



## *Studies*

A number of locations, including both bicycle and pedestrian corridors, require greater community outreach and/or analysis than can be conducted as part of this planning process. At some locations, further study is needed to determine whether bicycling or walking facilities are feasible. At others, a preferred facility has been identified but further study or outreach is needed to develop a detailed design or alignment that balances the needs of all community members.

Studies are mapped with bicycle, pedestrian, and crossing projects on previous pages, and are described briefly below.

### **STONY POINT ROAD CORRIDOR STUDY**

Stony Point Road is an important artery of the bicycle and pedestrian network in Santa Rosa, providing a north-south connection across State Route 12 from Guerneville Road to Sebastopol Road. It is also a busy, high-speed arterial street, with average daily traffic volumes between 20,000 and 30,000 and posted speed limits of 35 to 40 mph.

The corridor is also part of the HIN for both bicyclists and pedestrians, with fatal or severe injury collisions occurring at a higher frequency than other corridors in the community. This Plan Update 2018 recommends this corridor be studied from Guerneville Road to Sebastopol Road for bicycle or pedestrian facilities that increase comfort and may reduce the frequency and severity of collisions.

### **OAKMONT CONNECTION ALTERNATIVES**

After the removal of a portion of the designated Bicycle Route 231, multiple alternative routes are identified for study to create a new walking and bicycling connection to SR 12 and the planned Sonoma Valley Trail in northeast Santa Rosa. Community outreach produced differing opinions on acceptable locations for connections, suggesting a need for further study and more intensive engagement with neighborhood residents to identify a preferred route.

#### 4TH STREET BIKEWAY STUDY

4th Street is an important connection from D Street in downtown Santa Rosa to Farmers Lane where it becomes State Route 12. This corridor has limited space available, and was identified as part of the pedestrian HIN during this Plan Update 2018. A study is necessary to evaluate alternatives to provide bicycling or walking facilities while balancing high traffic volumes and other needs.



*4th Street near College Avenue is a wide, multi-lane street that lacks comfortable bicycling facilities.*

#### MONTGOMERY DRIVE BICYCLE FACILITIES STUDY

Bicycle facilities are recommended for further study on Montgomery Drive from Summerfield Road eastward, ending near Spring Lake and Boas Drive. This entire corridor was recommended for Class II bicycle lanes in the 2010 plan, and the segment west of Mission Boulevard was identified as part of the HIN during this Plan Update 2018. Montgomery Drive is narrow through this section; providing bicycle facilities may require widening the road or providing a separate Class I shared use path.

A second study for bicycle facilities on Montgomery Drive is recommended in this Plan Update 2018 between Alderbrook Drive and Hahman Drive. This segment was also identified as a priority in the 2010 plan.





### **COLLEGE AVENUE COMPLETE STREETS STUDY**

Between Kowell Lane and Morgan Street, College Avenue is a highly used corridor with limited right of way and a strong demonstrated need for bicycling and walking improvements. Between Link Lane and Mendocino Avenue, this corridor is part of the HIN identified during this Plan Update 2018. The width, lane configuration, and on-street parking presence vary along the corridor, creating challenges for people walking and bicycling. A complete streets study is recommended to develop a corridor plan that balances the needs of all modes of transportation.

### **SMART TO CODDINGTOWN MALL CONNECTION STUDY**

A study is recommended to identify a desirable route for people walking and bicycling between the SMART Santa Rosa North station and Coddington Mall, consistent with the station area plan. This may include an off-street connection between Range Avenue and Herbert Street, or across Steele Creek south of Guerneville Road. Once a preferred route is established and built, wayfinding signs should be installed to create a comfortable and easy-to-navigate connection.

### **BROOKWOOD AVENUE PEDESTRIAN IMPROVEMENTS STUDY**

Brookwood Avenue from 2nd Street to Sonoma Avenue, across Santa Rosa Creek, was identified by the community during outreach for this Plan Update 2018. A study should evaluate opportunities to improve pedestrian access and comfort along this corridor, including considering pedestrian-scale lighting.

### **BENNETT VALLEY ROAD TRAIL STUDY**

This study should evaluate alternatives to provide a Class I shared use path or other bicycling and walking connection along Bennett Valley Road from Farmers Lane to Yulupa Avenue. This Plan Update 2018 includes projects that connect to each end of this study: a Class I shared use path extending south from the intersection at Farmers Lane will connect to Yolanda Avenue, and Class II bicycle lanes will continue southeast on Bennett Valley Road from the intersection with Yulupa Avenue.

### **MCCONNELL AVENUE BICYCLE BOULEVARD STUDY**

Between Mendocino Avenue and North Street, McConnell Avenue is a candidate to create a bicycle boulevard connection on McConnell Avenue. This connection was identified as a desired bikeway by the community during outreach for this Plan Update 2018, and will be studied for feasibility including consideration of traffic speeds and volumes, parking utilization, neighborhood outreach, and crossings or connections at either end of the new facility.

### **CAR-FREE ELLIOTT AVENUE STUDY**

Elliott Avenue, on the north edge of the Santa Rosa Junior College Campus, is an attractive route for people walking and bicycling. The street could potentially have significantly increased active transportation uses pending the outcome of the Highway 101 overcrossing environmental review. Community members expressed a desire for the City to consider closing Elliott Avenue to car traffic and creating a bicycle and pedestrian mall connecting the future Highway 101 overcrossing and Mendocino Avenue.

### **ROSELAND CREEK TRAIL STUDY**

The Roseland neighborhood, newly annexed into the City of Santa Rosa, developed as an unincorporated area of Sonoma County and lacks sidewalks or other pedestrian connections in places. A shared use path along Roseland Creek would create a comfortable connection for people walking and bicycling between Stony Point Road and Burbank Avenue, potentially creating an alternative that allows bicyclists and pedestrians to avoid Stony Point Road which was identified as part of the HIN.

