

JUSTIFICATION FOR CHANGES TO COMPLETE STREETS FACILITIES (PROJECT DELIVERY)

DISTRICT 4 EA 04-4Q900 SHOPP ID 20334
COUNTY: SONOMA ROUTE: 116
PROJECT POSTMILES: 32.5/39.3 PHASE: PA&ED (ENVIRONMENTAL)
APPROVED BY: DONNA BERRY, CHIEF ENGINEER, SEPTEMBER 1, 2026

Complete Streets Scope Change:

This is a Capital Preventive Maintenance (CAPM) project funded by the State Highway Operation and Protection Program (SHOPP) with pavement rehabilitation as the anchor asset that also includes complete streets improvements. The project limits are a Tier 2 priority for bicycle and pedestrian facilities on the district's California Active Transportation (CAT) Plan from Stony Point Rd to HWY 101 in Cotati and from HWY 101 to Frates Rd in Petaluma. At Project Initiation, a Class II bike lane was proposed from Stony Point Road to the end of project limits. The recommended bikeway has been changed to Class IV separated bikeway and bikeway limits revised to:

- a) In Cotati, from Madrone Avenue to Route 101
- b) In Petaluma, from Baywood Drive to Pine View Way

In addition, at Project Initiation, 6 pedestrian refuge islands were proposed at various intersections, but these have been eliminated from this project.

Justification:

The Caltrans Bay Area Bike Plan Update 2025 was approved after Project Initiation. The recommended bikeway in the plan was changed from Class II bike lane to Class IV separated bikeway in Cotati and Petaluma. The PDT made the recommended change from Class II bikeway to Class IV separated bikeway in the Environmental (PAED) phase. In the same phase, the PDT gained more precise survey data which revealed the lack of adequate pavement width to construct bikeways, either Class II or Class IV, through some of the areas where they had been previously proposed. The Project Initiation Document (PID) did not propose any roadway widening and therefore no widening was programmed for this project. The bikeway limits were revised to maximize the length of bicycle facilities within the existing roadway width. In addition, 6 pedestrian refuge islands were deleted as they would also require widening at intersection locations.

The quantity for conflict zone green paint was reduced due to the reduction of the bikeway limits which resulted in fewer conflict zones.

The quantities for accessible pedestrian signals (hands free APS) and new crosswalks were revised due to design refinements. The scope of work and locations have not changed from the PID.