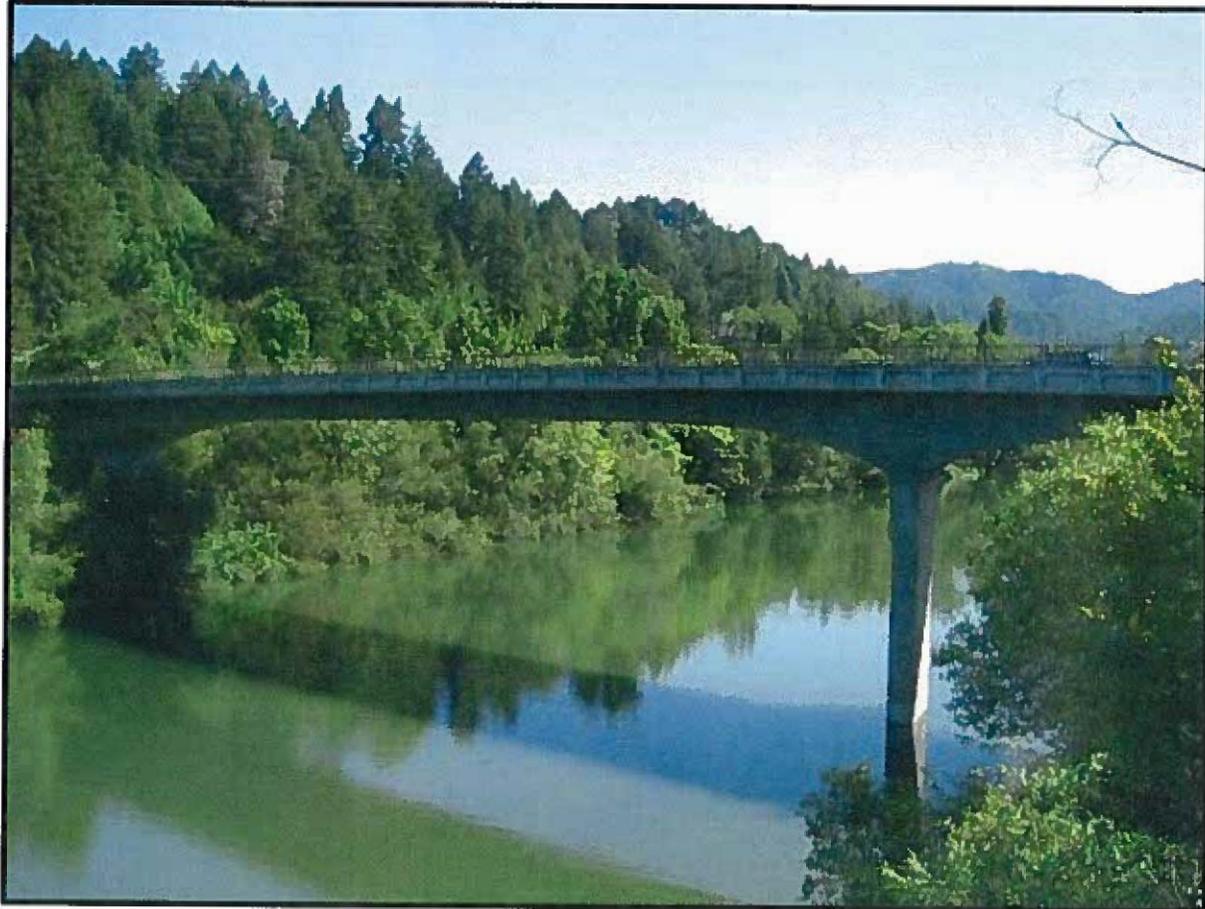




Transportation Concept Report

State Route 116

District 4



Approvals:

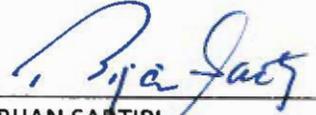


JEAN C.R. FINNEY
Deputy District Director

Transportation Planning and Local Assistance

12/09/2016

Date



BIJAN SARTIPI
District Director

12/12/16

Date

This TCR will be posted in the Documents section of the Caltrans District 4 System Planning website at:

http://www.dot.ca.gov/dist4/systemplanning/ctsp_documents.htm

This SR 116 Transportation Concept Report was prepared by:

Mike Jones
Associate Transportation Planner
Office of System and Regional Planning

Ina Gerhard/Kang Tang
District Branch Chiefs
Office of System & Regional Planning

Stephen H. Yokoi, AICP
District Office Chief
Office of System and Regional Planning

Cover Photo: New Guerneville Bridge - Robert Bregoff

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 4 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

For questions about this TCR contact:

Office of System & Regional Planning
Caltrans District 4
Division of Transportation Planning and Local Assistance
P.O. Box 23660, MS 10C
Oakland, CA 94623-0660
<http://www.dot.ca.gov/dist4/systemplanning/>

CALTRANS MISSION

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

VISION

A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork

GOALS

Safety and Health

Provide a safe transportation system for workers and users, and promote health through active transportation and reduced pollution in communities.

Stewardship and Efficiency

Money counts. Responsibly manage California's transportation-related assets.

Sustainability, Livability and Economy

Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.

System Performance

Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.

Organizational Excellence

Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.

VALUES

Integrity

We promote trust and accountability through our consistent and honest actions.

Commitment

We are dedicated to public service and strive for excellence and customer satisfaction.

Teamwork

We inspire and motivate one another through effective communication, collaboration and partnership.

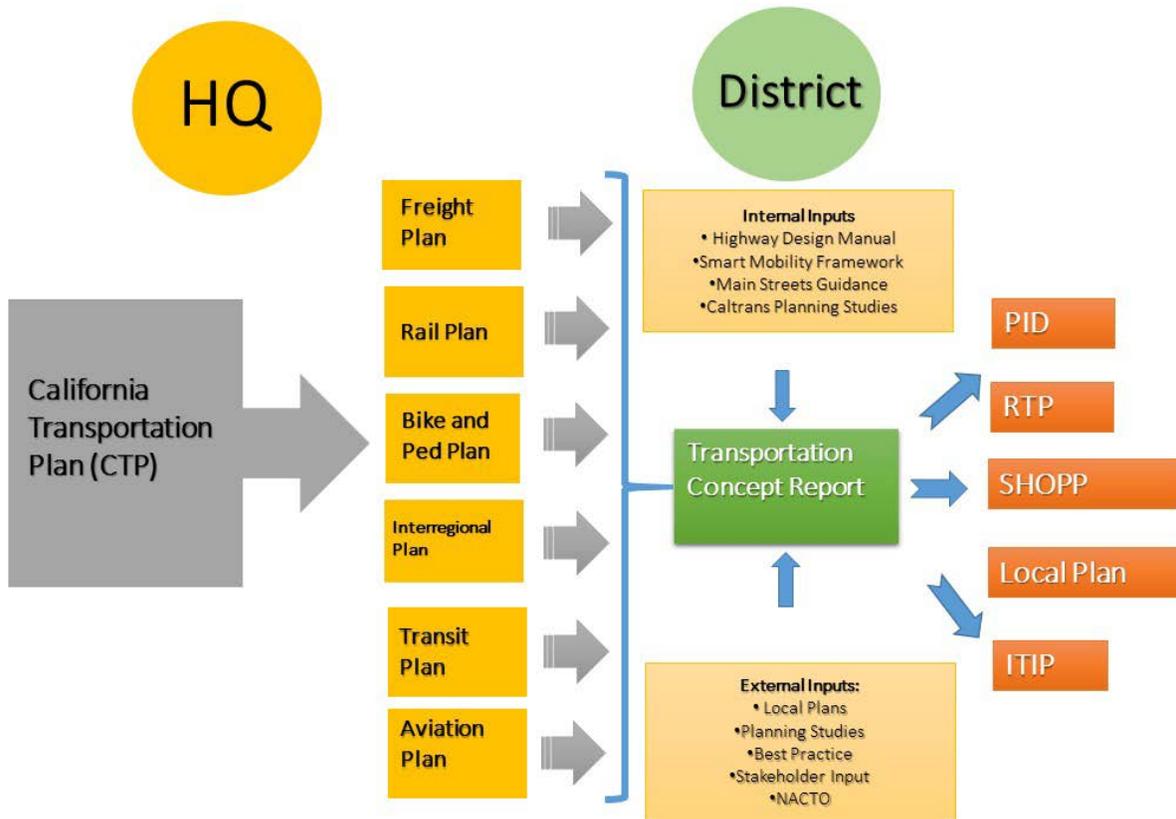
Innovation

We are empowered to seek creative solutions and take intelligent risks.

About the Transportation Concept Report

System Planning is the long-range corridor transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086). Through the TCR, Caltrans focuses on developing integrated multimodal transportation corridors that meet the State's planning and legislative objectives during a 20-25 year planning horizon.

The diagram below shows how the TCR fits in to the current Caltrans Planning process.



Stakeholder Participation

The following organizations were consulted for the final production of this document:

- Sonoma County Transportation Authority (SCTA)
- City of Sebastopol
- Sonoma County
- Sonoma County Regional Parks Department
- City of Petaluma
- City of Cotati

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EXECUTIVE SUMMARY

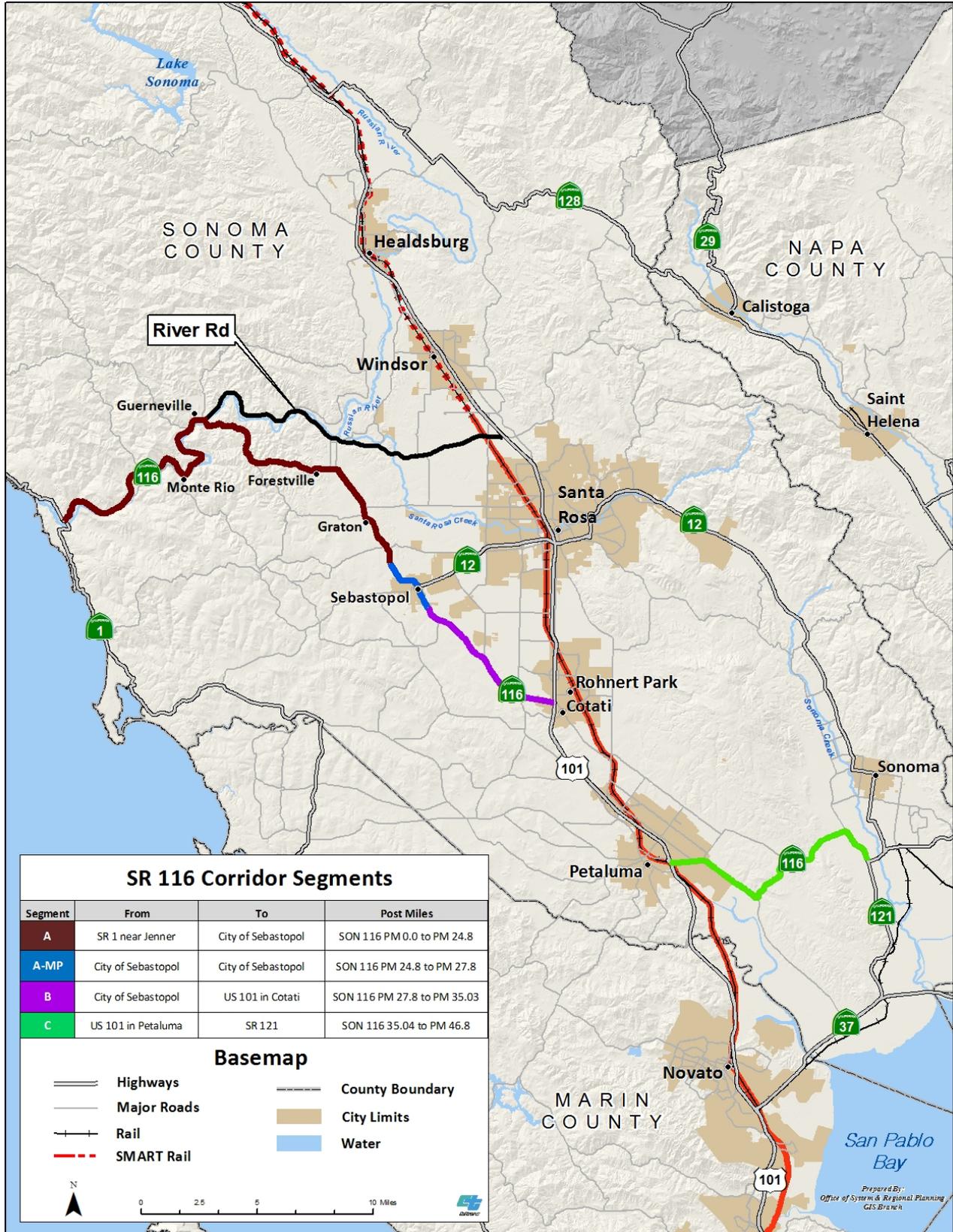
CORRIDOR INTRODUCTION

State Route (SR) 116 is approximately 46 miles long and is contained entirely within the County of Sonoma. It extends from SR 1 on the Pacific Coast near Jenner to the intersection with SR 121 south of the City of Sonoma near Schellville.

For planning purposes the corridor has been divided into four segments (see map page 2). There is a break in the route between Cotati and Petaluma (US 101 alignment). The route is primarily rural, passing through small communities such as Guerneville, Forestville, Sebastopol and Cotati. Outside of Petaluma and Cotati the land use is a mix of small-scale agriculture, commercial, and larger lot residential. Cotati and Petaluma are more urban, and serve as important nodes within the corridor, connecting SR 116 with US 101 and SR 12, and the Russian River Valley.

SR 116 is an officially designated State Scenic Highway between SR 1 and Sebastopol. The purpose of Scenic Highway Program is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatments such as regulation of land use, prohibition of off-site outdoor advertising, and control of earth moving and landscaping.

Figure 1 - SR 116 Corridor



CORRIDOR ISSUES

The following are a list of corridor issues discussed in this TCR that might impact the future concept. (Full details are described in Chapter 5).

- **Enhancing the Russian River experience**
- **Sebastopol's downtown traffic circulation and possible by-pass**
- **Route relinquishment and/or re-designation**
- **Improving Sonoma-Marin Area Rail Transit (SMART)'s ability to meet the Region's Sustainable Community Strategy (SCS) and sustainable transportation goals**
- **A Forestville bypass**
- **Enhanced "Main Streets" within cities through better transit service and improved sidewalks**

CORRIDOR CONCEPT

This TCR looks to the next 25 years and makes use of the planning principles developed in Caltrans *Smart Mobility Framework* (SMF) 2010. SMF provides tools and strategies to meet the goals of Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375) on climate change and CO₂ emissions reduction. (*Caltrans Smart Mobility Framework*, page 22.) Some of the issues this TCR raises (Chapter 5) could lead to route relinquishment, a bypass, various parking proposals, and road improvements in parts of the corridor. Many of these issues require further study and discussion with external partners.

Segment A: SR 1 to Sebastopol

The Russian River Valley is a popular recreational destination, and attracts substantial additional traffic and congestion in the summer months. The proposed concept for this segment suggests ways to mitigate traffic congestion while enhancing the experience for locals and visitors. In Forestville, the Mirabel Road roundabout and Forestville bypass projects are identified in Sonoma County's Measure M Expenditure Plan as high priority projects eligible for funding. The TCR supports the idea that a roundabout will improve traffic flow through this community, but there are possible economic and environmental impacts to the community by diverting SR 116 traffic from the main commercial area.

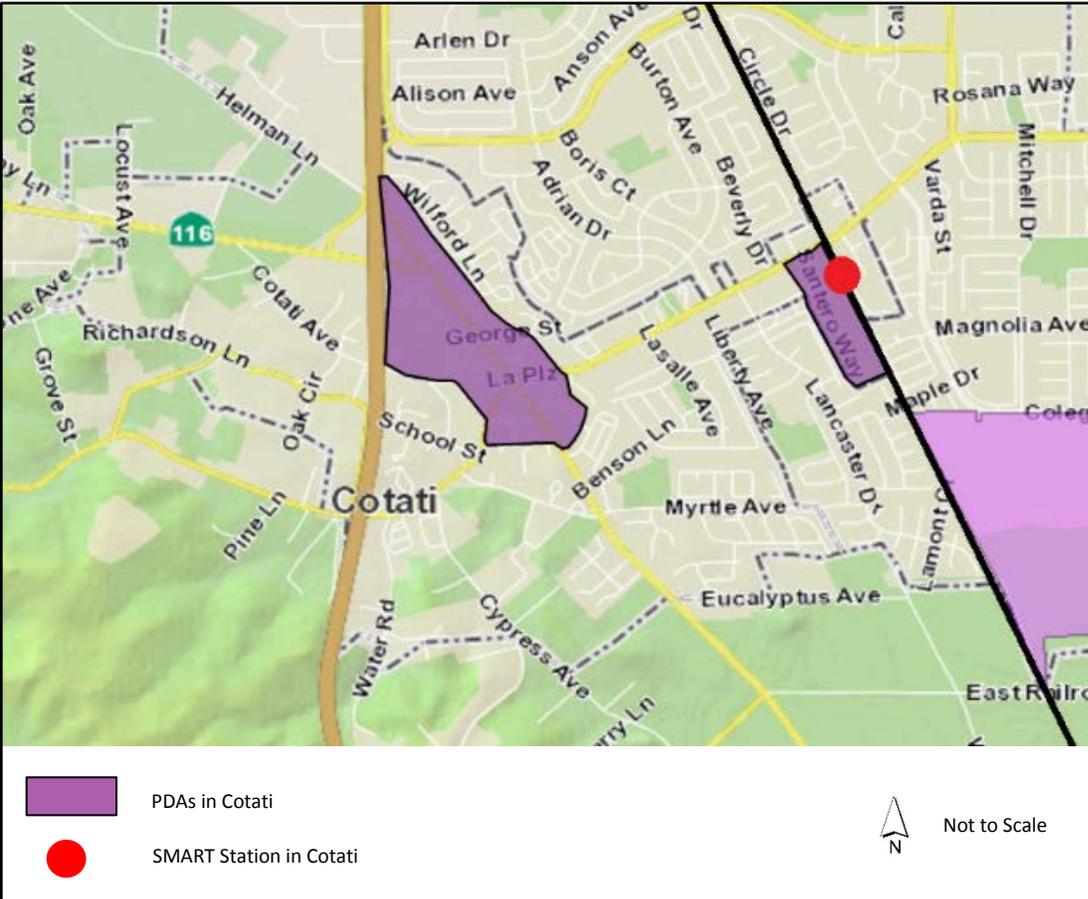
Segment A-MP: Sebastopol

At Sebastopol, SR 116 and SR 12 converge. Consistent with the 2014 SR 12 (West) TCR (2014), the concept sees the removal of the current one-way street system as a way of restoring a better balance between livability and vehicle throughput in the downtown area. An eastern bypass route that would be compatible with the surrounding area may also be a future solution, moving a large proportion of SR 12 and SR 116 traffic out of the downtown.

Segment B: Sebastopol to Cotati

The segment concept seeks to retain the rural aesthetic of the road while accommodating the needs of residents and businesses. Sidewalks should be added where possible based on potential pedestrian demand. The City of Cotati should maximize its *location efficiency*, which is defined by Smart Mobility Framework (SMF) as an integration of transportation and land use that achieves high levels of non-motorized travel and transit uses. Cotati's two Priority Development Areas (PDAs) near the SR 116 and US 101 interchange can help ensure that ridership on Sonoma-Marín Area Rail Transit (SMART) is not limited by the size of the parking lot at Cotati station, but should accommodate surrounding mixed-use developments. East Cotati Avenue links the PDAs, SMART and Sonoma State University. By applying the principles of SMF and the guidance in Caltrans Main Street California 2013, East Cotati Avenue could be made much more attractive to the community and non-motorized modes. Cotati PDAs and the SMART station are shown in Figure 2.

Figure 2 - PDAs and SMART Station in Cotati



Segment C: Petaluma to SR 121

This segment of SR 116 has limited significance in the State Highway System since it does not serve regional or interregional movement of people and goods. The designated highway often experiences lower traffic volumes than adjacent alternatives (Adobe Road). Relinquishment may be a practical solution since the segment does not serve regional or statewide transportation needs. Bicycle facilities on this segment should be improved as part of the Regional Bicycle Plan of the Metropolitan Transportation Commission (MTC). Petaluma is a “Compact Community” that has retained and enhanced its economic vitality and livability. With the SMART rail service and its proximity to San Francisco (40 miles) it could be developed more as a Close in Center* with an enhanced local and regional transit system as described in Smart Mobility Framework.

*Close in Center is defined as small and medium sized downtowns, Transit Oriented Developments, institutions, lifestyle centers, and other centers of activity. See Chapter 2 for Smart Mobility Framework (SMF) Place Types; a tool for classifying areas as a basis for investment, planning and management decisions.

A summary of Corridor Concept and Strategies by segment is listed in the following figure.

Figure 3 – Corridor Concept Summary

Segment	County	Segment Description	Existing Highway #	20-25 Year Highway Concept #	Smart Mobility Framework Strategies and Concept Modifications to be Considered
A PM 0 to 24.8	SON	SR 1 near Jenner to Sebastopol	2C*	2C*	<ul style="list-style-type: none"> • Develop local seasonal transit shuttles • Consider designating River Road as main access to Russian River area • Construct Roundabout at Forestville • Provide parking and sidewalks in local commercial areas, such as in downtown Guerneville • Develop “one-stop” parking solutions, e.g. in Russian River Valley for beach activities
A-MP** PM 24.8 to 27.8	SON	City of Sebastopol	2-3C OWC***	2-3C	<ul style="list-style-type: none"> • Consider traffic calming and return to two-way streets for downtown Sebastopol • Consider possible eastern bypass
B PM 27.8 to 35.03	SON	Sebastopol to US 101 in Cotati	2C	2C	<ul style="list-style-type: none"> • Retain rural highway aesthetic (where appropriate) • Provide parking and sidewalks in local commercial areas in downtown Cotati • Develop Cotati around its PDAs and SMART station • Implement aesthetic and non-motorized improvements to East Cotati Ave • Consider segment relinquishment
C PM 35.04 to 46.8	SON	US 101 in Petaluma to SR 121	4-2C	4-2C	<ul style="list-style-type: none"> • Develop Petaluma as a Close in Center (2a)[@] as per Smart Mobility Framework • Develop bike facility consistent with MTC’s Regional Bike Plan, such as colored pavement and traffic signal detection • Look at segment relinquishment

indicates Number of lanes

**MP = Main Street/Petaluma Avenue

*C = conventional highway

***OWC = one-way couplet



Transportation Concept Report

State Route 116

District 4



LAYOUT OF THE DOCUMENT

Chapter 1: Planning Context identifies the latest State planning initiatives. And introduces Smart Mobility Framework as a tool for developing sustainable transportation solutions.

Chapter 2: Corridor Overview & Place Types examines the existing conditions and transportation facilities in the corridor for all modes. The descriptive elements of this chapter make use of place types described in SMF, reducing ambiguity and suggesting solutions to meet Caltrans planning objectives. It shows the current applicable place types and a map of place types in the corridor.

Chapter 3: Corridor Information & Data presents traffic data and road classification information providing a background of existing conditions. While quantitative data remains a useful source of information, this section is less reliant on forecasting since Smart Mobility Framework principles and place types emphasize future changes based upon place types.

Chapter 4: Place Types & Concept looks in more detail at specific place types present in the Corridor and assesses the potential for place type transitions/changes.

Chapter 5: Corridor Issues presents the main transportation issues identified in the TCR and stakeholder input.

Chapter 6: Corridor Concept includes possible future transportation changes within the 20-25 year planning horizon of the TCR. These are based upon the issues in the Corridor and the solutions suggested by SMF and other analyses.

The **Appendices** contain information on the region's **Plan Bay Area** process (especially Priority Development Areas), relevant plans, policies, programs, project lists, and other relevant background.

CHAPTER 1: PLANNING CONTEXT

This section of the TCR describes State and regional planning documents and outlines the principles of the Smart Mobility Framework (SMF) used throughout the TCR. (See Appendix B for a complete list of State planning efforts.)

STATE PLANNING

The **California Transportation Plan** (CTP) provides a long-range policy framework to meet California’s future mobility needs and reduce greenhouse gas emissions. The CTP defines goals, performance-based policies, and strategies to achieve the collective vision for an integrated multimodal transportation system. The Plan envisions a sustainable system that improves mobility and enhances quality of life. Key to this vision is considering “the 3 E’s of Sustainability”: a prosperous economy, quality environment and social equity in all transportation decisions. The CTP works to both support and guide regional transportation planning efforts to meet AB 32 and SB 375.

The CTP 2040 integrates findings and recommendations from the six Caltrans statewide long-range modal plans:

- Interregional Plan: Interregional Transportation Strategic Plan
- Freight Plan: California Freight Mobility Plan
- Rail Plan: California State Rail Plan
- Transit Plan: Statewide Transit Strategic Plan
- Aviation Plan: California Aviation System Plan
- Active Transportation Plan: California State Bike and Pedestrian Plan

Caltrans has recently updated its Mission and Goals, and the **Strategic Management Plan 2015** has set a number of challenging performance measures and targets. SMF is one of the sustainable transportation tools being used to meet these targets.

CALTRANS SMART MOBILITY FRAMEWORK

Caltrans 2020 *Smart Mobility: A Call to Action for the New Decade* presents a new approach to the integration of transportation and land use. SMF seeks to develop multi-modal and sustainable transportation strategies for California. SMF was prepared in partnership with the US Environmental Protection Agency, the Governor’s Office of Planning and Research, and the California Department of Housing and Community Development.

SMF aims to address:

- The State’s mandate to reduce greenhouse gas (GHG) emissions and find solutions to climate change.
- The need to reduce per capita vehicle miles travelled. Reduced per capita auto use will lower emissions of GHG and conventional pollutants, reduce petroleum consumption and associated household transportation costs, and minimize negative impacts on air quality, water quality, and noise environments.

- The demand for a reliable and safe transportation system that gets people and goods to their destinations. SMF endorses the application of strategies that result in a shift away from higher-polluting modes to the use of transit, carpooling, walking, and biking to meet travel needs.
- The commitment to create a transportation system that advances social equity and environmental justice. SMF integrates social equity concerns into transportation decisions and investments.

SMF recognizes that Transportation Planning extends beyond the transportation system and sees land use as an important determinant in developing transportation solutions. The principles of SMF look to a multi-modal vision actively deemphasizing the use of vehicle-only Level of Service for transportation decision-making.

REGIONAL TRANSPORTATION PLAN

Plan Bay Area is the San Francisco Bay Area's 2040 Regional Transportation Plan. It was adopted in July 2013. The Plan includes the region's Sustainable Communities Strategy and the 2040 Regional Transportation Plan and represents the next iteration of a planning process that has been in place for decades. Plan Bay Area marks the nine-county region's first long-range plan to meet the requirements of California's landmark 2008 Senate Bill 375 (Steinberg). The Metropolitan Transportation Commission (MTC) 2040 Plan Bay Area, will incorporate the implementation of SB 375 through the designation of Priority Development Areas (PDAs), Rural Investment Areas (RIAs), Priority Conservation Areas (PCAs), among other measures. MTC is in the process of developing Plan Bay Area 2040, which is the strategic update to Plan Bay Area 2013.

PDAs, RIAs, and PCAs

Priority Development Areas are locally-selected areas for growth that have been formally designated, requiring city council resolutions. Rural Investment Areas are centers and corridors of economic and community activity surrounded by agricultural, resource, or protected conservation lands. Priority Conservation Areas are open spaces that provide agricultural, natural resource, scenic, recreational, and/or ecological values. Figure 4 shows the locations of PDAs and RIAs. PCAs are shown in Figure 19.

Figure 4 - Map of Priority Development Areas and Rural Investment Areas

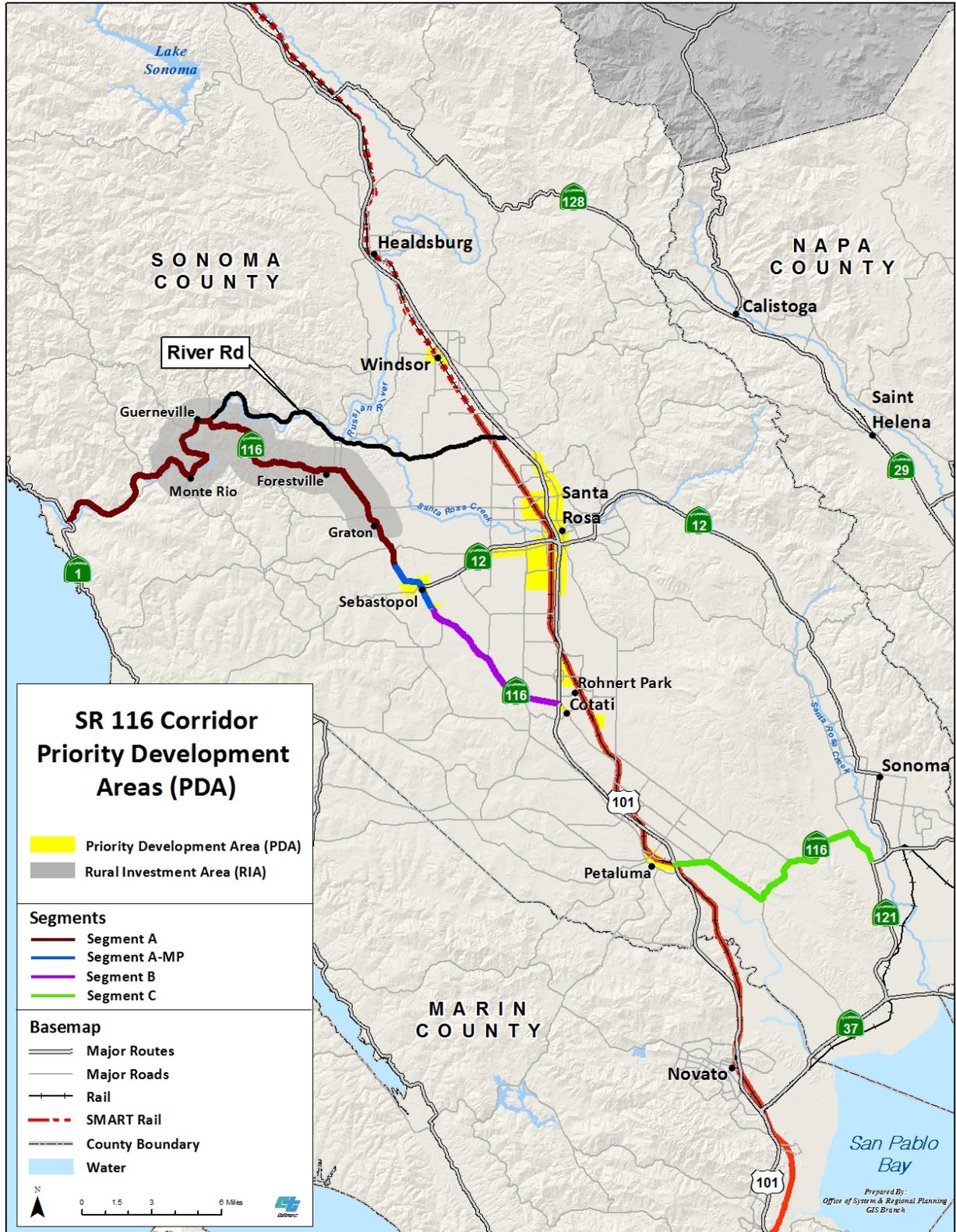


Figure 5 below gives details on the PDAs and RIAs in the SR 116 corridor. The final column “% of Increase” shows how much each PDA/RIA is contributing to the growth in PDA that are eligible for One Bay Area grants.

Figure 5 - List of Priority Development Areas and Rural Investment Areas

Segment	PDA/RIA	Households 2010	Households 2040	Household Increase	% of Increase
A	Cotati Downtown & Station (PDA)	890	1,290	400	10%
B	Petaluma Central (PDA)	810	2,570	1,760	44%
C	Sebastopol Central	2,510	2,890	390	10%
D	Forestville (RIA)	300	600	300	8%
E	Guerneville (RIA)	219	400	184	5%
F	Graton (RIA)	254	500	246	6%
G	Penngrove (RIA)	140	414	274	7%
H	City of Sonoma (not a PDA/RIA)	4,960	5,390	430	10%
	TOTALS	10,083	14,054	3,984	100.00%

CHAPTER 2: CORRIDOR OVERVIEW AND PLACE TYPES

This chapter examines the existing conditions and transportation facilities in the corridor for all modes, incorporating the Smart Mobility Framework (SMF) to identify investment and operational strategies. It describes current place types and provides a map of place types in the corridor. Specific Place Types are shown in **bold**.

CORRIDOR OVERVIEW

State Route (SR) 116 is approximately 46 miles long and is contained entirely within the County of Sonoma. It extends from SR 1 on the Pacific Coast near Jenner to the intersection with SR 121 south of the City of Sonoma near Schellville. There is a break in route between Cotati and Petaluma where SR 116 is coterminous with US 101.

PLACE TYPES

While SMF does not mandate land use patterns, it does promote “location efficiency.” Location efficiency describes the fit between a specific physical environment and its corresponding transportation system and services to achieve more efficient integration of land use and transportation modes. The physical environment is summarized as a “place type” for a particular location. SMF distinguishes seven broad place types, listed below, which represent a distinct context where implementation of certain transportation investments, along with other planning strategies, will help improve location efficiency and achieve Smart Mobility goals:

1. **Urban Centers**
2. **Close-in Compact Communities**
3. **Compact Communities**
4. **Suburban Communities**
5. **Rural and Agricultural Lands**
6. **Protected Lands**
7. **Special Use Areas**

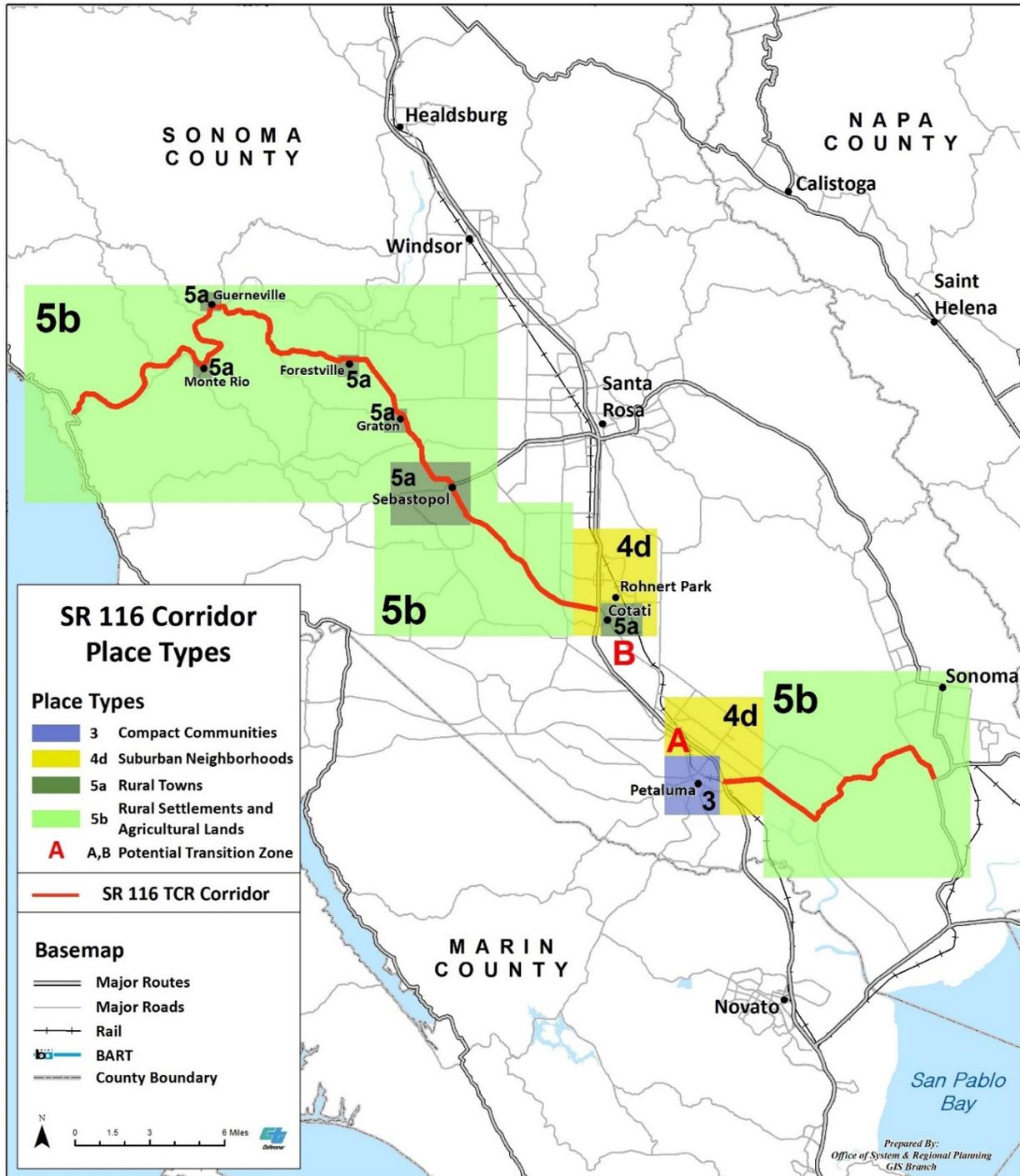
The place types are themselves broken down further, though remain generalized for use in sketch planning, not implying specific zoning or land use. Definitions and examples for place types are provided in Figure 6.

Figure 6 - List of Caltrans Smart Mobility Framework Place Types

Place Type	Sub-Place Types	Examples
URBAN CENTERS <i>High-density, mixed-use places with well-connected street networks, high levels of transit service and pedestrian supportive environments.</i>	1a. Urban Cores	Downtowns of Long Beach, San Francisco, San Jose, Los Angeles, San Diego, Oakland
	1b. Urban Centers	Berkeley, Palo Alto, Pasadena, Stockton, Santa Monica
CLOSE-IN COMPACT COMMUNITIES <i>Close-in compact communities usually near urban centers; mostly residential housing centered along arterial corridors; transit available primarily serving commute trips.</i>	2a. Close-in Centers	Downtowns of Santa Rosa, San Rafael, Uptown San Diego
	2b. Close in Corridors	San Pablo Avenue - Berkeley; Mission District - San Francisco; Rockridge – Oakland
	2c. Close in Neighborhoods	Midtown Sacramento, North Beach - San Francisco
COMPACT COMMUNITIES <i>Historic cities/towns and newer places with strong presence of community design elements; mostly outside metropolitan areas or on their periphery.</i>	3. Compact Communities	Eureka, San Luis Obispo, Santa Barbara, Paso Robles, Petaluma
SUBURBAN COMMUNITIES <i>Communities with low level of integration of housing with jobs, retail, and services, poorly connected street networks, low levels of transit service, large amounts of surface parking, and poor walking environment.</i>	4a. Suburban Centers	Downtown Walnut Creek
	4b. Suburban Corridors	Farmers Lane (SR 12) and Santa Rosa Avenue - Santa Rosa
	4c. Dedicated Use Areas	Warehouse area along International Boulevard and 7 th street – Oakland
	4d. Suburban Neighborhoods	Bennett Valley - Santa Rosa
RURAL & AGRICULTURAL LANDS <i>Settlement pattern with widely-spaced towns separated by farms, vineyards, orchards, or grazing lands; may include tourist and recreation destinations.</i>	5a. Rural Towns	St. Helena, Ferndale, Sonoma, Sebastopol
	5b. Rural Settlements and Agricultural Lands	Unincorporated area southwest of Sebastopol
PROTECTED LANDS	6. Protected Lands	San Pablo Bay National Wildlife Refuge
SPECIAL USE AREAS	7. Special Use Areas	Sonoma County Airport

Figure 7 shows the Place Types that have been used in the SR 116 corridor analysis, plus two transitional Place Type locations, A and B.

Figure 7 - SR 116 Place Types



ROUTE SEGMENTATION

The route has been segmented for planning purposes, and not necessarily for operational needs. The corridor segments reflect the changing use and character of SR 116. See Figures 8 and 9.

Figure 8 - SR 116 Segmentation

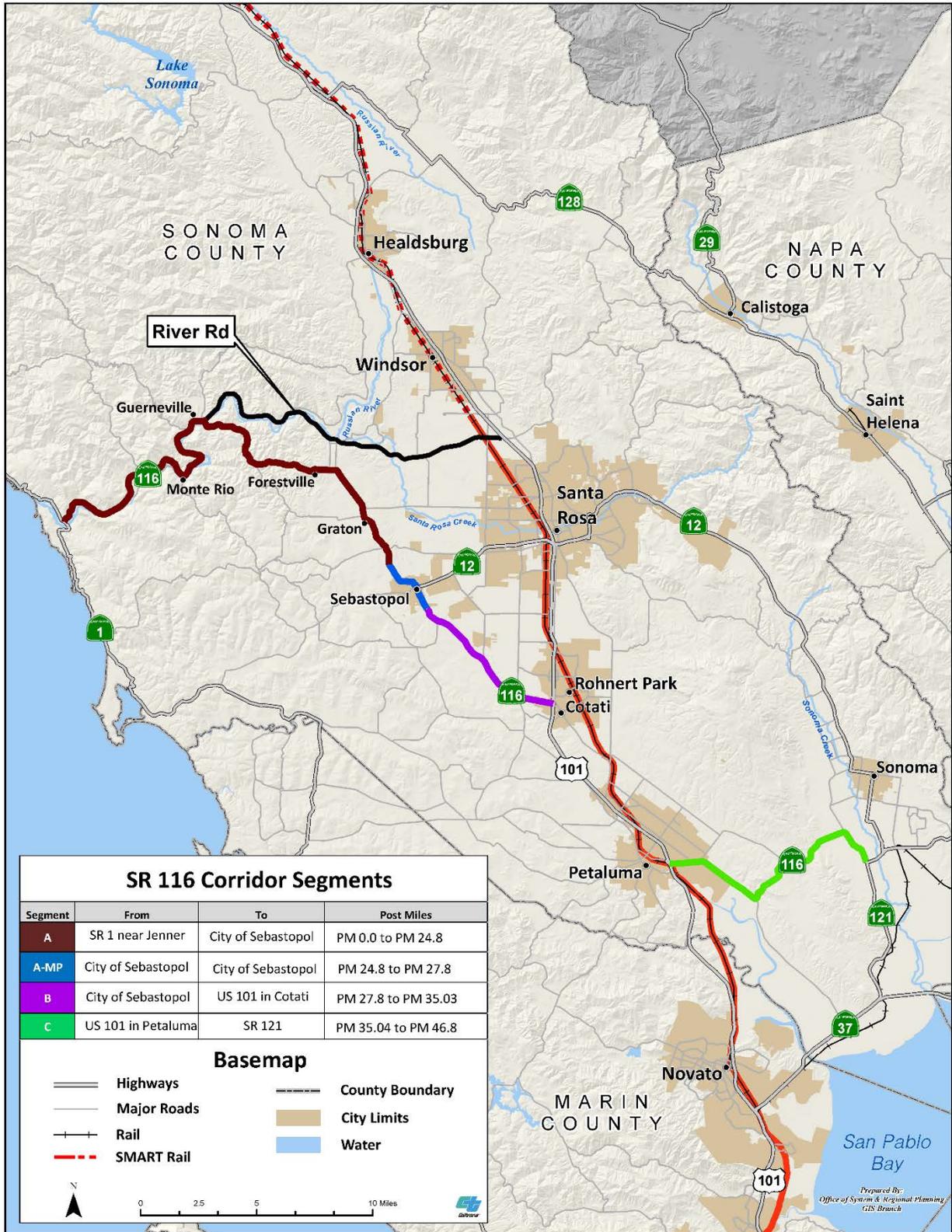
Segment	From	To	Post Miles
A	Intersection with SR 1 near Jenner	City of Sebastopol (northern city limits)	PM 0.0 to PM 24.8
A-MP*	City of Sebastopol (northern city limits)	City of Sebastopol (southern city limits)	PM 24.8 to PM 27.8
B	City of Sebastopol (southern city limits)	US 101 in Cotati	PM 27.8 to PM 35.03
SR 116/ US 101 Coterminous Segment (from Gravenstein Highway in Cotati to Lakeville Highway in Petaluma)			
C	US 101/Lakeville Highway in Petaluma	Intersection with SR 121	PM 35.04 to PM 46.8

*MP = Main Street/Petaluma Ave

CORRIDOR DESCRIPTION BY SEGMENT

This section describes the current conditions in each segment. It makes reference to various “**place types**” from the Caltrans *Smart Mobility Framework 2010*. Place types are a way of characterizing land uses. Each place type has an associated “location efficiency” a term depicting the degree to which existing transportation options within a place or an area optimize access and mobility. The principles constituting the SMF Place Types come with a toolbox of suggestions for increasing location efficiency. This is described in *Caltrans Smart Mobility Framework 2010* on pages 12 to 15.

Figure 9 - SR 116 Segmentation Map



Segment A: SR 1 to Sebastopol

SR 116 is a two-lane conventional highway that follows the Russian River through downtown Guerneville, running along the old railroad alignment from Monte Rio. Parts of the road between Jenner and Guerneville section are subject to flooding, and there have been twelve major floods since 1955. During these events, travel on SR 116, and many local roads, may be impossible. The highway passes through Monte Rio, Guerneville, Forestville, and other small roadside communities (**Rural Towns 5a**) where SR 116 functions as a “Main Street”, with many driveways providing access to residences, businesses, and community facilities. The Russian River Valley is a notable recreation, tourist and wine growing area for the North Bay. Between SR 1 and Guerneville it is largely the only continuous road, with some river crossings. There are, however, two “summer bridges” near Guerneville, which are dismantled in the winter, that provide additional crossing points. At Guerneville, SR 116 crosses and heads away from the river, whereas River Road continues east and is the most direct route to US 101 (following the old railroad alignment between Guerneville and Santa Rosa) continuing along the Russian River. In Guerneville, a new bridge was constructed in 1998, though the historic steel truss bridge (built in 1922) was maintained for use by pedestrians and bicyclists. Traveling to/from San Francisco via SR 116 is marginally slower than via River Road and US 101, but on summer weekends traffic on either route is very congested. A roundabout is planned in Forestville at Mirabel Road, and a Forestville bypass is under consideration (see Figure 10).



SONOMA COUNTY REGIONAL PARKS

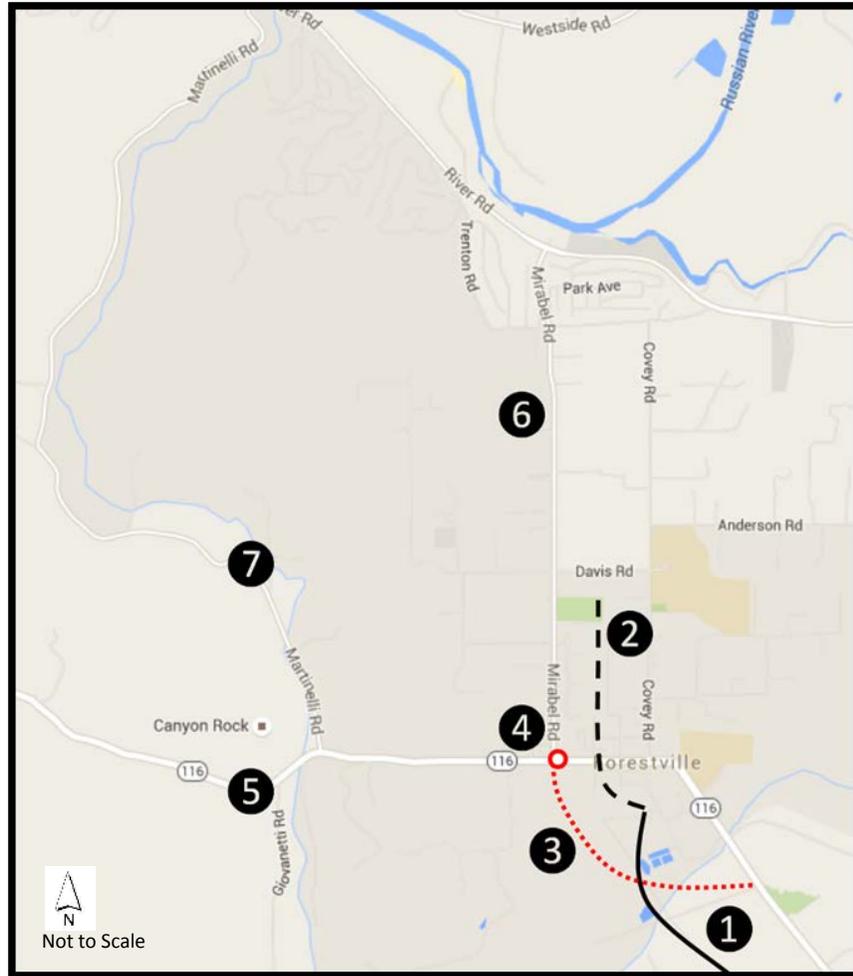
West County Regional Trail is a recreational trail that runs between Sebastopol and Forestville. This approximately five and a half mile trail, with an unpaved equestrian trail adjacent to the paved trail, follows the route of the old Petaluma and Santa Rosa Railroad. The Petaluma and Santa Rosa Railroad was an electrified inter-urban service that terminated in Forestville with passenger service ending in 1933. In Sebastopol, the trail is linked to the eight and a half mile Joe Rodota Trail connecting to Santa Rosa. The trail provides an off road alternative to SR 116 between Sebastopol and Forestville, and an extension is planned from Forestville to River Road. Because it is unlit and somewhat isolated, it cannot be seen as an all year round commuting facility. While in the early stages, there are plans for a **Russian River Trail** between Healdsburg and Monte Rio and the **Willow Creek Trail** between Monte Rio and the Sonoma Coast State Park. See Appendix C for locations of trails planned by Sonoma County Regional Parks.

Transit is provided by Sonoma County Transit, with a regular service (around every 90 minutes) between Monte Rio and Santa Rosa via Sebastopol (#20 Bus), with more limited service on weekends. Sonoma Transit also runs a supplemental local service (Bus #28), but frequency is low and there is no weekend service. Truck traffic is generally low, but there is some local movement of sand and gravel from a quarry near Forestville.

Between Guerneville and Forestville there is little to no shoulder along the rolling, winding road and only occasional driveways and pullouts. However, there are alternative routes to SR 116 for bicyclists by continuing along River Road to Martinelli and Mirabel Roads (see Sonoma County Regional Parks above). The Sonoma County Bike Plan (updated in 2014) suggests bike lanes on SR 116 between Guerneville and

Forestville. However, implementation would be costly and benefits should be weighed against impacts of widening on the rural nature of this section SR 116 (see Figures 10 & 11). From Monte Rio to Guerneville, SR 116 is included in MTC’s Regional Bike Plan.

Figure 10 – Forestville, CA



KEY:

- ① Current extent of West County Trail (WCT) from Sebastopol
- ② Proposed alignment of West County Trail extension (Class 1)
- ③ Proposed alignment of Forestville Downtown bypass
- ④ Planned roundabout at Mirabel Road and SR 116
- ⑤ Little or no shoulder on SR 116 between Guerneville and Forestville
- ⑥ Mirabel Road alternative route to River Road, bike lanes proposed
- ⑦ Martinelli Road a scenic low traffic route for suitable for bikes

Figure 11 - SR 116 west of Forestville

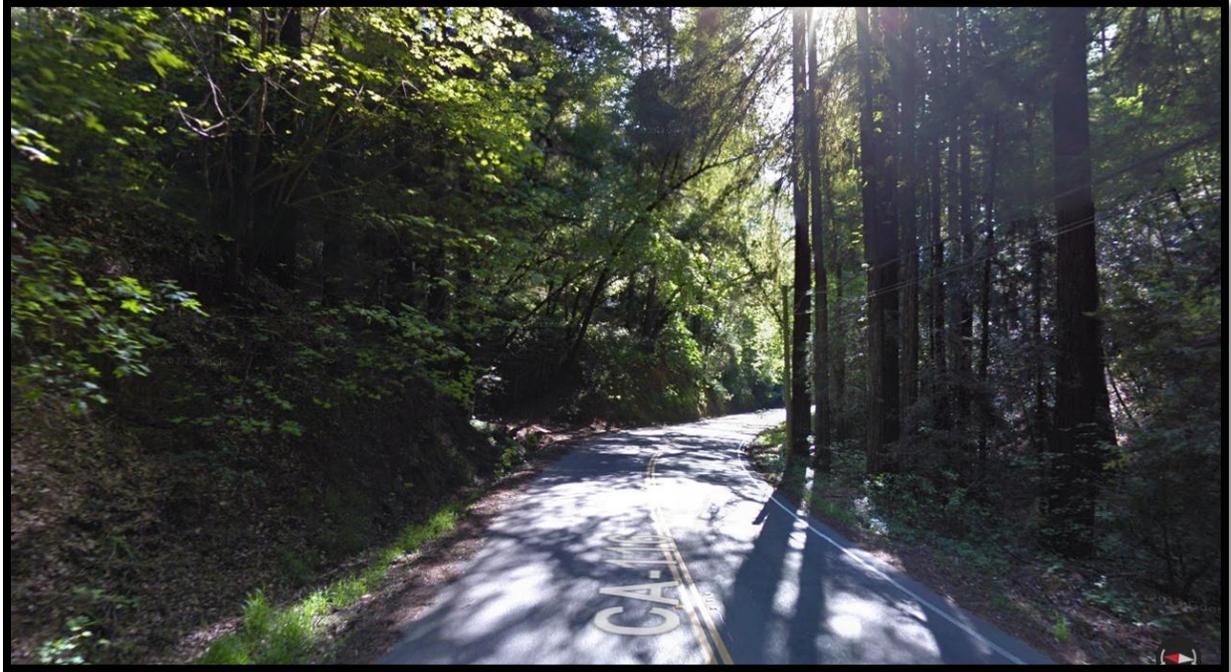


Image: Google Earth

Segment A-MP: Sebastopol

This segment is the portion of SR 116 within the City of Sebastopol. State Highways SR 116 and SR 12 converge at the center of downtown Sebastopol. As a gateway to the Sonoma coast and the Russian River Valley, and a center for apple and wine production, Sebastopol is the hub of Western Sonoma County. Within the city, SR 116 was divided into a one-way couplet in the 1980s, Main Street and Petaluma Avenue, southbound and northbound respectively. The one-way couplet, designed to improve vehicle flow, makes the downtown more a place to drive through rather than to walking or biking. There is also one-way circulation that merges traffic from SR 12 further impacting the downtown. These two traffic elements have somewhat bisected the downtown and do not maximize its location efficiency as is suggested for a **Rural Town 5a**. Conversion to two-way streets and/or a bypass are possible solutions to improve location efficiency (See Corridor Issues Chapter 5).

Sonoma Transit Routes #20 and #22 provide an approximate hourly all-day service on SR 12 to Santa Rosa, with the last bus from Santa Rosa to Sebastopol at 8:30 p.m. However, within the SR 116 corridor bus services are less frequent. There is no direct bus to Petaluma, but the “Sebastopol Shuttle” provides a lifeline service (it ends about 3:30 p.m.) six days a week (except Sunday).

Recent pedestrian safety projects and planned bike lanes along SR 116 as part of the city’s “Streets Smart Sebastopol” are improvements to the bicycle and pedestrian environment in the corridor within the constraints of the existing one-way system. While the downtown is compact, the rest of Sebastopol is fairly dispersed, but with sidewalks on most streets in the city.

Figure 12 – One-way Street in Downtown Sebastopol



Image: Google Earth

Segment B: Sebastopol to Cotati

Between Sebastopol and Cotati, SR 116 is a two-lane rural highway with varying shoulder widths, except for a four-lane segment between Gilchrist and Stony Point Roads, where there are no shoulders. For consistency, this segment could be converted to two lanes with shoulders. Numerous private driveways and country road intersections line the segment, while Stony Point Road via SR 116 provides access to the Graton Resort and Casino west of US 101. Traffic is mostly light, but becomes heavy during summer weekends. Many businesses are served by ad hoc parking and there are few sidewalks, even when the walking distance between businesses is short.

Included in Sonoma’s Countywide Transportation Plan and its recently released draft update, there are proposed plans to widen SR 116 west of the US 101 interchange between Redwood Drive and Alder Avenue from two lanes to four lanes, as mitigation for a proposed retail development. It is a locally funded project, and the City of Cotati is working with the developer to reach an agreement.

Sonoma County Transit runs a limited weekday service from Sebastopol to Rohnert Park/Cotati, that serves the Graton Resort and Casino, but there is no service to connect Sebastopol directly with Petaluma. There is no weekend service at all. In this segment, SR 116 has shoulders, but few sidewalks outside of Cotati. However, there is an extensive network of parallel local roads that cyclists can utilize. Sonoma County Regional Parks has plans for a recreational trail between Sebastopol and Petaluma (See Appendix C).

Segment C: Petaluma to SR 121

The segment is a two-lane conventional highway (called Lakeville Highway, Stage Gulch Road and Arnold Drive), except for the initial section within Petaluma, which is four-lanes with a median. The section between Lakeville Highway and Adobe Road is narrow without shoulders. It has a very low Annual Average Daily Traffic (AADT) (3,200) as most traffic is using Adobe Road to connect to SR 116 from Petaluma. Recent improvements of the two-lane Stage Gulch Road east of Adobe Road have straightened the alignment and added shoulders. While overall the AADT of this segment of SR 116 is moderate (up to 17,000), it is not a part of the Interregional Road System (IRRS).

There is limited bus service between Sonoma and Petaluma (Sonoma Transit #40) on SR 116 and Adobe Road, with no weekend service.

The ten to fifteen miles between Sonoma and Petaluma is beyond the average bike commuting distance (considering the rural nature of the route). However, this segment of SR 116 is a useful link between the Sonoma Valley and Petaluma for recreational cyclists. This segment is included in the Regional Bike Plan. For the section without shoulders between Lakeville Highway and Adobe Road, Adobe Road is a viable alternative. See Figure 13.

Figure 13 - Alternative Bicycle Route with Shoulders

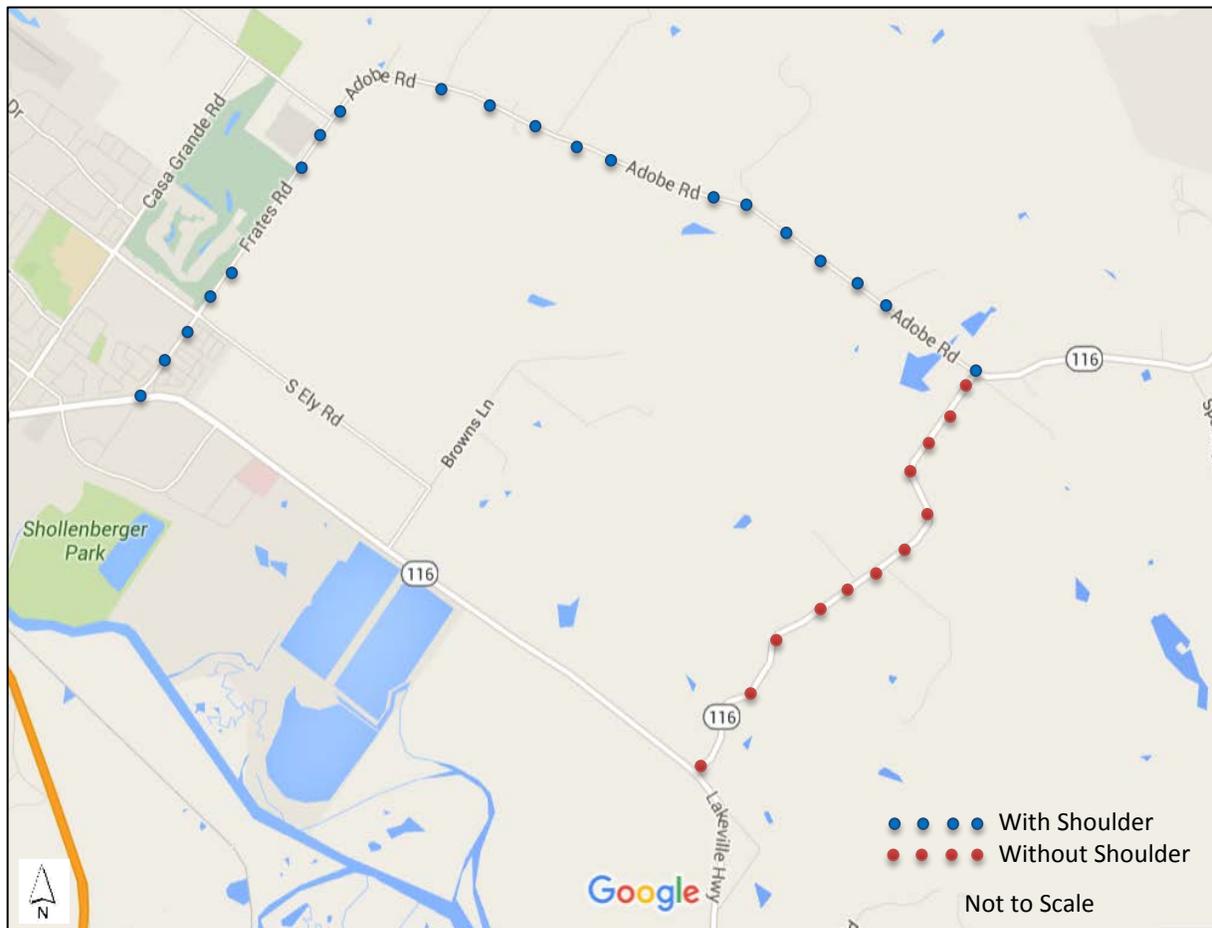


Figure 14 - SR 116 - Stage Gulch Road Before and After the Widening and Realignment Project



Photos: Robert Bregoff

CHAPTER 3: CORRIDOR INFORMATION AND DATA

In this section, data is provided that describes the existing conditions in the corridor as well as current route designation information for each segment.

CORRIDOR CLASSIFICATIONS

Figure 15 - SR 116 Route Designations

Segment	A	A-MP	B	C
Freeway & Expressway	No	No	No	No
National Highway System	No	No	No	No
Strategic Highway Network	No	No	No	No
Priority Interregional Highway	No	No	No	No
Scenic Highway	Yes, (between SR 1 and Sebastopol)		Eligible	No
Interregional Road System	Yes	Yes	No	No
Federal Functional Classification	Minor Arterial (4)	Other Principal (3)	Minor Arterial (4)/Other Principal (3)	Minor Arterial (4)/Other Principal (3)
Goods Movement Route	No	No	No	No
Truck Designation	Legal Advisory	CA Legal	CA Legal	Terminal Access, CA
Rural/Urban/Urbanized	Rural	Urban	Rural	Rural
Metropolitan Planning Organization	Metropolitan Transportation Commission			
Congestion Management Agency	Sonoma County Transportation Authority			
Air District	Bay Area Air Quality Management District			
Local Agencies	Sonoma County	City of Sebastopol	Sonoma County City of Cotati	Sonoma County City of Petaluma

Figure 16 (below) shows the most recent (2012) Annual Average Daily Traffic (AADT) for the corridor for all intersections on SR 116, where data is available. This location data is presented to provide finer detail than that shown by segmentation. While AADT does not alone indicate congestion, it illustrates the volumes of each section of roadway.

Figure16 – SR 116 Annual Average Daily Traffic (2012)

Segment	Intersection	# of Lanes	AADT Ahead	Local Agency
A	JCT. RTE. 1, JENNER, SOUTH	2	2,150	Sonoma County
	AUSTIN CREEK	2	3,650	
	MONTE RIO/BOHEMIAN HWY	2	8,100	
	GUERNEWOOD PARK, HULBERT CREEK BRIDGE	2	8,300	
	GUERNEVILLE, ARMSTRONG WOODS RD	2	7,900	
	SANTA NELLA WINERY/ODD FELLOWS	2	2,600	
	FORESTVILLE, MIRABEL ROAD	2	10,900	
	GUERNEVILLE ROAD	2	10,000	
	GRATON/FREI ROAD	2	16,600	
	OCCIDENTAL/MOLINO ROAD	3	16,400	
A-MP	SEBASTOPOL, COVERT LANE	3	21,300	City of Sebastopol
	SEBASTOPOL, MAIN STREET	3	26,000	
	SEBASTOPOL, JCT. RTE. 12 E	*OWC 2	12,200	
	SEBASTOPOL, PALM AVENUE	*OWC 2	12,000	
	SEBASTOPOL, JCT. RTE. 12	3	12,300	
	SEBASTOPOL, PETALUMA AVENUE	3	24,000	
B	BLOOMFIELD ROAD	2	16,500	Sonoma County
	CUNNINGHAM, LONE PINE ROAD	2	16,500	
	STONY POINT ROAD EAST	2	13,700	
	US 101 COTATI (Break of Route)	4	US 101	Cotati
C	US 101 PETALUMA	4	24,200	City of Petaluma
	FRATES ROAD/CADER LANE	4	18,700	Sonoma County
	LAKEVILLE ROAD	2	3,200	
	ADOBE ROAD	2	16,700	
	WATMAUGH ROAD	2	14,100	
	ARNOLD DRIVE	2	15,500	

*OWC- One-way Couplet

Source: Caltrans

Future Vehicular Demand

Figure 17 (below) shows the estimated degree of increase in vehicular traffic for each segment. This TCR uses nonnumeric values (HIGH, MODERATE, and LOW) to give an indication of the potential for vehicular growth in the corridor based on existing policies and land use trends. Actual forecast numbers are incorporated as trends in the assessment in addition to other factors, as described under Potential Growth below.

In the context of Smart Mobility Framework (SMF), traffic projections have limited use as they largely perpetuate existing vehicular flows and modal split. However, if additional capacity is not provided (and there is not excess capacity) increased congestion will affect either modal choice and/or trip distribution. In addition, future capacity enhancements (transit and highway) will have an effect on trip distributions within the local network. SMF and State legislation such as AB 32 and SB 375 suggest a reduction in VMT to reduce greenhouse gas emissions.

Figure 17 - SR 116 Potential Traffic Growth by Segment

Segment	Current AADT Range (2013)	Current Traffic Levels	Potential Growth
A	2,150 – 16,400	MODERATE	HIGH
A-MP	24,000 -26,000	HIGH	MODERATE
B	13,700 – 24,200	LOW	LOW
C	3,200 – 18,700	LOW	LOW

Source: Sonoma County Traffic Model 2013

Current AADT Range: 2013 Annual Average Daily Traffic range for each segment.

Current Traffic Levels: Uses the current AADT in relation to the existing facilities, and the impact this has on users and the community, including transit and non-motorized modes. HIGH would suggest that the existing system is sometimes under stress, causing traffic congestion and delay to transit services. LOW, on the other hand, implies that the current roadway facility is not stressed and there may be more capacity than needed.

Potential Growth: This is based on modeled forecasts for 2035, and also on an assessment of planned and potential Priority Development Areas within the corridor. The values are used to describe the need to accommodate additional travel opportunities in the future, by any mode.

Freight Traffic

Most of the North Bay truck volumes (AADT) are low, usually below 1,000 AADT. While low, both imports and exports are essential to the economic vitality of the many small communities. Road closures due to winter storms or flooding can have an almost immediate effect on delivering or exporting goods, with few viable alternatives. Also, with narrow windy roads and steep gradients, truck traffic can appear to have a larger impact than the numbers suggest. Within the corridor, seasonal congestion is an issue for freight and is raised within the Corridor Issues Chapter 5. Only near US 101 are truck volumes significant.

Figure 18 - SR 116 Truck Volumes by Segment

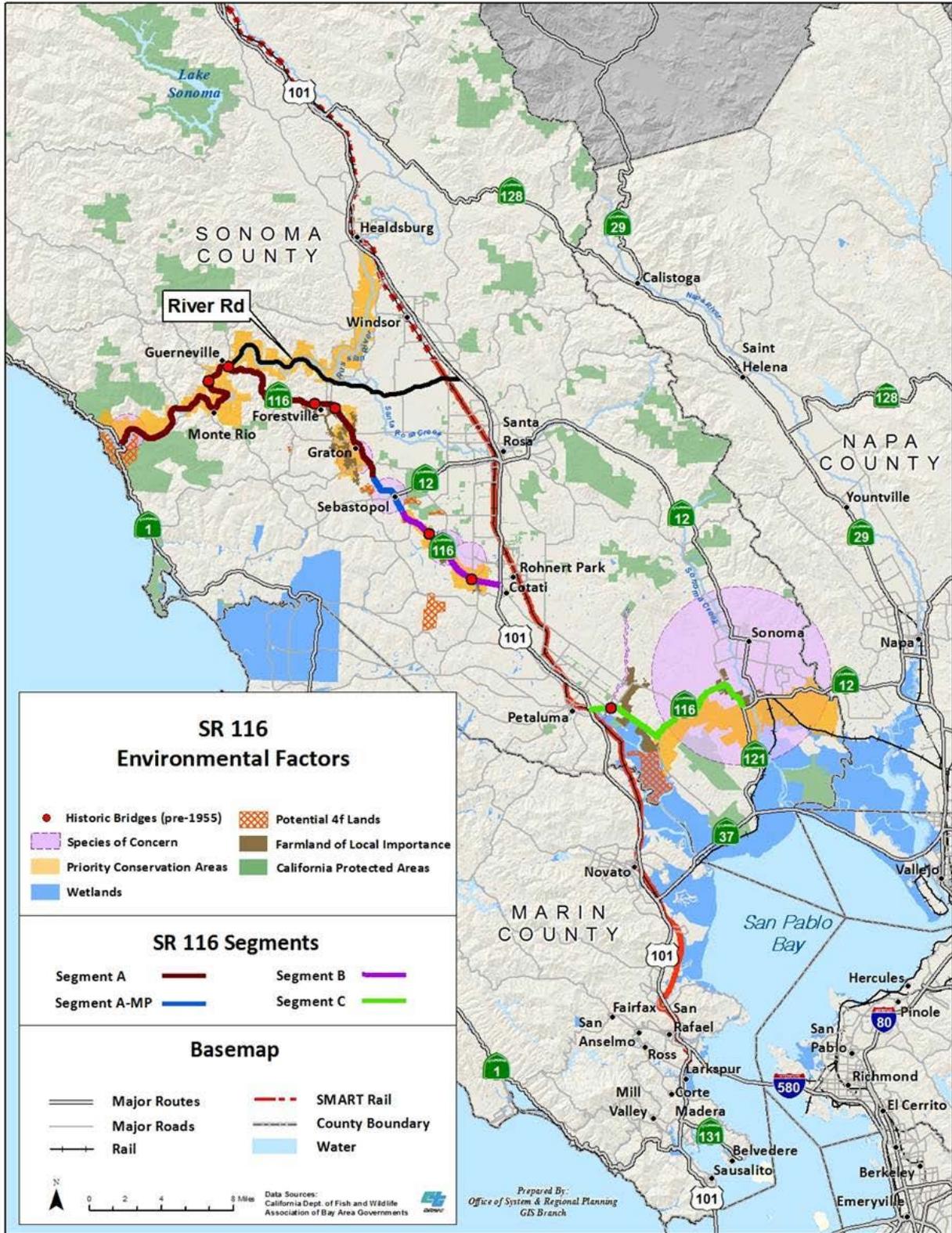
Segment	Truck Volume Range (AADT)	% Trucks Range
A	100-460	3-4
A-MP	900-910	2-4
B	900-2400	6-12
C	840-2550	5-11

Source: Caltrans Traffic Operations, 2013

ENVIRONMENTAL FACTORS

Priority Conservation Areas (PCA) as defined in Plan Bay Area are contiguous with large parts of the corridor. The Sonoma County General Plan 2020 (Policy LU-1a) calls for the preparation of Local Area Development Guidelines which will update Specific Plans prepared in the late 70s and early 80s such as the Lower River Area Plan, of which Forestville is a part. The Santa Rosa Plain is located in central Sonoma County, bordered on the south and west by the Laguna de Santa Rosa, on the east by the foothills, and on the north by the Russian River. The plain and adjacent areas are characterized by vernal pools, seasonal wetlands, and associated grassland habitat. The Sonoma County Open Space and Resource Conservation Element protects wetlands areas mapped as part of the National Wetlands Inventory as well as Laguna de Santa Rosa, vernal pools, San Pablo Bay and the Petaluma Marsh and calls for maintaining and improving habitat connectivity. In addition, Sonoma County Code Sec. 26-90-070 states that Caltrans highway projects, County public works projects, and public utility projects shall use the Scenic Highway 116 Guidelines protective measures in the design and construction of public projects in the Scenic Highway 116 boundaries.

Figure 19 - SR 116 Corridor Environmental Factors and Constraints



CHAPTER 4: PLACE TYPES AND CONCEPT

In this section, place types from Caltrans Smart Mobility Framework (SMF) are used to frame the corridor concept (see Smart Mobility Framework in Chapter 1). Figure 7 on page 14 shows the designated place types in the corridor.

USING PLACE TYPES IN THE CORRIDOR

Place Types are a tool to help understand and summarize land uses in the corridor. Figure 7 shows the main place types identified in the corridor and two areas where the place types may change under Smart Mobility Framework principles (Potential Transition Zones A and B). Place types applicable to the corridor are summarized in the text. For full descriptions and the concept of place types, see the reference document [Smart Mobility 2010 – A Call to Action for a New Decade](#).

CURRENT PLACE TYPES

As a whole, away from US 101, the SR 116 corridor consists of **Rural Settlement and Agricultural Lands (5b)** with small **Rural Towns (5a)**, while incorporated communities, with the notable exception of Sebastopol, are located near the US 101 corridor.

Settlement and Agricultural Lands (5b) – Scattered dwelling units and supporting commercial uses and public facilities, no significant subdivisions and limited non-agricultural industrial or commercial land use, and lands in agricultural or grazing use.

North of Sebastopol are a number of small **Rural Towns (5a)** that have become increasingly reliant upon tourism, especially in the Russian River Valley. Sonoma County has designated some of these as Rural Investment Areas (RIA), recognizing that they will not meet the requirements or scope of a PDA, but still should be developed in a sustainable way to increase their location efficiency. Forestville and Guerneville are both on SR 116, while Graton is just off the highway. Monte Rio and Occidental are included in this TCR as places that would also specifically benefit from the principles of SMF and Caltrans Main Street guidance.

Rural Towns (5a) - Contain a mix of housing, services and public institutions in a compact form. They will continue to depend on a high level of automobile use. Smart Mobility should focus on walkable streets with speeds suitable for their context. Centrally locating community using services (public & private) should be encouraged.

Sebastopol (7,500 pop. 2012) is shown as a **Rural Town (5a)** and is expected to remain largely the same, despite some expected growth within the city and its surrounding communities. It is also expected that

the area around Sebastopol will remain rural [**Rural (5b)**]. However, Sebastopol with its proximity to Santa Rosa, and its important role as a local hub, will have higher than average location efficiency for this place type.

Cotati (7,400 pop. 2012), while an incorporated city, is more a small **Rural Town (5a)**. Two small PDAs will add 400 units, near the planned SMART station and downtown. Unfortunately, the current service planned by SMART is not frequent enough to bring significant benefits as seen by SMF. The downtown is very walkable, but outside of downtown, housing developments are scattered with low connectivity between them.

Petaluma (60,000 pop. 2012) is a **Compact Community (3)** that has a PDA designated around the downtown and the planned SMART station just east of the downtown. While the PDA will enhance the already well developed downtown area (adding 1,800 units), the principles of SMF need to be extended to other parts of the city to better utilize the potential of the new SMART station. Particularly, east of US 101, the outer parts of Petaluma are **Suburban Neighborhoods (4d)** and local access needs to be improved between the two parts of the city either side of US 101.

Compact Communities (3) - Historic towns characterized by a strong presence of community design elements. Local and regional transit connectivity are low, but mixed use development and mixed income housing together with enhanced bike and pedestrian facilities give a high location efficiency.

Rohnert Park (40,000 approximate pop. 2012) is perhaps more part of the US 101 corridor, but it will have a SMART station. Currently, it is a **Suburban Neighborhood (4d)**, however two PDAs are planned to provide 3,000 additional housing units both within easy access of the SMART station.

Suburban Neighborhood (4d) – Residential subdivisions and complexes including housing, public facilities and local-serving commercial uses, typically separated by arterial corridors.

FUTURE POTENTIAL AND TRANSITION ZONES

The future development of land use is mainly regulated by the County and cities, with some guidance from State legislation. Economic factors and regional policies will impact growth and development patterns. With significant population and economic growth projected for the State in the coming decades, change is a certainty for California communities.

As mentioned previously, place types can be used as a tool, in combination with the Smart Mobility Framework principles, to support strategic decision-making on how a city or town will change over time and which transportation programs and projects to choose to influence change. Two transition zones that affect the SR 116 corridor have been identified because they are expected to see PDAs developed under the region's SCS. "Transition Zones" are defined as places that will see significant change, with the potential to "evolve" over time with a significantly greater presence of location efficiency factors that justify a change in the place type designation. The suggestion is that transportation solutions in the transition zones should look more to desired future conditions, rather than the current place type. In the SR 116 corridor these transition zones are also related to SMART rail that will provide new stations at Petaluma and Cotati.

Potential Transition Zone A: Petaluma

The actual number of additional units proposed for the Petaluma-Central PDA is not large (1,700 units), but there could be significant changes as part of the region's SCS and the impact of the under construction SMART rail station. Currently, Petaluma's regional accessibility by public transit is low, which per SMF is a limiting factor in improving location efficiency and contributes to the current place type designation of **Compact Community (3)**.

Sonoma-Marin Area Rail Transit "SMART" is a rail project to ultimately link Cloverdale in Sonoma County to the ferry terminal at Larkspur in Marin. This \$700 million project is partially funded by Measure Q, a ¼ Cent sales tax. It passed in 2008 by 74 percent in Sonoma and 63 percent in Marin in favor of SMART. Due to budgetary constraints the project is being phased, Phase 1 (\$360M) being 38 miles from North Santa Rosa to San Rafael. SMART will receive federal funding (\$22M) for Phase 2 to extend the commuter rail service to Larkspur as part of the Federal Transit Administration's "Small Starts" grant program.



Using existing upgraded rail infrastructure, and seven two-car Diesel Multiple Unit (DMU) trains, SMART will run limited service on the largely single-track line with numerous passing places. There will be peak 30-minute interval service to all nine Phase 1 stations. Off-peak and weekend services will be less frequent. The project also includes a multi-use path adjacent to the route, and has helped fund the restoration of the Cal Park Tunnel between San Rafael and the Larkspur Ferry Terminal for bikes and pedestrians.

However, Petaluma is just forty miles from San Francisco, and SMART will provide a direct fast transit link to Marin and Santa Rosa, as well as competitive trip times to San Francisco.

The impact of SMART will depend upon the level of service provided. The presently planned service level is not enough to sustain a higher level of locational efficiency, with no all-day service and a very limited service planned for weekends. Together with all-day SMART service and higher service frequency plus increased HOV opportunities on US 101, there is however the potential for Petaluma to become nearer to a **Close-in Center (2a)**.

Close-in Centers (2a) - Small and medium sized downtowns, with transit oriented development, institutions, lifestyle centers and other centers of activity.

The provision of a more frequent SMART service could also help stimulate an enhancement in the local Petaluma Transit bus service that, while reasonably frequent during the day, ends early and is limited at weekends. While provisional, this higher level of location efficiency as a **Close-in Center (2a)** should be considered when assessing proposed transportation solutions.

Potential Transition Zone B: City of Cotati

In 2014 Cotati declared itself as being in a “fiscal emergency” and has concerns over its viability as an incorporated city. However, later in 2014 the city passed Measure D providing additional funding for city services. Also, the decision to designate two PDAs indicates a desire for change in the community. The corridor (East Cotati Avenue) between the downtown PDA and the SMART station PDA is almost a mile in length, and its future development according to SMF principles could create a synergy that would benefit a much larger portion of the community.

Figure 20 - East Cotati Avenue looking west from the SMART station



Image: Google Earth

Further east, Sonoma State University is just over one mile in distance from the SMART station, but again East Cotati Avenue provides poor aesthetics for biking or walking. If the benefits of SMART are to be extended beyond the 170 proposed parking spaces, the city should look to improvements as suggested by SMF to develop the Cotati SMART station area into a community asset. SMF improvements would not change the place type designation of **Rural Town (5a)**, but would give Cotati a higher degree of location efficiency, building on the historical assets of the downtown and the railroad. On the other hand, projects located west of US 101 would have a low location efficiency in comparison to the PDA sites. Non-motorized access from these projects, to the Downtown and the future SMART station would not be good.

CHAPTER 5: CORRIDOR ISSUES

SR 116 includes a number of different environments, serving various markets and needs. Some of the current and potential future transportation issues in the corridor are listed below with particular reference to the principles outlined in Caltrans Smart Mobility Framework. The place types, introduced previously, help define the context and recommended solutions. The issues are presented as talking points to frame future discussions and the 20-25 year vision for the corridor. Further detailed study and analysis will be necessary in order to fully understand the practicability and consequences of the proposed changes.

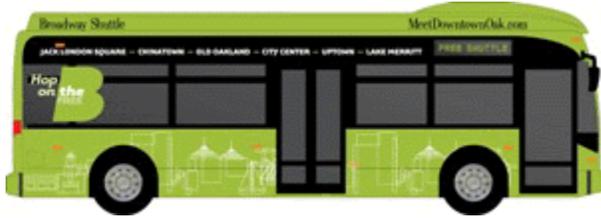
- **Enhancing the Russian River Experience**
- **Restoring Sebastopol’s Downtown Traffic Circulation and Considering a Possible Eastern Bypass**
- **Potential Route Relinquishment and/or Re-designation**
- **Improving SMART’s Effectiveness and PDAs**
- **Forestville Bypass**
- **Parts of SR 116 as a “Main Street”**

ENHANCING THE RUSSIAN RIVER EXPERIENCE

While Plan Bay Area seeks to reduce the need to travel and there is a trend that people are driving less, some places will remain largely auto-centric for access. The Russian River Valley is a prime destination that will probably see increased demand from growing population and income levels. But the infrastructure and the space for new infrastructure is limited, while the communities will need to plan for growth. There would be major benefits to both locals and visitors if a practical one-stop parking scheme could be developed during the summer season. This would allow those driving to the Russian River either as day visitors or overnight to use public transportation or bikes once there. A bus shuttle system could reduce congestion and parking requirements during peak periods, thus enhancing the overall experience for visitors. Besides linking the communities in the Valley, a shuttle service might also provide access to the coast (Sonoma Coast State Park), the various resorts, wineries and/or the Armstrong Redwoods State Reserve. Not only would visitors benefit, but locals too that find it difficult to make essential daily trips due to congestion. Trucks also get caught up in the traffic, as demand is highest, increasing costs to local businesses.

For bicycles, while an off-road (Class 1) facility is a desire, the limited available land remains an issue. A shorter timeline solution, in conjunction with bike lanes where space is allowed on SR 116, would be a signed Russian River Bike Route. This could direct bicyclists to some of the quieter roads that parallel SR 116/River Road and make use of the seasonal bridges crossing the Russian River.

Shuttle Bus Service – It is beyond the scope of this document to describe in detail a shuttle bus service that might be implemented in the Russian River Valley, or its funding. However, it is assumed that it would be seasonal, running primarily during the summer months.



The dispersed attractions in the valley lend themselves to this kind of solution. The shuttle services that run in Yosemite and Sequoia National Parks may be good comparisons. These are quite complex systems with high frequencies (10-20 minutes), making connections between different routes practical.

There could be simpler alternatives, perhaps similar to the 'B' Broadway shuttle in Oakland that has a single route with frequent stops generally along Broadway Street (two miles) in downtown and uptown Oakland. Something similar for the Russian River Valley might just be a ten to fifteen minute shuttle between Forestville, Guerneville and Monte Rio or Duncan Mills (4-8 miles).

SEBASTOPOL'S DOWNTOWN TRAFFIC SYSTEM

SR 12 and SR 116 converge in downtown Sebastopol (**Rural Town 5a**) in a circulation pattern that divides the downtown. One-way streets and traffic diversions (see Figure 21 on next page), designed to improve vehicle flow, make the downtown more a place to drive through rather than to walk or bike. The one-way streets create the need to travel out of direction and vehicle speeds present a barrier to bicycle use. Currently, there are no bike lanes; however, an upcoming bike lane project will be implemented by the city and improve downtown bicycle access. The street layout is also an issue for pedestrians using the downtown area because of vehicle speeds and limited pedestrian crossing opportunities. Figure 21 shows the arrangement of these one-way streets.

Rural Towns (5a) - Maintaining and creating walkable rural towns with streets that are operated and designed for speeds suitable for their context and safety for all users.

Sebastopol has much to offer for visitors and is a destination for tourists in the area. Therefore, a bypass on the eastern side of Sebastopol, that would permit through-traffic on SR 116 (and SR 12) to avoid the downtown and allow a more conventional street system to be reintroduced, does not necessarily have to adversely impact downtown businesses.

Bypass –There are many different types of bypasses with many different objectives, but avoiding a place where the current route passes through is generally the outcome. The term is sometimes associated with a highway that includes multiple lanes of traffic and grade-separated intersections, but this does not necessarily have to be the case. In this TCR, the term is used to suggest the idea of a reliever route for through traffic to reduce congestion in downtown Sebastopol and allow for the development of a more “livable” downtown. Careful planning and design could help minimize impacts usually associated with bypasses such as revenue loss for downtown businesses and uncontrolled development.

A “one stop” parking strategy (see text box on page 38), whereby parking is shared between businesses, could also be developed to reduce vehicle impacts on the downtown. This has been successfully implemented in Pasadena and helped revitalized its downtown.

Figure 21 - Current Traffic System in Downtown Sebastopol

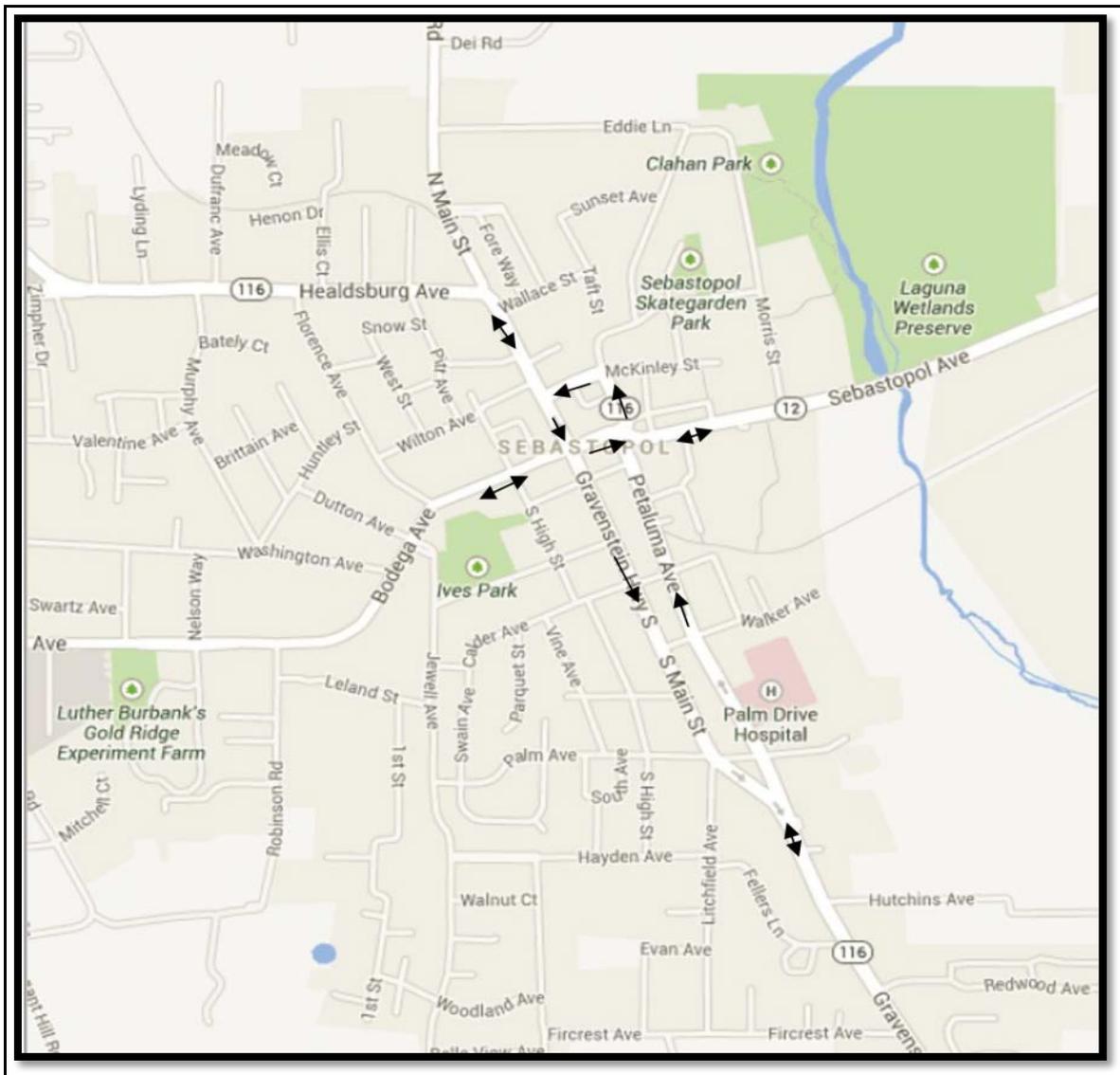


Image: Google Maps

ROUTE RELINQUISHMENT AND/OR RE-DESIGNATION

Figure 22 - Summary of possible relinquishments

Segment	Potential for Relinquishment	Location/Reason	PMs
A	Partial	Guerneville-Sebastopol/Poor routing	12.1-24.8
A-MP	Yes	City Street	24.8-27.8
B	Yes	Low inter-regional connectivity	27.8-35.0
C	Yes	Low inter-regional connectivity	35.0-46.8

The main role of SR 116 to the State and regional road network is in linking SR 1 to US 101 along the Russian River. The next generally parallel link is SR 128 about seventy to eighty miles north. SR 116 not only provides access to the coast but to the important tourist and recreation areas of the Russian River Valley. However, east of Guerneville, SR 116 heads away from the Russian River and it is River Road that continues to US 101. From Guerneville south to Sebastopol, SR 116 is part of the IRRS, but it remains quicker to travel on River Road and/or Mirabel Road.

Beyond Sebastopol, SR 116 is not classified as part of the IRS and some of the route's southern portion, east of US 101, is a rural road with very low traffic. Relinquishing SR 116 between Guerneville and its terminus at SR 121, with the re-designation of River Road to US 101 as SR 116 could be a worthwhile State Highway System (SHS) re-designation to consider.

River Road –River Road has a current AADT of up to 16,000. It was built on the track bed of the Fulton and Guerneville Railroad that connected with the Pacific Northwest Railroad (future SMART) at Fulton just north of Santa Rosa. Due to falling traffic, the line was closed in 1935 and the right of way converted to River Road utilizing bridges and other infrastructure from the old railroad. The Hacienda Bridge on River Road (near Westside Road), an original railroad crossing of the Russian River (1914), is still in use today. As it was an old railroad alignment, it has gentle curves and gradients, but in some places the right of way is very restricted and the roadway is heavily engineered making any potential widening difficult.

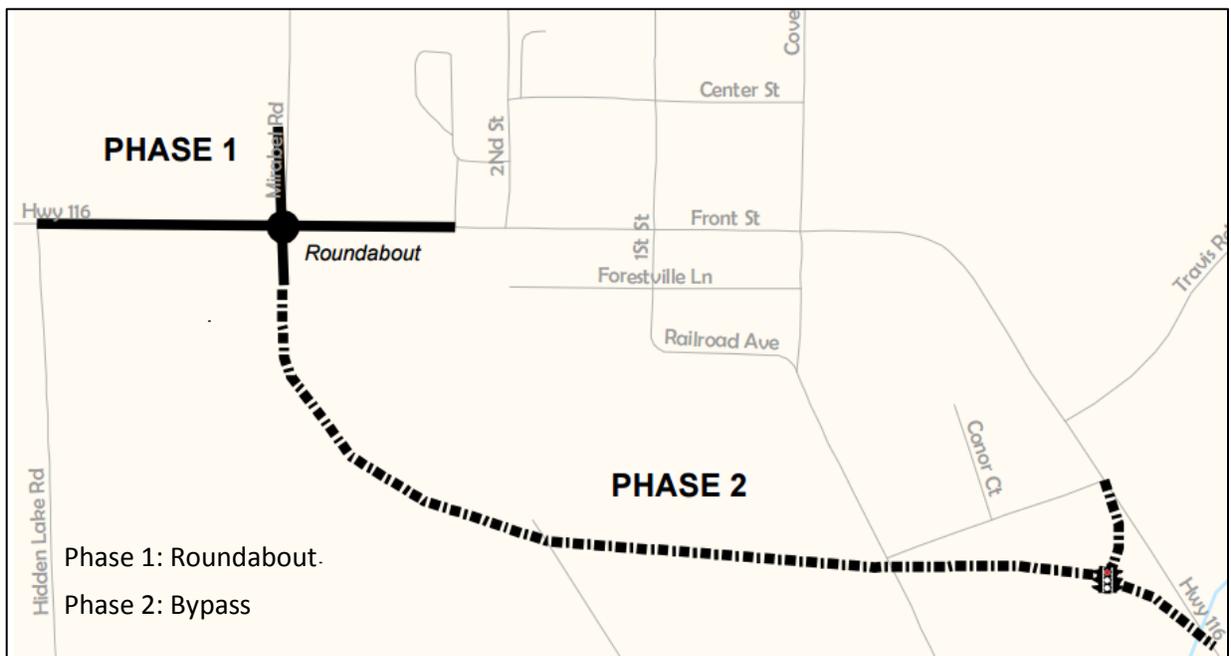
IMPROVING THE EFFECTIVENESS OF SMART AND PDAS

The proposed service level for SMART is not frequent enough to meet the sustainability goals for the proposed PDAs in the corridor. In particular, the service planned for weekends and evenings does not allow SMART to act as substitute to the private car, and more frequent all day service is needed. Travel to and from San Francisco will probably remain peak period oriented since there is a transfer at Larkspur to the ferry. SMART has convenient stations in both San Rafael and Santa Rosa. By providing regular all-day service, SMART will have the potential to reduce vehicle trips (and second car ownership) and support the planned PDAs in the corridor.

FORESTVILLE BYPASS

Sonoma County's Measure M includes a bypass of the small unincorporated area of Forestville, however this currently is unfunded with funding directed to the roundabout at Mirabel that is an integral part of any bypass proposal. While a bypass would remove SR 116 through traffic from the downtown area, including trucks from a local quarry, it could also adversely affect the economic viability of the small commercial district. Unlike Sebastopol, Forestville is a destination mostly for those who live there and the small community is fairly dispersed. The loss of economic activity from through traffic would need to be compensated by local spending. To this end, some in the local community have suggested street improvements to make the downtown more of a local destination and take advantage of the reduced summer congestion a bypass would bring. Others are against the bypass and the planned roundabout at Mirabel Road, which is both an integral part of the bypass and a standalone roundabout project. A roundabout at Mirabel Road will help mitigate congestion in the commercial area, but the value of a bypass, together with its environmental impacts, needs to be assessed in a wider context as to the future role of this segment of SR 116 (see Route Relinquishment above). A schematic of the Forestville Roundabout and Bypass Project, from SCTA is shown below for reference.

Figure 23 - Forestville Roundabout and Bypass Project



Source: SCTA Measure M Annual Report, 2014-2015

Complete Street – A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility. [Caltrans Complete Streets Deputy Directive 64 – R2, 2014]

SR 116 AS A “MAIN STREET”

There are a number of places (Sebastopol, Forestville, Guerneville, etc.) in the corridor where SR 116 acts as a Main Street for the community. Caltrans Complete Streets policy and “Main Street, California” guidance provide solutions to improving the highway and the livability and efficiency of these communities. In particular, continuous sidewalks in some communities would improve their economic viability along with “one-stop parking.” In addition, street lights should be used to enhance the pedestrian experience after dark. In many places, roadway-oriented lighting together with street trees can leave extended lengths of sidewalk unlit. LED lights, with their lower electricity consumption and reduced maintenance, can be used to develop more pedestrian oriented lighting solutions.

One-stop Parking – When parking is not planned, every business needs to provide its own parking (frequently specified by ordinance). This is not only inefficient in the space required, with duplication between businesses; it also discourages customers from visiting more than one business per trip. There is a car to re-park. It is often difficult lack of sidewalks can make this be less convenient (and possibly infrastructure is in place, it makes It can also be used (by pricing or parking for those who really need



deterrent from having to get back in the to walk directly between businesses and a dangerous. One stop parking may initially more expensive), but once the pedestrian multiple trips between businesses easier. regulation) to free on-street or door side it. One-stop parking works at many different levels from a plan to consolidate parking at suburban retail locations **Suburban Corridors (4b)**, to multi-story parking within a downtown **Urban Centers (1b)** or **Close-in Centers(2a)**, or just the provision of off-street public parking in a small community **Rural Towns (5a)**.

CHAPTER 6: CONCEPT AND STRATEGIES BY SEGMENT

This TCR raises issues that might result in a route concept change for parts of the corridor within the 20-25-year planning horizon. The report acknowledges that many of these issues are not yet clearly defined and will need further study and discussion with external partners. Described below are some possible strategies (many suggested by SMF) applicable to each segment to complement the existing facility.

Figure 24 - SR 116 Corridor Concept

Segment	County	Segment Description	Existing Highway	20-25 Year Highway Concept	Smart Mobility Framework Strategies and Concept Modifications to be Considered
A PM 0 to 24.8	SON	SR 1 near Jenner to Sebastopol	2C*	2C	<ul style="list-style-type: none"> • Develop local seasonal transit shuttles • Consider designating River Road as main access to Russian River area (SR 116) • Construct Roundabout in Forestville (SR 116/Mirabel Road) • Provide more parking and sidewalks in local commercial areas • Develop “one-stop” parking solution e.g. in Russian River Valley for beach activities
A-MP** PM 24.8 to 27.8	SON	City of Sebastopol	2-3C OWC***	C	<ul style="list-style-type: none"> • Consider traffic calming and return to two-way streets pattern for downtown Sebastopol • Consider possible eastern bypass
B PM 27.8 to 35.03	SON	Sebastopol to US 101 in Cotati	2-3C	2-3C	<ul style="list-style-type: none"> • Retain rural highway aesthetic • Provide more parking and sidewalks in local commercial areas • Encourage development in Cotati around its PDAs and SMART station • Develop aesthetic and non-motorized improvements to East Cotati Ave • Consider segment relinquishment
C PM 35.04 to 46.8	SON	US 101 in Petaluma to SR 121	4-2C	4-2C	<ul style="list-style-type: none"> • Encourage development of Petaluma as a Close in Center (2a) as per Smart Mobility Framework • Develop bike facility on route consistent with regional bike plan • Consider segment relinquishment

*C = conventional highway **MP = Main Street/Petaluma Avenue ***OWC = one-way couplet

SUMMARY OF SUGGESTED STRATEGIES BY MODE

Listed below are some strategies as suggested by this TCR. They are listed by segment and mode. This list does not constitute a program of projects, but provides an easy reference for each segment of the corridor.

Highway:

Segment A	SR 1 near Jenner to Sebastopol
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- Implement Complete Streets and Main Streets policy in local communities along SR 116
- Consider one-stop parking policy related to transit shuttles
- Designate River Road as main access route to Russian River Valley from US 101 (new SR 116)

Segment A-MP	City of Sebastopol
---------------------	---------------------------

- Study possible eastern bypass of Sebastopol
 - Restore downtown Sebastopol two-way roadway system
 - Provide additional downtown parking and develop a parking strategy that meets the needs and priorities of the community*
- * MTC offers a toolbox to aid local communities in creating a parking strategy tailored to their needs and priorities

Segment B	Sebastopol to US 101 in Cotati
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- Maintain existing rural highway aesthetic
- Provide sidewalks and parking for local businesses
- Provide aesthetic and non-motorized improvements to East Cotati Avenue
- Study possible relinquishment

Segment C	US 101 in Petaluma to SR 121
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- Maintain existing highway, but investigate potential benefits and estimated costs associated with relinquishment

Transit:

Segment A	SR 1 near Jenner to Sebastopol
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- Maintain and expand regional transit services
- Develop Russian River shuttle service as part of a one-stop parking solution for primarily day visitors

Segment A-MP	City of Sebastopol
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- Expand “regional” transit services to improve connectivity

Segment B	Sebastopol to US 101 in Cotati
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- Enhance planned off-peak service on SMART (Cotati) in conjunction with development of PDAs and increased demand

Segment C	US 101 in Petaluma to SR 121
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- Continue to improve transit services between Petaluma and the City of Sonoma
- Enhance planned off-peak service on SMART (Petaluma) in conjunction with development of PDAs

Pedestrian:

Segment A	SR 1 near Jenner to Sebastopol
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- Implement Complete Streets and Main Streets policy in local communities along SR 116
- Provide sidewalks for local businesses in local communities along the highway
- Implement non-motorized trails as proposed by Sonoma County Regional Parks

Segment A-PM	City of Sebastopol
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- Restore two-way streets in downtown Sebastopol
- Reduce crossing distance at intersections and introduce traffic calming measures
- Ensure street lighting meets needs of pedestrians including use of energy efficient LED lighting

Segment B	Sebastopol to US 101 in Cotati
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- Provide sidewalks for local businesses along the highway where desired
- Enhance the connectivity in Cotati to maximize pedestrian access to/from SMART
- Improve aesthetic and non-motorized treatment to East Cotati Avenue such as landscaping and lighting

Segment C	US 101 in Petaluma to SR 121
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- Enhance the connectivity in Petaluma to maximize pedestrian access to/from SMART
- Ensure street lighting meets need of pedestrians including energy efficient LED lighting in urban areas

Bicycle:

Segment A	SR 1 near Jenner to Sebastopol
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- Provide shoulders/bike lanes, where possible, to facilitate safe bike use
- Improve signing of alternative lower traffic volume parallel routes (including seasonal bridges)
- Develop Russian River Trail Route between Healdsburg and Monte Rio [River Road] (See Appendix C). While outside this TCR’s Scope, this trail will enhance access to the corridor.
- Develop Willow Creek Trail between Monte Rio and the Sonoma Coast SP (See Appendix C)

Segment A-PM	City of Sebastopol
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- Consider two-way streets and lane reductions in Downtown Sebastopol
- Provide additional bike lanes in Downtown Sebastopol

Segment B	Sebastopol to US 101 in Cotati
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- Enhance the bikeability of Downtown Cotati
- Provide consistent shoulders on SR 116, where possible
- Improve signing to alternative parallel lower traffic volume routes
- Further develop Petaluma-Sebastopol Trail as alternative to SR 116

Segment C	US 101 in Petaluma to SR 121
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- Provide continuous shoulders on SR 116, where possible
- Develop bike facility on SR 116 in relation to MTC’s Regional Bicycle Plan
- Maintain bikeability of downtown Petaluma and enhance east/west connectivity over US 101

PLANNED AND PROGRAMMED PROJECTS

The following tables summarize major programmed/planned projects on SR 116 at the State, Regional, and Local levels.

Significant State Highway and Operations and Protection Program (SHOPP) Projects

EA	Location	Work Description	Program	End of Construction Date
28381	Sonoma County about 9 km east of Petaluma from Adobe Road to 0.2 km west of Arnold Drive	Construct Retaining Walls	SHOPP 2009	6/2022
1G420	Sonoma County near Guerneville, about 1.1 miles east of Mays Canyon Road	Construct Retaining Wall, Place Rock Protection, Modify Drainage, and Repair Roadway	SHOPP 2013	12/2018
3G110	Sonoma County near Petaluma, 0.5 Mile east of Lakeville Highway	Place Rock Slope Protection	SHOPP 2015	2/2019
4S190	Sonoma County near Guerneville at Mays Canyon Road	Construct Soldier Pile Wall	SHOPP 2015	2/2019
1J320	Sonoma county near Guerneville about 1.1 miles east of Mays Canyon Road	Construct Retaining Walls, Place Rock Slope Protection, Modify Drainage & Repair Roadway.	SHOPP 2016	4/2021
1G840	In Sebastopol, from Keating Avenue to Willow Street; also from McKinley Street to Joe Rodota Trail	Install/Upgrade Ramps and Sidewalks to ADA Standards	SHOPP 2018	2/2019
4G380	Near Sebastopol, at the intersection of SR 116 and Llano Road	Construct Left-Turn and Merge Lanes	SHOPP 2018	12/2020
4J460	From Fife Creek to Old River Road in Guerneville, Sonoma County	Install/Upgrade Curb Ramps and Pedestrian Facilities to ADA Standards	SHOPP 2018	6/2030
1K770	In Sonoma County, on Route 116, at 1.03 mile east of Route 1 and 116 Junction near Town of Jenner.	Rehabilitate Culvert near Sheep House Creek	SHOPP 2018	5/2019
TBD	On Route 12 PM9.29/9.52, between Petaluma Ave and Morris St, and Son 116 PM 25.47	Reconstruct sidewalk; upgrade curb ramps, PPBs and install APS	2017 Ten-Year SHOPP	TBD
TBD	On Route 116 in Sonoma County, at PM 30.33	Left turn lanes, shoulder widening, and signal installation.	2017 Ten-Year SHOPP	TBD

Projects in 2040 Plan Bay Area*

ID	Project	Total Project Cost (\$m)
22190	Improve channelization and traffic signalization at SR 116/121 intersection	15
22438	Improve Bodega Highway west of Sebastopol (includes straightening curves near Occidental and adding turn pockets)**	2
22656	Improve US 101/East Washington Street interchange, located approximately one mile north of the US 101/SR 116 interchange	22

*Plan Bay Areas is currently in the process of being updated, regional transportation priorities for Sonoma County include SR 116 widening and rehabilitation between Sebastopol and Cotati, and highways SR 116 and SR 121 interchange improvements.

** Bodega Highway is an east-west route that parallels SR 116 to the south. It is not a State Highway.

Locally-Funded Projects

EA	Location	Work Description	Program	End Date
0A632	“Cotati Commons” in Sonoma County, from PM 34.6 to PM 43.9 between Redwood Drive and Alder Ave	Widening and New Signal Installation	City of Cotati, 2014	12/2020
1A421	At PM 19.4, Mirabel Roundabout, Intersection in Forestville	Mirabel Roundabout (Phase 1) Signalization	County of Sonoma, 2014	12/2020
3G900*	At the Junction of SR 121 and SR 116, Sonoma County	Intersection Improvement/ Roundabout	SCTA Local Funds with State/Federal funds as available	12/2020

* This project is nominated in the 2015 Transportation Investment Generating Economic Recovery (TIGER) Grant.

APPENDICES

APPENDIX A: COUNTY TRANSPORTATION PLANNING

The Sonoma County Transportation Authority (SCTA) is in the process of updating its comprehensive 25-year Comprehensive Transportation Plan (CTP). The purpose of the CTP is to serve as the vision for transportation in Sonoma County for the next 25 years. It also provides input into the regional planning process and the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) adopted by the Metropolitan Transportation Commission.

Highway/Local Road Projects Identified in the CTP (\$ Million, Sep 2015)

Project Sponsor	Description	Cost	Construction Year
Cotati	US 101/Highway 116 North Bound On-Ramp Improvements	10	2030
SCTA	Improve channelization and traffic signalization at Route 116/Route 121 intersection (includes Arnold Drive improvements)	22	2019
SCTA	Highway 116 Widening and Rehabilitation btwn Sebastopol & Cotati	83	2020
Sebastopol	Intersection Control on Hwy 116 at 2 locations in Sebastopol	4	2020
Sebastopol	SR 116 Curb, Gutter & Sidewalk	2	2017
Sonoma	County Forestville bypass on Route	116	TBD
Sonoma	County Realign Route 116 (Stage Gulch Road) along Champlin Creek	38	TBD
Sonoma	Improve Bodega Highway west of Sebastopol (includes straightening curves near Occidental and adding turn pockets)	2	TBD
Sonoma	River Road channelization and improvements	4	TBD
Sonoma	Mirabel road and SR 116 signalization and Channelization	5	TBD
Sonoma	Realign SR 116 (Stage Gulch Road) along Champlin Creek segments to accommodate pedestrians and bicyclists and widen remaining	38	TBD
Petaluma	Petaluma Crosstown Connector and Rainier Interchange	115	TBD
Sonoma	Forestville bypass on SR 116	15	TBD
Sebastopol	Intersection Control on Hwy 116 at 2 locations in Sebastopol	4	2020
Sonoma	Sebastopol Road Bypass—Llano road improvements & extension, Hwy 116 to Occidental	3	TBD

Measure M – Sonoma County’s quarter cent sales tax measure passed in 2004. The measure generates between \$15-20 million per year in revenue. Expenditures are allocated as follows.

Local Roads and Streets projects	20%
Local Roads Rehabilitation	20%
U.S. 101 Widening projects	40%
Local Bus Transit improvements	10%
SMART Passenger Rail	5%
Bicycle and Pedestrian projects	4%
Administration	1%

Measure M Highway Projects in the SR 116 Corridor

- Highway 121/116 Intersection & Arnold Drive Improvements (\$15M)
- Bodega Highway improvements (\$2M)
- Forestville By-pass (\$13M)
- River Road Improvements near Forestville (\$2M)

Measure M Bicycle/Pedestrian Projects in the SR 116 Corridor

- Street Smart Sebastopol- bicycle and pedestrian improvements in the downtown area (\$2.5M)
- Petaluma River Trail- class 1 access from eastern Petaluma to Downtown (\$6M)

APPENDIX B: PERTINENT TRANSPORTATION PLANS, POLICIES, LEGISLATION, AND PROGRAMS

The following is a listing of federal, State, and regional transportation planning efforts and policies related to this Transportation Concept Report.

Federal

Fixing America's Surface Transportation Act (FAST) - FAST will provide \$305 Billion in funding for surface transportation programs and was signed into law in December 2015. The federal spending bill replaces MAP-21, Moving Ahead for Progress in the 21st Century signed into law in 2012. FAST provides funding for highway, transit, and railroad networks, most of which will be distributed to state departments of transportation and local transit agencies.

Federal Transportation Improvement Program (FTIP) - All federally funded projects, and regionally significant projects vis-à-vis air quality (regardless of funding), must be listed in the FTIP, per federal law. A project is not eligible to be programmed in the FTIP until it is programmed in the State Transportation Improvement Program (STIP) or in the State Highway Operations and Protection Program (SHOPP). Other types of funding (Federal Demonstration, Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancement Activities (TEA), or Surface Transportation Program (STP)) must be federally approved before the projects can be included in the FTIP.

State

California Transportation Plan (CTP) - The California Transportation Plan 2035 focuses on plans, policies, and processes that address the provisions of MAP 21. It is a state-wide, long-range transportation policy plan that provides for the movement of people, goods, services, and information. The CTP offers a blueprint to guide future transportation decisions and investments that will ensure California's ability to compete globally, provide safe and effective mobility for all persons, better link transportation and land use decisions, improve air quality, and reduce petroleum energy consumption. An update of the CTP is currently underway and is expected to be finalized in 2015.

Interregional Transportation Strategic Plan (ITSP) –The Interregional Transportation Strategic Plan (ITSP) provides guidance for the identification and prioritization of interregional State highway projects with regard to the statutorily-identified Interregional Road System (IRRS) and interregional transportation modes, including intercity passenger rail. The IRRS serves interregional movement of people and goods. The ITSP is the counterpart to the Regional Transportation Plans prepared by the Regional Transportation Planning Agencies in California.

State Transportation Improvement Program (STIP) - The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. The California Transportation Commission (CTC) biennially adopts and submits to the Legislature and Governor a STIP. The STIP is a resource management document to assist state and local entities to plan and implement transportation improvements and to utilize available resources in a cost-effective manner.

Interregional Transportation Improvement Program (ITIP) – The Interregional Transportation Improvement Program (ITIP) is a State-funding program. Caltrans nominates and the California Transportation Commission approves a listing of interregional highway and rail projects for 25 percent of the funds to be programmed in the STIP (the other 75% are Regional Improvement Program funds). The purpose of the ITIP is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and

rail corridors of strategic importance outside the urbanized areas of the state. The ITIP compliments regional congestion reduction activities focused within the urbanized areas of the State. A sound transportation network between, and connecting, urbanized areas, ports and borders is vital to the State's economic vitality.

State Highway Operation and Protection Program (SHOPP) - Caltrans prepares the SHOPP for the expenditure of transportation funds for improvements necessary to preserve and protect the State Highway System. The SHOPP is a four-year funding program. SHOPP projects are limited to capital improvements relative to maintenance, safety, and rehabilitation of State highways and bridges.

Senate Bill (SB) 45 (1997) – California's Senate Bill 45 stipulates that the State will nominate transportation improvements that facilitate the movement of people and goods between the State's transportation regions as well as to and through the State. The State is responsible for developing highway system performance standards, that will accommodate interregional travel demand, and specifying corridor facility concepts that improve interregional travel on the State Highway System. The corridor concepts included in Transportation Concept Reports reflect the State's vision regarding System accommodation of interregional, regional and local travel needs.

California Strategic Growth Plan (2007) - The Governor and Legislature have initiated the first phase of a comprehensive Strategic Growth Plan to address California's critical infrastructure needs over the next 20 years. California faces over \$500 billion in infrastructure needs to meet the demands of a population expected to increase by 23 percent over the next two decades. In November 2006, the voters approved the first instalment of that 20-year vision to rebuild California by authorizing a series of general obligation bonds totaling \$42.7 billion.

District System Management Plan (DSMP) - The District System Management Plan (DSMP) is a long-range (20 year) strategic and policy planning document that presents the long range goals, policies, and programs the district intends to follow in maintaining, managing, and developing the transportation system. It serves as a resource for informing federal, state, regional, and local agencies, and the public and private sector of the plans the district intends to follow in its partnership role with local and regional agencies.

California Freight Mobility Plan (CFMP) - The California State Transportation Agency (CalSTA) and the California Department of Transportation (Caltrans) are currently developing a state freight plan, titled the California Freight Mobility Plan (CFMP). Per Assembly Bill 14 (Lowenthal, 2013) the CFMP will be a comprehensive plan that governs the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. The CFMP will also comply with the relevant provisions of the federal Moving Ahead for Progress in the 21st Century Act, which encourages each state to develop a freight plan.

Caltrans Deputy Directive 64 R2 - Complete Streets - Integrating the Transportation System (2014) - Caltrans fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products. The intent is to plan for multimodal transportation facilities.

Assembly Bill 32 - Global Warming Solutions Act (2006) - This bill requires the State's greenhouse gas emissions to be reduced to 1990 levels by the year 2020. Caltrans' strategy to reduce global warming emissions has two elements. The first is to make transportation systems more efficient through operational improvements. The second is to integrate emission reduction measures into the planning, development, operations and maintenance of transportation elements.

Senate Bill 375 (2008) - California's 2008 Senate Bill 375 requires each of the State's 18 metropolitan areas to reduce greenhouse gas (GHG) emissions from cars and light trucks. It also states that each

region must develop a Sustainable Communities Strategy (SCS) that promotes compact, mixed-use commercial and residential development that is walkable and bikeable and close to mass transit, jobs, schools, shopping, parks, recreation and other amenities.

Senate Bill 391 (2009) - This bill requires the department to update the California Transportation Plan by December 31, 2015, and every 5 years thereafter. The bill requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050. The bill requires the plan to identify the statewide integrated multimodal transportation system needed to achieve these results.

Senate Bill (SB) 743 (2013) - This bill created a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to the Level of Service (LOS) measure for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (New Public Resources Code Section 21099(b)(1).) Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." (Ibid.) OPR also has discretion to develop alternative criteria for areas that are not served by transit, if appropriate.

Once the CEQA Guidelines are amended to include those alternative criteria, auto delay will no longer be considered a significant impact under CEQA. (b)(2).) Transportation impacts related to air quality, noise and safety must still be analyzed under CEQA where appropriate.

SB 743 also amended congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas. (See Amended Government Code Sections 65088.1 and 65088.4.)

Aside from changes to transportation analysis, SB 743 also included several important changes to CEQA that apply to transit oriented developments, including aesthetics and parking.

Corridor Mobility Improvement Account (CMIA) - The California Transportation Commission adopted the \$4.5 billion Corridor Mobility Improvement Account (CMIA) program, the first commitment of funds from the \$19.9 billion transportation infrastructure bond approved by California voters as Proposition 1B in November 2006. The statewide CMIA program includes nearly \$1.3 billion in Bay Area projects, plus an additional commitment of \$405 million through the State Highway Operations and Protection Program (SHOPP) for replacement of Doyle Drive in San Francisco. This brings the total amount programmed for Bay Area transportation projects to roughly \$1.7 billion.

Corridor System Management Plans (CSMP) - CSMPs were developed for corridors that received funding from the Corridor Mobility Improvement Account (CMIA). They were required by the California Transportation Commission per resolution adopted in 2007 stating that "...the Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time that will be described in Corridor System Management Plans (CSMPs)." The CSMPs incorporate detailed operational analysis into corridor planning through performance assessments, analysis and evaluation, leading to recommendations of system management strategies for a corridor.

Trade Corridors Improvement Fund (TCIF) - In November 2006, voters approved Proposition 1B, a roughly \$20 billion Transportation Bond. It established the Trade Corridors Improvement Fund that included a total of \$3.1 billion for goods movement-related programs, of which \$2 billion was set aside for infrastructure improvements statewide.

Freeway Performance Initiative (FPI) – This is the Metropolitan Transportation Commission's effort to improve the operations, safety and management of the Bay Area's freeway network by deploying

system management strategies, completing the HOV lane system, addressing regional freight issues, and closing key freeway infrastructure gaps.

Region

Regional Transportation Plan – Plan Bay Area.

Regional Transportation Improvement Program (RTIP)-The Regional Transportation Improvement Program is a sub-element of the State Transportation Improvement Program (STIP). The Metropolitan Transportation Commission is responsible for developing regional project priorities for the RTIP for the nine counties of the Bay Area. The biennial RTIP is then submitted to the California Transportation Commission for inclusion in the STIP.

APPENDIX C: SONOMA COUNTY REGIONAL PARKS PROPOSED TRAILS*



*The extant Joe Rodota and North County Trail between Santa Rosa and Forestville is not shown on this map.