrella" plan to the Planning Commission. In October 2023, the Countywide ATP project team published a project webpage and online survey and distributed it through the City of Cotati website, social media, and the City's November newsletter. SCTA/RCPA also distributed the webpage and survey through its newsletter, mailing list, and social media. During the first round of outreach in Fall 2023, over 70 comments were received in Cotati. The project team also reviewed over 130 comments received as part of the 2022 LRSP.

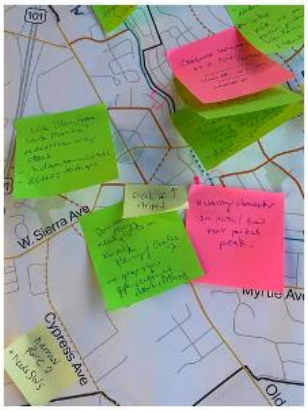


Project Web Map Survey with 70+ comments in Cotati

In Fall 2023, City Staff hosted two additional pop-up engagement events at the Cotati Farmer's Market in September 2023 and a third event at Oliver's Market in October 2023.

These events gathered input from the general public on existing conditions for walking and biking in Cotati.

In general, public feedback received through the first round of outreach between 2021 and 2023 revealed the following themes:



City staff hosting pop-up event at Olivers Market and feedback collected

- **Biking:** more bike lanes, protected facilities (paths, protected bikeways, intersection treatments)
- **Walking:** close sidewalk gaps, improve existing and add new crossings, consider pedestrian only areas
- **Traffic calming:** implement on collectors and residential streets
- **Trails:** maintain existing trails and improve trail access and connections, e.g., Laguna Creek Trail, Copeland Creek Trail
- **Destinations:** better pedestrian/bike access to downtown, SMART station, Oliver's Market shopping center, Rohnert Park, SSU
- **Roadways:** more active transportation improvements are needed include Gravenstein Highway/Highway 116, Old Redwood Highway, E. Cotati Avenue, Sierra Avenue, Valparaiso, Benson Lane, Helman Lane

City staff and the project team presented the draft vision and goals, and a draft proposed projects list to the Planning Commission in November 2023. Comments received included support for safe routes to school improvements, especially to Thomas Page School; the need to require new development to provide active transportation options; a desire for better connections to SSU; and support for improved regional connections such as to Stony Point Road and coordinating with SCTA and Sonoma County to motivate implementation.

City staff also presented the draft policies for the ATP update to the Planning Commission in December 2023. In collaboration with SCTA and Sonoma County Bicycle Coalition, City staff and the project team also hosted an open house in February 2024. Feedback was gathered on draft proposed projects and prioritization, draft programmatic recommendations, and the overall Draft Plan. Finally, on March 12th and March 18th of 2024, City staff and project team presented the Draft Plan to City Council and Planning Commission, respectively.

4. Vision & Goals

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

> *"Our guiding principles are to improve safety, connectivity, equity, and quality of life. The transportation system shall be safe and inviting for people of all ages and abilities to walk, bike, and roll for everyday transportation and recreation, by providing a continuous and interconnected active transportation network linking daily activities and housing, and supported by programs and policies that encourage walking, biking, and rolling."*

The City's active transportation goals are:

1. **Connected and Reliable –** Deliver a continuous active transportation network that allows people of all ages and abilities to use a variety of transportation types easily, affordably, and dependably.
2. **Safe and Well-Maintained –** Create and sustain a high-quality and low-stress active transportation network. Employ Vision Zero and Safety Plan policies and strategies to advance this goal.
3. **Community Oriented and Place-Based –** Tailor projects to urban, suburban, and rural communities, which support a diversity of uses and users and create community through active transportation.

Cotati has also developed a series of Policies and Actions to guide implementation of the ATP, which are aligned with these three goals and presented in *Chapter 4's Programs & Policies* section.

5. Advancing Active Transportation

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

Infrastructure Improvements

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

Considerations for Facility Type

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

Class IIIB Bike Boulevards are streets where there are at most one vehicle lane in each direction and traffic calming treatments are used to slow vehicle speeds to under 25 mph and discourage non-local vehicle traffic. Treatments can include some combination of speed tables, raised crosswalks, speed humps, traffic diverters, chicanes, curb extensions at crosswalks, and/or neighborhood traffic circles at intersections.

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

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

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

Notes:
(1) Table content summarized based on information in FHWA's Bikeway Selection Guide.[7]
(2) Multi-use paths are off-street and are on their own alignment. They can be useful for providing parallel, low stress routes to existing streets regardless of those streets volumes or speeds.
(3) Class IIB Buffered Bike Lanes are preferred over Class II Bike Lanes.
(4) Class IIIB Bike Boulevards are preferred over Class III Bike Routes.
(5) Class IV Separated Bike Lanes physically separate bikes from moving vehicles using treatments that provide protection such as medians, planters, or raising the bike lane to a height similar to a sidewalk.

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

Planned Projects

Table 2 presents planned projects for enhancing walking, biking, and rolling conditions in Cotati, including bikeway, pedestrian crossing, and ADA improvements. It includes the priority for each project. Tier 1 indicates high priority, Tier 2 medium priority, and Tier 3 low priority. Section 5 describes the prioritization process.

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

Table 2. Planned Infrastructure Improvements for Walking, Biking and Rolling

Project #	Project Location	Project Description	Priority
1	Derby Lane from Highway 116 to City Limits (and onward to Washoe Creek in Unincorporated County)	Create low-stress connection to Washoe Creek maintenance trails and work with County to formalize maintenance trails and connections to Rohnert Park and Sebastopol.	Tier 3
2	Copeland Creek Trail and Highway 101	Support Rohnert Park's Bridge across Highway 101 at Copeland Creek Trail and connect it to citywide bike and pedestrian network.	Tier 3
3	Helman Lane to Highway 116	Create a north-south trail connection on west side with connectivity from Helman Lane to Highway 116 as part of proposed developments, along the proposed north-south road identified in the General Plan.	Tier 2
4	Laguna de Santa Rosa	Formalize Class I multi use path trail along Laguna west of Highway 101, with new bridge connecting to Copeland Creek Trail.	Tier 2
5	Redwood Drive	Create low-stress protected Class IV separated bikeway and close sidewalk gaps over long term. City installing partially buffered Class IIB bike lanes in nearer term.	Tier 1
6	Highway 116	Create Class I facility parallel to Highway 116 with connectivity to the citywide network in accordance with Caltrans design criteria and the City's Circulation Element.	Tier 1
7	Highway 116/Highway 101 interchange	Interchange study to improve multi-modal safety and reduce level of traffic stress for people walking and biking through Highway 101 interchange. Study to include potential relocation of NB on-ramp from Commerce Boulevard to the existing NB off-ramp terminus.	Tier 2
8	Gilman Ranch Road	Create Class IIIB bike boulevard on Gilman Ranch Road as part of long-term planned connection to Madrone Place/Madrone Avenue.	Tier 3
9	W Cotati Oaks Trail	Formalize and enhance W Cotati Oaks Trail between Maple Avenue and Highway 116 to create a Class I multi-use path.	Tier 1
10	Commerce Boulevard	Identify low-stress protected facility (e.g., Class IV separated bikeway) on Commerce Boulevard to city limits, potentially as part of future study of Highway 101 interchange.	Tier 1
11	Old Redwood Highway	Conduct study to identify and develop low-stress (e.g., Class I or Class IV) facilities on or adjacent to Old Redwood Highway from southern city limits to Gravenstein Way. As part of study, create a low-stress, protected (e.g., Class I or IV) facility or Woonerf adjacent to Old Redwood Highway between St. Joseph Way and William Street.	Tier 1
12	W School Street	Install Class II bike lanes and improved tunnel lighting on W School Street. Improve the asphalt trail adjacent to W School Street between Richardson Lane and Maple Avenue and connect to Thomas Page Academy. Provide more width for bicyclists.	Tier 1

Project #	Project Location	Project Description	Priority
13	W Sierra Avenue	Upgrade Class IIB buffered bike lanes on W Sierra Avenue to Class IV separated bikeway (consider as pilot project).	Tier 1
14	Valparaiso Avenue	Close sidewalk gaps and calm traffic on Valparaiso Avenue.	Tier 1
15	Laguna Trail	Repair and resurface and do maintenance work (e.g., trimming) on Laguna Trail between East Cotati Ave and Commerce Boulevard. Consider alternatives to asphalt where feasible.	Tier 1
16	Laguna Trail at Helen Putnam Park	New bridge over the laguna connecting Laguna Trail to Helen Putnam Park.	Tier 1
17	Laguna Trail Bruce Connection	Create connection between Laguna Trail and the vicinity of East Sierra Avenue and Bruce Avenue. May require negotiations and cooperation with property owners.	Tier 3
18	Laguna Trail McGinnis Bridge/E Cotati Connection	Close gap in Laguna Trail between E Cotati Avenue and McGinnis Bridge in the long term, and formalize Marsh Way as low-stress connection in the meantime.	Tier 2
19	Trail between Burton Ave and Lasalle Street	Formalize trail connection between East Cotati Avenue and Burton Avenue at Lasalle Street.	Tier 2
20	E Cotati Avenue	Create low-stress protected facility on E Cotati Avenue, reduce lane widths to calm traffic and provide space for wider or protected bike lanes, and/or determine alternate low-stress route.	Tier 1
21	Lincoln Avenue	Create low-stress Class IIIB bike boulevard connection with traffic calming measures, as needed, along Lincoln Avenue toward SMART station. Will require negotiations and cooperation with property owners.	Tier 1
22	Laguna Trail McGinnis Bridge/Lincoln Connection	Formalize connection between Laguna Trail at McGinnis Bridge and the intersection of Lincoln Avenue and Loretto Avenue.	Tier 2
23	Valparaiso Avenue	ADA Improvements from West Sierra to Old Redwood Highway.	Tier 1
24	W Sierra / Hillview Drive	Crossing Improvement, adding lighted crosswalk across W Sierra.	Tier 1
25	Highway 116 / W Cotati Avenue	Crossing Improvements associated with West Cotati Realignment project, including signalization and new crosswalks.	Tier 1
26	Highway 116 / Madrone Avenue	Crossing Improvement, evaluate feasibility and effectiveness RRFB or HAWK across Highway 116.	Tier 1
27	East Cotati at Charles/Arthur	Install lighting to improve visibility of crosswalk and pedestrians using the crosswalk.	Tier 2
28	La Plaza/West Sierra	Crossing Improvement, evaluate feasibility and effectiveness of RRFB.	Tier 1
29	Water Road at Hillview Drive/Water Road	Crossing Improvement to add crosswalk across Water Road at Hillview Dr/Water Road.	Tier 2

Project #	Project Location	Project Description	Priority
30	Madrone Ave next to storage lockers between Isabel Dr and SR 116	Sidewalk Gap Closure, fix sidewalk grade differential.	Tier 1
31	Redwood Dr from Portal St to W Copeland Creek Trail (South)	Sidewalk Gap Closure, existing sidewalk facilities on one side.	Tier 2
32	Redwood Dr from Portal St to W Copeland Creek Trail (North)	Sidewalk Gap Closure, existing sidewalk facilities on one side.	Tier 2
33	Helman Ln from Redwood Dr to Alder Ave	Sidewalk Gap Closure, existing sidewalk facilities on one side.	Tier 3
34	Redwood Dr from Helman Ln to Laguna de Santa Rosa	Sidewalk Gap Closure, existing sidewalk facilities on one side.	Tier 3
35	Madrone Ave from Madrone Pl to Grove St	Sidewalk Gap Closure, no existing sidewalk facilities.	Tier 1
36	W. Cotati Ave from Gravenstein Hwy to W Cotati Oaks Court	Pedestrian walkway gap closure, no continuous existing sidewalk facilities. Existing sidewalks on southwest side of the street between from Gilman Ranch Road to Cohen Court.	Tier 2
37	Richardson Ln from Tompkins Rd	Pedestrian walkway gap closure, no existing sidewalk facilities.	Tier 3
38	W. Cotati Ave from Maple Ave to Clifford St	Pedestrian walkway gap closure, no existing sidewalk facilities.	Tier 2
39	Clifford St from W. Cotati Ave to W. School St	Pedestrian walkway gap closure, no existing sidewalk facilities.	Tier 2
40	William St from Old Redwood Hwy to W. Cotati Ave	Sidewalk Gap Closure, no existing sidewalk facilities.	Tier 2
41	East Sierra Ave from Arthur St to La Plaza	Sidewalk Gap Closure, no existing sidewalk facilities.	Tier 2
42	La Plaza from E. Sierra Ave to E. Cotati Ave	Sidewalk Gap Closure, existing sidewalk facilities on one side.	Tier 2
43	Arthur St from E. Sierra Ave to E. Cotati Ave	Pedestrian walkway gap closure, no existing sidewalk facilities.	Tier 3
44	W School St from Maple Ave to Clifford St	Sidewalk Gap Closure, no existing sidewalk facilities.	Tier 3
45	El Rancho Dr from W. Cotati Ave to E. School St	Sidewalk Gap Closure, no existing sidewalk facilities.	Tier 2
46	Olaf St from W. Cotati Ave to W. Sierra Ave	Sidewalk Gap Closure.	Tier 2
47	Henry St from W. Sierra Ave to Old Redwood Hwy	Sidewalk Gap Closure, no existing sidewalk facilities.	Tier 2

Project #	Project Location	Project Description	Priority
48	Delano St from Henry St to Page St	Sidewalk Gap Closure, no existing sidewalk facilities.	Tier 2
49	Charles St from E. Cotati Ave to Old Redwood Hwy	Sidewalk Gap Closure, existing sidewalk facilities on one side.	Tier 1
50	Page St from W. Sierra Ave to Dino Ct	Sidewalk Gap Closure.	Tier 1
51	Old Redwood Hwy from Page St to Henry St/Cotati Creek Bridge	Sidewalk Gap Closure, existing sidewalk facilities on one side.	Tier 2
52	Valparaiso Ave from W. Sierra Ave to Delano St Path	Sidewalk Gap Closure, no existing sidewalk facilities.	Tier 1
53	Water Rd from W. Sierra Ave to City Extent	Sidewalk Gap Closure, no existing sidewalk facilities.	Tier 2
54	West Sierra Ave from Water Rd to Hillview Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side.	Tier 3
55	West Sierra Ave from Hillview Dr to Cypress Ave	Sidewalk Gap Closure, existing sidewalk facilities on one side.	Tier 2
56	West Sierra Ave from Cypress Ave to Valparaiso Ave	Sidewalk Gap Closure, existing sidewalk facilities on one side.	Tier 1
57	Cypress Ave from Oretsky Way to City Limit	Sidewalk Gap Closure, no existing sidewalk facilities.	Tier 1
58	Park Ave from Myrtle Ave to Veterans Memorial Building	Sidewalk Gap Closure, no existing sidewalk facilities.	Tier 1
59	Old Redwood Hwy (east side) from Valparaiso Ave to Lasker Ln	Sidewalk Gap Closure, existing sidewalk facilities on one side.	Tier 2
60	Old Redwood Hwy from Clothier Ln to Eucalyptus Ave	Sidewalk Gap Closure, no existing sidewalk facilities.	Tier 1
61	Eucalyptus Ave from Old Redwood Hwy to Lebec Ln	Sidewalk Gap Closure, no existing sidewalk facilities.	Tier 2
62	Tompkins Rd from Richardson Ln to Gilman Ranch Rd	Install Class I multiuse path.	Tier 3
63	Southern City extent from Cypress Ave to Old Redwood Hwy	Install Class I multiuse path.	Tier 2
64	Alder Ave from Helman Ln to City Extent (Unincorporated County)	Install Class II bike lanes.	Tier 3

Project #	Project Location	Project Description	Priority
65	Helman Ln from Alder Ave to Western City Extent	Install Class II bike lanes.	Tier 3
66	West Cotati Ave from SR-116 to Maple Ave	Upgrade to Class IIIB bike boulevard.	Tier 1
67	Gravenstein Way from Wilford Ln to Laguna de Santa Rosa Trail	Upgrade to Class IIIB bike boulevard.	Tier 2
68	Wilford Ln and Wilford Cir from Ahlstrom Dr to Laguna de Santa Rosa Trail Connector	Install Class IIIB bike boulevard.	Tier 2
69	The Loop: William St, Olaf St, Henry St, Charles St, Arthur St, George St	Conduct study to identify and develop project for a lower stress bicycle facility such as Class I multiuse path parallel to the loop or a Class IV separated bike lane.	Tier 1
70	Benson Ln from Loretta Ave to Park Ave	Upgrade to Class IIIB bike boulevard.	Tier 1
71	Loretta Ave from Lincoln Ave to Loretta Ave	Upgrade to Class IIIB bike boulevard.	Tier 2
72	LaSalle Ave from East Cotati Ave to Loretto Ave	Upgrade to Class IIIB bike boulevard.	Tier 3
73	Lark Drive and Eagle Drive from Lark Drive to Lakewood Ave	Install Class IIIB bike boulevard.	Tier 2
74	Marsh Way from East Cotati Ave to Laguna de Santa Rosa Trail	Upgrade to Class IIIB bike boulevard.	Tier 2
75	Myrtle Ave from Old Redwood Hwy to Copeland Creek Trail	Upgrade Class IIB buffered bike lanes on Myrtle Ave to Class IV separated bike lanes (consider as pilot project).	Tier 1
76	Highway 116/West Cotati to Helman Lane	Install Class I multiuse path via. the western corner of the current Lowe's property.	Tier 3
77	Citywide	Explore the feasibility of a citywide electric shuttle service, connecting fixed points of interest/amenities with SSU and the SMART rail stations.	Tier 3

Notes
(1) Crossing improvements could include high visibility markings, pedestrian-scale lighting, curb extensions (a.k.a. bulb outs), leading pedestrian intervals at signals, and rectangular rapid flashing beacons (RRFB) or pedestrian hybrid beacons (PHB) at unsignalized intersections.
(2) Sidewalk gap closures to ensure at least one side of the roadway has continuous sidewalks.
(3) Project priorities are included in Table 2. Prioritization methodology is explained in Section 5. Implementation: Local Considerations.

Figure 5 illustrates the location of the planned bikeway and corridor improvements and Figure 6 shows the location of planned pedestrian crossing and sidewalk improvements. Crossing improvements could include high visibility markings, pedestrian-scale lighting,

curb extensions (a.k.a. bulb outs), leading pedestrian intervals at signals, and rectangular rapid flashing beacons (RRFB) or pedestrian hybrid beacons (PHB) at unsignalized intersections. Figure 7 shows planned improvements as well as the existing biking network.

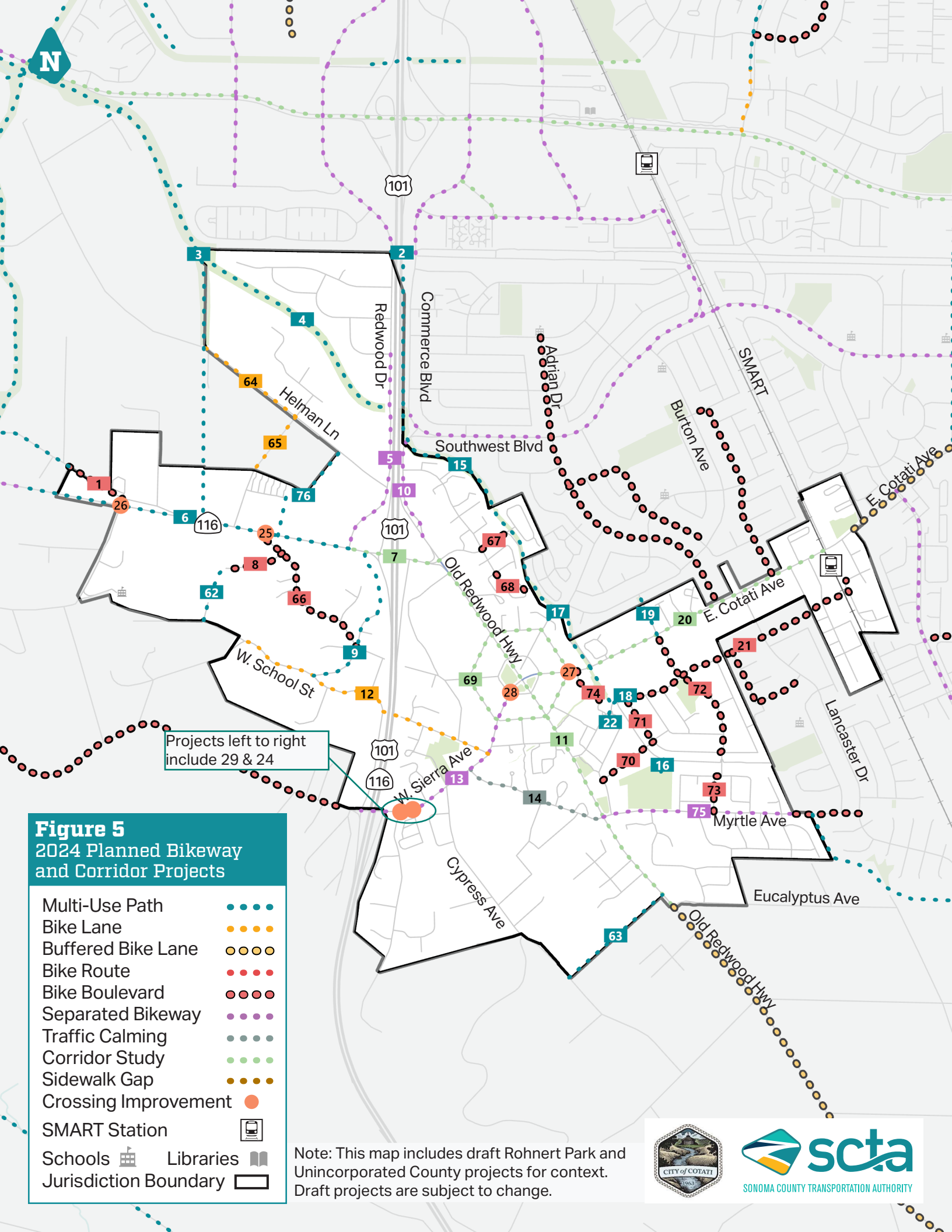


Figure 5
2024 Planned Bikeway and Corridor Projects

- 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: This map includes draft Rohnert Park and Unincorporated County projects for context. Draft projects are subject to change.

CITY of COTATI 1963

scta
SONOMA COUNTY TRANSPORTATION AUTHORITY

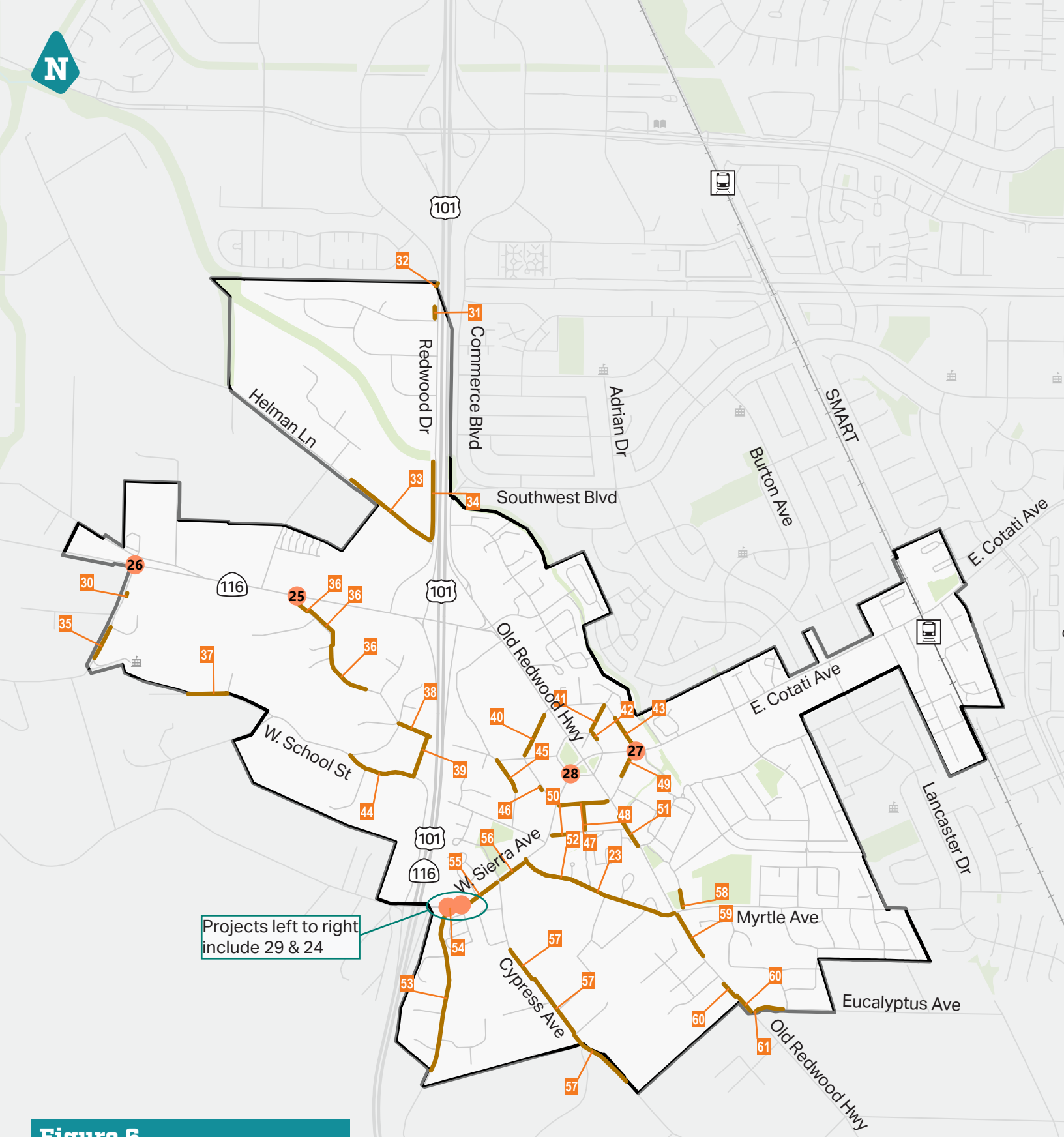


Figure 6
2024 Planned Sidewalk & Crossing Improvements

- Sidewalk Gap
- Crossing Improvement
- Schools
- Libraries
- SMART Station
- Jurisdiction Boundary

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SONOMA COUNTY TRANSPORTATION AUTHORITY

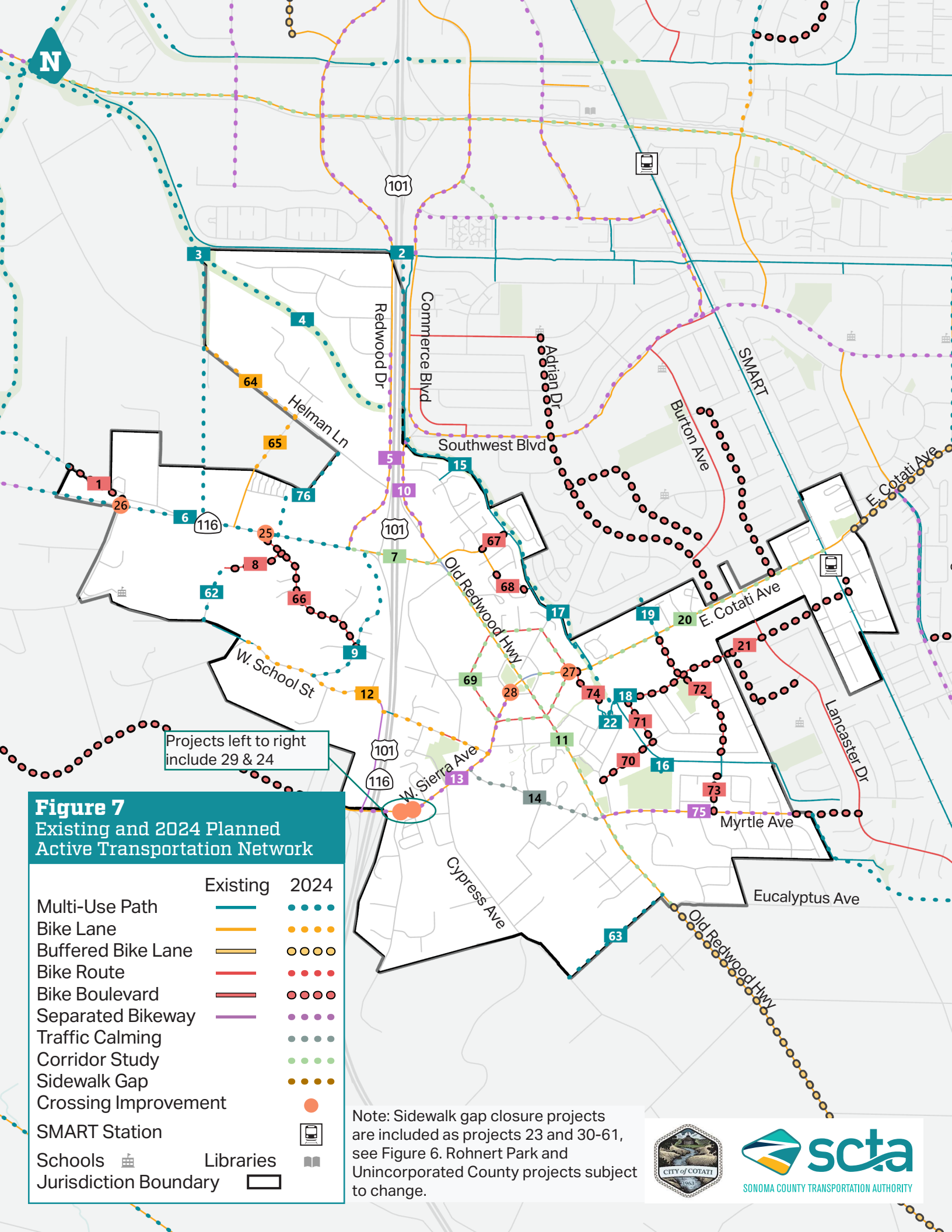

Figure 7
Existing and 2024 Planned Active Transportation Network

	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: Sidewalk gap closure projects are included as projects 23 and 30-61, see Figure 6. Rohnert Park and Unincorporated County projects subject to change.

CITY of COTATI 1963

scta
SONOMA COUNTY TRANSPORTATION AUTHORITY

Engineering Treatments Toolbox

In designing and implementing the 2024 Active Transportation Network projects, and taking actions to fulfill the policies and goals identified in this Plan, City staff will use engineering treatments consistent with established industry resources and guidance published by reputable organizations such as the Federal Highway Administration (FHWA), National Association of City Transportation Officials (NACTO), American Association of State Highway Transportation Officials (AASHTO), California Department of Transportation (Caltrans), and California Manual on Uniform Traffic Control Devices (CA MUTCD). The following exhibits include examples of the types of engineering treatments the City may use in the design and implementation of enhanced active transportation infrastructure.

A Pedestrian-Hybrid Beacon, also known as a High Intensity Activated Crosswalk (HAWK), is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Programs & Policies

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

Programs

The following describes the creation of an Active Transportation Program which would create dedicated, annual funding sources to support the implementation of the policies and projects identified in the Cotati Active Transportation Plan.

Active Transportation Program

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

- Staff assigned to lead and monitor the implementation of the City's Active Transportation Plan, with responsibilities such as:
  - (i) ensuring planned projects are incorporated into the City's CIP list;
  - (ii) coordinating with SCTA, Sonoma County, Caltrans, and cities within the region regarding active transportation projects and topics including shared mobility programs and the Safe Routes to School Program;

    - (iii) oversight and management of all elements of the City's Active Transportation Program;
    - (iv) participating in and leading staff training related to industry guidance for planning, design, and maintenance of active transportation improvements making use of guidance from Federal Highway Administration (FHWA) and National Association of City Transportation Officials (NACTO); and
    - (v) identifying and helping to pursue grant funding for larger active transportation investments.

- As funding becomes available, invest in the planning and design of planned projects identified in the City's Active Transportation Plan.
- Pursue regional, state, or federal grant funds to support planning, design, and construction of planned projects identified in the City's Active Transportation Plan.
- Explore developing and implementing a quick build program to facilitate the design and implementation of low-cost active transportation improvements at planned project locations identified in the City's Active Transportation Plan. This would include identifying improvements that could be implemented via the City's repaving program and/or as part of other routine maintenance activities.
- Develop and implement a bike parking program consistent with the policies and actions identified in the City's Active Transportation Plan.
- Partner with Sonoma County Bicycle Coalition, the City Police Department, and Public Health to develop and distribute educational materials and/or host community events that promote safe road user behavior in support of improving walking, biking, and rolling for all ages and abilities.

Transportation Demand Management Supportive Programs

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

- Develop a local TDM ordinance based on SCTA's *Shift Model TDM* Ordinance, including considerations for employers and developers, infrastructure, and programs.
- Coordinate with employers on the development and implementation of commute programs by engaging with employers, transit agencies, and shared mobility programs.
- Market existing TDM programs to employers and developers through business assistance programs, green business certifications, and commute fairs.

- Assist employers with the development of commute programs and marketing alternative modes of transportation to employees.
- Coordinate countywide policy actions via the SCTA/RCPA.

Sidewalk/Crosswalk Maintenance and Gap Closure Program

The City will establish a local sidewalk maintenance and gap closure monitoring program, to achieve the goals outlined in Policies 1-3, 1-5 and 2-1. Program elements include:

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

Bicycle Parking Program

The City will establish a Bicycle Parking Program, aligned with Policy 1-8. The program will include the following activities:

- Establish a standard type or types of bike rack for use within the city.
- Review and/or update Municipal Code to ensure adequate bike parking is included in all new development projects, multifamily and commercial remodels, and Use Permit approvals.
- Assess bike parking needs within the City's parks and right-of-way and develop a program to provide adequate bike parking near amenities and at key destinations.
- Require temporary bike parking (e.g., racks, bike valet) at limited term and special events such as the Accordion Festival and Kid's Day.
- Create incentives for local businesses to install bike parking of their own (in accordance with city standards).

Policies

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

GOAL 1: Connected and Reliable

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

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

Action 1-1.1: Continue to require project sponsors, as a part of their development proposals, to construct frontage improvements, internal bike and pedestrian circulation, and bike and pedestrian projects identified in the ATP that intersect or are adjacent to their property.

Action 1-1.2: Identify current local, county, regional, state, and federal programs that would fund bike and pedestrian capital improvements and programs, along with specific funding requirements and deadlines.

Action 1-1.3: Identify non-governmental funding sources for bike and pedestrian capital improvements and programs such as non-profit or foundation grants, public-private partnerships, and community organizations.

Action 1-1.4: As opportunities present themselves, pursue multi-jurisdictional funding applications with Sonoma County, SCTA, neighboring cities, and other potential partners such as SMART, Sonoma Water, and Sonoma County Regional Parks.

Action 1-1.5: As budget allows, amend Cotati's 2015 Traffic Impact Fee Study to include certain projects identified in the updated ATP.

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

POLICY 1-3: Prioritize closure of sidewalk gaps that connect people to activity centers, Thomas Page Academy, transit, parks, and the downtown area.

POLICY 1-4: Prioritize bike and pedestrian connections across Highway 101 to better connect east and west sides of the City.

POLICY 1-5: All public streets shall have safe pedestrian facilities connecting to the broader network, on a minimum of one-side, phased as City funding and/or nexus with private development allows. Determining the appropriate side shall be based on the existing sidewalk network, environmental conditions, and impediments to construction. In all cases, the City shall take into consideration unique roadway space, visibility, and topographical constraints in the area. Pedestrian walkways shall utilize context sensitive designs.

POLICY 1-6: As part of City or private development projects, enhance pedestrian and bike facilities along or adjacent to all arterial roadways, including East Cotati Avenue, Old Redwood Highway (between Hwy 116 and East Cotati Avenue), Redwood Drive, Highway 116, and Valparaiso Avenue. Class I multi-use path and Class IV separated bike lanes shall be the first choice in the design of all new multi-modal infrastructure.

POLICY 1-7: Seek opportunities to separate existing and future bike facilities from motor vehicle traffic with buffers or greater protection such as a curb, flexible bollards, delineators, or other more durable barriers on streets where vehicle speeds are greater than 25 mph. Use best practices when designing bike facilities such as the bikeway design guidance published by the National Association of City Transportation Officials (NACTO) and Federal Highway Administration (FHWA).

> Action 1-7.1: Adopt a Complete Streets ordinance and typical cross-sections for different street typologies to guide construction of new streets and retrofitting of existing streets.
>
> Action 1-7.2: Update the City's Design Standards for streets and roadways to incorporate separated and/or protected bike lanes (i.e., Class IV) and pedestrian infrastructure by January 2026. Low stress bike facilities (e.g., Class I trails/paths, Class IV separated bike lanes, Class IIIB Bike Boulevards) should be the first choice in the design of new multi-modal infrastructure.

POLICY 1-8: Ensure adequate bike parking is available citywide.

> Action 1-8.1: Establish a standard type or types of bike rack for use within the city.
>
> Action 1-8.2: Ensure adequate bike parking is included in all new development projects, multifamily and commercial remodels, and Use Permit approvals per City's Municipal Code.
>
> Action 1-8.3: Assess bike parking needs within the City's parks and right-of-way and develop a program to provide adequate bike parking near amenities and at key destinations.
>
> Action 1-8.4: Require temporary bike parking (racks or bike valet) at limited term and special events such as the Accordion Festival and Kid's Day.
>
> Action 1-8.5: Create incentives for local businesses to install bike parking of their own (in accordance with city standards).

GOAL 2: Safe and Well-Maintained

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

POLICY 2-1: Develop and operationalize a sidewalk repair program to ensure the City maintains or enforces maintenance of sidewalks. Continue to engage with the

community to prevent obstruction of sidewalks and pedestrian facilities with parking, trash bins, signs, etc. Investigate the feasibility of creating a "Pedestrian and Bicycle Pathway Condition Index."

POLICY 2-2: Maintain all bike lane symbols, striping, green paint, and buffer paint and ensure all bike lanes have standard bike symbols. The City shall work to educate and encourage people to keep bike lanes free of trash bins, vehicles, obstacles, and debris.

POLICY 2-3: Increase pedestrian safety at crossings, where needed, to complete pedestrian networks and provide access to destinations.

Action 2-3.1: Assess and prioritize additional crossings or improvements to existing crossings using established industry resources, such as FHWA Safe Transportation for Every Pedestrian (STEP) Guide, to inform decisions.

Action 2-3.2: Continue to utilize crossing enhancements such as Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs). Explore additional safety measures for other crossing enhancements, such as reflective poles on crosswalk signs.

Action 2-3.3: As part of City or private development projects, upgrade crossings to meet accessibility standards such as Americans with Disabilities Act (ADA)-compliant wheelchair ramps, push buttons with auditory or tactile aids for visual and hearing disabilities, or other improvements to accommodate all people.

Action 2-3.4: As part of City or private development projects, add sufficient lighting to light deficient crosswalks and assess any additional lighting needs. Use established industry resources, such as Caltrans' Roadway Lighting Manual, to inform decisions.

POLICY 2-4: Provide additional pedestrian safety improvements at intersections.

Action 2-4.1: Explore opportunities for painted intersections to increase safety and awareness at intersections with high pedestrian volumes or potential for pedestrian activity.

Action 2-4.2: Identify opportunities to utilize technology and signals to increase pedestrian safety at signalized intersections such as passive detection, leading pedestrian intervals, or pedestrian only "scramble" phases.

POLICY 2-5: Improve bike safety at controlled and uncontrolled intersections.

Action 2-5.1: Prioritize painting and maintaining a designated, marked space for the bike lane at all intersection approach as well as through intersections.

Action 2-5.2: As part of City or private development projects, apply green conflict zone markings through controlled and uncontrolled intersections for all bike lanes on arterial streets.

Action 2-5.3: As part of future intersection improvements, apply green conflict zone markings where bike lanes cross dedicated right turn lanes.

Action 2-5.5: Consider two-stage turn queue bike boxes where high rates of left turn bike movements are expected.

POLICY 2-6: Explore opportunities to utilize technology to improve bike safety and accommodation.

Action 2-6-1: As part of City or development projects, upgrade bike detection system or other detection options at signalized intersections.

Action 2-6-2: Explore signal timing improvements for bicyclists such as leading intervals and bike only phases.

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

Action 2-7.1: Support Safe Routes to School program and school districts to promote safe, active transportation through education, school policies, and pick-up/drop-off procedures (VZ Action 3.1).

Action 2-7.2: Prioritize low-cost quick-build projects to rapidly implement bike and pedestrian safety improvements along the High Injury Network (i.e., Old Redwood Highway) (VZ Action 4.1).

Action 2-7.3: Prioritize closing gaps in bike and pedestrian networks and design facilities for all ages and all abilities (VZ Action 4.6).

Action 2-7.4: Update street design standards to reflect latest research and best practices around safety and Complete Streets, with an emphasis on serving diverse road users of all ages and abilities (VZ Action 4.8).

GOAL 3: Community Oriented and Place-Based

Tailor projects to urban, suburban, and rural communities, which support a diversity of uses and users and create community through active transportation.

POLICY 3-1: Cotati city staff shall work with the City of Rohnert Park, Sonoma State University (SSU), SCTA, Sonoma County Transit, and the SMART to explore the feasibility of an electric shuttle service connecting fixed points of interest/amenities in each City with SSU and the SMART rail stations.

POLICY 3-2: Explore areas that could be designated or converted into bike/pedestrian-only zones or designed to minimize automobile traffic impacts.

Action 3-2.1: Create and implement a Woonerf Street Design Standard for implementation in appropriate areas of residential and commercial development by January 2026.

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

POLICY 3-4: Make bicycling in Cotati intuitive through maps and wayfinding.

> Action 3-4.1: Maintain and, where appropriate, add additional bike-oriented wayfinding to help cyclists navigate across Highway 101 and to nearby bike paths or other low volume bike routes.

POLICY 3-5: Continue to work with the SCTA to develop a regional bike share/micromobility program.

POLICY 3-6: Achieve a Walk Friendly Community rating consistent with the Walk Friendly Communities program.

POLICY 3-7: Achieve a Bicycle Friendly Community℠ rating from the League of American Bicyclists.

POLICY 3-8: Encourage and incentivize more people to walk, bike, and roll through education and encouragement activities such as special events, Bike-to-Work, and social media campaigns.

POLICY 3-9: Coordinate with the Cotati-Rohnert Park Unified School District and with the objectives in the Safe Routes to School action plans on communication, education, encouragement, and activities focused on children taking active transportation to school and for other trips.

POLICY 3-10: Coordinate with the Recreation Department to identify opportunities for increased bike and pedestrian education with a focus on youth education. Identify opportunities to hold bike "fix-it clinics".

Policy 3-11: New development shall seek to increase the public benefit of Emergency Vehicle Access (EVA) routes by designing them to also serve as bike and/or pedestrian circulation features.

6. Implementation: Local Considerations

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

Timeline

Policies and Programs

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

Table 3 summarizes the timeline and the responsible party (or parties) or the mechanism for implementing the policy action or program.

Table 3. Implementation Timeline and Responsibility for Program & Policy Actions

Program or Policy Action	Timeline	Responsible Party or Mechanism for Implementation
Active Transportation Program (Establish and Initiate Program)	0 to 2 years	Director of Community Development, Director of Public Works, City Council
Transportation Demand Management Program (Establish and Initiate Program)	0 to 3 years	Director of Community Development, Director of Public Works, City Council
Sidewalk Maintenance and Gap Closure Monitoring Program (Establish and Initiate Program)	0 to 5 years	Director of Community Development, Director of Public Works
Bicycle Parking Program (Establish and Initiate Program)	0 to 1 years	Director of Community Development, Director of Public Works, Recreation Manager
Action 1-7.1: Action City's Design Standards, including Woonerf Street Standard (Action 3-2.1) (Update Standards)	0 to 2 years	Director of Community Development, Director of Public Works, City Council

Program or Policy Action	Timeline	Responsible Party or Mechanism for Implementation
Policy 2-6: Active Transportation Signal Improvements (e.g., improve bike detection systems and signal timing)	0 to 3 years	Director of Public Works

Planned Projects

Prioritization

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

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

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

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

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

Once sorted into each of the three buckets, projects are not sorted within each tier to allow City staff discretion and flexibility to respond to various opportunities that arise and can facilitate implementation. Within the broader Countywide ATP, SCTA intends to

establish project selection criteria for the GoSonoma funding program to be aligned with the criteria noted above.

Cost Estimates

This section presents the costs estimates for implementing the 2024 Active Transportation Plan. Project cost estimations were developed to provide a general idea of the anticipated cost for each proposed project type. These estimates are based on an engineering review of unit costs and quantities for the project types shown. They are based solely on construction costs and do not include other soft costs that may be associated with projects (e.g., design, environmental, permitting, construction management).

Table 4 summarizes project costs by project type and prioritization tier for the 2024 Active Transportation Network.

Table 4. 2024 Active Transportation Network – Cost Estimates Summary

Project Type	Unit Cost	Quantity	Cost Estimate
Tier 1 Priority Projects			
Multi-Use Path (Class I)1	$1,023,500/mile	3 miles	$3,070,500
Bike Lane (Class II)2	$176,000/mile	0.7 miles	$123,200
Buffered Bike Lane (Class IIB)3	$574,000/mile	0 miles	$0
Bike Route (Class III)4	$12,500/mile	0 miles	$0
Bike Boulevard (Class IIIB)5	$87,500/mile	1.3 miles	$113,750
Separated Bike Lanes (Class IV)6	$1,655,000/mile	1.9 miles	$3,144,500
Crossing Improvement (Unsignalized)7	$8,000 to $60,000	2 locations	$16,000 to $120,000
Crossing Improvement (Signalized)8	$8,000 to $120,000	2 location	$26,000 to $240,000
Sidewalk Installation9	$480/linear feet	8,468 linear feet	$4,064,640
Corridor Study	$300,000/mile	2.7 miles	$810,000
Traffic Calming10	$75,000/mile	0.4 miles	$30,000
Total Tier 1 Priority Projects11	$11.3M to $11.7M		
Tier 2 Priority Projects			
Multi-Use Path (Class I)1	$1,023,500/mile	2.8 miles	$2,865,800
Bike Lane (Class II)2	$176,000/mile	0 miles	$0
Buffered Bike Lane (Class IIB)3	$574,000/mile	0 miles	$0
Bike Route (Class III)4	$12,500/mile	0 miles	$0

Project Type	Unit Cost	Quantity	Cost Estimate
Bike Boulevard (Class IIIB)5	$87,500/mile	0.5 miles	$43,750
Separated Bike Lanes (Class IV)6	$1,655,000/mile	0 miles	$0
Crossing Improvement (Unsignalized)7	$8,000 to $60,000	2 locations	$16,000 to $120,000
Crossing Improvement (Signalized)8	$8,000 to $120,000	0 locations	$0
Sidewalk Installation9	$480/linear feet	6,613 linear feet	$3,174,240
Corridor Study	$300,000/mile	0.3 miles	$90,000
Traffic Calming10	$75,000/mile	0 miles	$0
Total Tier 2 Projects11	$6.2M to $6.3M		
Tier 3 Priority Projects			
Multi-Use Path (Class I)1	$1,023,500/mile	0.3 miles	$307,050
Bike Lane (Class II)2	$176,000/mile	0.5 miles	$88,000
Buffered Bike Lane (Class IIB)3	$574,000/mile	0 miles	$0
Bike Route (Class III)4	$12,500/mile	0 miles	$0
Bike Boulevard (Class IIIB)5	$87,500/mile	0.7 miles	$61,250
Separated Bike Lanes (Class IV)6	$1,655,000/mile	0 miles	$0
Crossing Improvement (Unsignalized)7	$8,000 to $60,000	0 locations	$0
Crossing Improvement (Signalized)8	$8,000 to $120,000	0 locations	$0
Sidewalk Installation9	$480/linear feet	5,360 linear feet	$2,572,800
Corridor Study	$300,000/mile	0 miles	$0
Traffic Calming10	$75,000/mile	0 miles	$0
Total Tier 3 Projects11	$3M		
2024 Active Transportation Network			
Total All Projects11	$20.5M to $21M		

Notes:
(1) 12' wide AC path, 2' gravel shoulders, striping and 4 signs per mile.
(2) Unidirectional bike lanes on each side of a two-way street. Striping, green thermoplastic for conflict markings at intersections and driveways (assumed to occur every 100feet and are 5' wide x 20' long), and 4 signs per mile.
(3) Unidirectional bike lanes on each side of a two-way street. Pavement marking in 3' wide AC buffer lane along entire length, green thermoplastic for conflict markings at intersections and driveways (assumed to occur every 100feet and are 3' wide x 20' long), and 4 signs per mile.
(4) "Sharrow" or similar type of pavement marking at 250-foot intervals and 8 signs per mile.
(5) "Sharrow" or similar type of pavement marking at 250-foot intervals, 8 signs per mile, and a combination of traffic calming treatments which could include, but are not limited to, neighborhood traffic circles, raised crosswalks, high visibility crosswalk markings, speed humps, chicanes, and curb extensions.

(6) Unidirectional bike lanes on each side of a two-way street. 7' wide AC Bikeway, concrete edge treatment/median in buffer, bikeway stripe, pavement marking, 4 signs per mile and three signalized intersection improvements per mile.
(7) Improvements at unsignalized intersections include, but are not limited to, pedestrian refuge islands, high visibility crosswalks, rectangular rapid flashing beacons, raised crosswalks, and curb extensions.
(8) Improvements at signalized intersections include, but are not limited to, two-stage bike turn boxes, bike signals, high visibility crosswalks, cross-bike or bike conflict markings, pedestrian count down signals, and implementing directional curb ramps.
(9) Both sides of street. 7' wide concrete sidewalk and underlying compacted base material, including curb and gutter.
(10) Traffic calming includes one, or a combination of improvements, including but not limited to treatments such as neighborhood traffic circles, raised crosswalks, added crosswalk markings, speed humps and curb extensions.
(11) Price per mile assumes "blank slate" and includes new pavement improvements only. (i.e., no demo, drainage, etc.). Mobilization, traffic control, etc., are excluded.

Funding

This section describes the funding sources available to fund the projects and programs identified in this plan. In addition to local funding sources such as the Capital Improvements Program and developer fees, Table 5 presents a list of competitive grants and formula-based funding programs have been reviewed for potential consideration to address financial needs of the projects identified in the plan. Further discussion of regional and federal funding options is included in the 2025 Countywide ATP.

Table 5. Potential Funding Sources, Competitive Grants, and Formula-Based Fundings

Regional Funding Sources	
GoSonoma	https://scta.ca.gov/measure-m/gosonoma/
Transportation Development Act, Article 3 (TDA3)	https://scta.ca.gov/projects/funding/#tda3
Transportation Fund for Clean Air (TFCA)	https://scta.ca.gov/projects/funding/#tfca
State of California Funding Sources	
AHSC – Affordable Housing and Sustainable Communities	https://sgc.ca.gov/programs/ahsc/
ATP – Active Transportation Program	https://catc.ca.gov/programs/active-transportation-program
CleanCA – Clean California	https://cleancalifornia.dot.ca.gov/
HSIP – Local Highway Safety Improvement Program	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
LPP – Local Partnership Program	https://catc.ca.gov/programs/sb1/local-partnership-program
PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	https://dot.ca.gov/programs/local-assistance/fed-and-stateprograms/protect
REAP – Regional Early Action Planning	https://www.hcd.ca.gov/grants-and-funding/programs-active/regional-early-action-planning-grants-of-2021
RC:H2B – Reconnecting Communities: Highways to Boulevards	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b

RMRA & HUTA – Road Maintenance and Rehabilitation Account & Highway Users Tax Account	https://www.sco.ca.gov/aud_road_maintenance_sb1.html
SCCP – Solutions for Congested Corridors Program	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
Federal Funding Sources	
ATIIP – Active Transportation Infrastructure Investment Program	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/
CMAQ – Congestion Mitigation and Air Quality Improvement Program	https://ww2.arb.ca.gov/resources/documents/congestionmitigation-and-air-quality-improvement-cmaq-program
RAISE – Rebuilding American Infrastructure with Sustainability and Equity	https://www.transportation.gov/RAISEgrants
RSTG – Rural Surface Transportation Grant Program	https://www.transportation.gov/grants/rural-surface-transportation-grant
SMART – Strengthening Mobility and Revolutionizing Transportation	https://www.transportation.gov/grants/SMART
SS4A – Safe Streets and Roads for All	https://www.transportation.gov/grants/SS4A
STIP – State Transportation Improvement Program	https://catc.ca.gov/programs/state-transportation-improvement-program
STP – Surface Transportation Block Grant	https://www.fhwa.dot.gov/specialfunding/stp/

Monitoring

Staff will track progress towards implementing this Plan's content as well as achieving this Plan's goals using the measures shown in Table 6. On an annual basis, as part of Staff's update on the General Plan progress, they will report to the Planning Commission and City Council the most recent status for each measure below.

Table 6. Monitoring Progress

Measures	Baseline	Data Source	Frequency
Goal: Connected & Reliable			
Miles of bikeway facilities (total)	9.55 miles	City data	Annual
Linear feet of sidewalk gaps (total)	56,347 feet	City data	Annual
Goal: Safe & Well-Maintained			
KSI pedestrian and bike involved collisions with goal those are zero	Ped: 0/Bike: 0	2015-2019; SWITRS, TIMS	Annual
Number of crossing improvements installed	n/a	City data	Annual
Community Oriented & Place Based			
Number of active transportation improvements within a 1/4 mile of transit/bus stop	n/a	City data	Annual
Number of new or upgraded bike parking facilities	n/a	City data	Annual

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