



# Transportation Concept Report

## State Route 12 (West)

### District 4



Start of State Route 12 (West) from State Route 121 south of the City of Sonoma

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.

**California Department of Transportation**  
Caltrans Improves Mobility Across California

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## **Stakeholder Acknowledgement**

District 4 is pleased to acknowledge the time and contributions of stakeholders and partner agencies to this TCR. Development of System Planning documents such as this one is dependent upon the participation and cooperation of key stakeholders. This TCR represents a cooperative planning effort for SR 12 (West). Representatives of the Sonoma County Transportation Authority, the cities of Santa Rosa and Sebastopol, the Sonoma County Regional Parks Department, and the Sonoma County Bicycle Coalition provided essential information, advice and feedback for the preparation of this document.

This TCR will be posted on the Caltrans District 4 System Planning website at:  
<http://www.dot.ca.gov/dist4/systemplanning/>

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## ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range 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) by evaluating conditions and proposing enhancements to the State's transportation system. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets the State's planning and legislative objectives.

### TCR Purpose

California's State Highway System needs long-range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in all Caltrans Districts during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

## STAKEHOLDER PARTICIPATION

The following organizations were consulted during the production of this document:

- Sonoma County Transportation Authority (SCTA)
- City of Santa Rosa
- City of Sebastopol
- Sonoma County
- Sonoma County Regional Parks Department
- Sonoma County Bicycle Coalition

## EXECUTIVE SUMMARY

The State Route (SR) 12 (West) corridor is defined as the portion of SR 12 between the City of Sebastopol and SR 121 just south of the City of Sonoma. The corridor is entirely within Sonoma County and is approximately 30 miles in length. While the whole route is defined as part of the California Interregional Road System, most traffic is local. The corridor passes through the cities of Sebastopol, Santa Rosa and Sonoma, as well as unincorporated communities, and serves many different uses.

### CONCEPT SUMMARY

Figure 1 – Corridor Concept Summary

Segment	County	Segment Description	Existing Facility	20-25 Year Facility Concept	Smart Mobility Framework Strategies and Concept Modifications to be Considered
<b>A</b> PM 9.23 to R16.04	SON	Intersection with SR 116 in Sebastopol to US 101 in Santa Rosa	2C*/4F**	2C/4F	<ul style="list-style-type: none"> <li>Consider traffic calming and diversion measures (bypass, return to two-way streets) for downtown Sebastopol;</li> <li>Improve Joe Rodota Trail (lighting and other safety enhancements);</li> <li>Provide bike/ped crossing of SR 12 freeway section between Fulton Road and Dutton Avenue;</li> <li>Consider alternative intersection improvements instead of planned full interchange at Fulton Road.</li> </ul>
<b>B</b> PM R16.04 to T18.54	SON	US 101 in Santa Rosa to Farmers Lane and 4 <sup>th</sup> Street, Santa Rosa	4F/4C	4F/4C	<ul style="list-style-type: none"> <li>Consider “Complete Streets” changes and traffic calming measures along Famers Lane.</li> </ul>
<b>C</b> PM T18.54 to 21.23	SON	4th Street to Los Alamos Road, Santa Rosa	4C	4C	<ul style="list-style-type: none"> <li>Preserve and maintain “parkway” esthetic.</li> </ul>
<b>D</b> PM 21.23 to 41.36	SON	Los Alamos Road, Santa Rosa to intersection with SR 121	2-4C	2-4C	<ul style="list-style-type: none"> <li>Further develop “Complete Streets” measures in communities along the corridor;</li> <li>Consider transit frequency and service improvements working with transit agencies;</li> <li>Develop parallel bike facility.</li> </ul>

\*C=conventional highway \*\*F=freeway

## **CONCEPT RATIONALE**

This TCR looks to the next 25 years and makes use of the planning principles developed in Caltrans *Smart Mobility Framework* (SMF). 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 CO<sub>2</sub> emissions reduction. (See Caltrans *Smart Mobility Framework* on page 8.) The TCR raises issues that might result in a concept change in part(s) of the corridor within the 20-25 year planning horizon. Many of these issues are not yet clearly defined and will need further study and discussion with external partners. The nominal facility concept for SR 12 remains “as is” for all segments (see Figure 1). Following is a summary of suggested strategies for each segment.

### **Segment A: 2C/4F**

Sebastopol and the surrounding areas are not expected to see significant growth. Therefore, the existing two-lane highway between Sebastopol and Santa Rosa/US 101 remains as is. Downtown Sebastopol would, however, benefit from measures to slow or divert traffic. Consideration should be given to an eastern bypass or, returning the downtown streets from a one-way to two-way configuration. The extension of the Joe Rodota Trail into downtown Santa Rosa presents a viable bike commute route parallel to the highway, however, improved lighting and safety features would be needed to enhance its role as a genuine transportation option.

The Fulton Road intersection is currently an issue due to recurring congestion, and construction of an interchange is planned at this location. This TCR does not anticipate the existing freeway being expanded any further west. Therefore, alternatives to an interchange should be considered. Improved bike and pedestrian access across the SR 12 freeway portion could be achieved with construction of a dedicated facility somewhere between Fulton Road and Dutton Avenue, linking the suburbs north of SR 12 to the PDA corridor along Sebastopol Road to the south.

### **Segment B: 4F/4C**

This TCR does not anticipate the freeway portion of SR 12 being extended further than its present terminus at Farmers Lane. Therefore, the currently unutilized right of way east from Farmers Lane to Spring Lake Park should be declared as excess land. This process needs to be coordinated with the City of Santa Rosa. The future of the unutilized right of way could be considered together with changes to develop Farmers Lane as a more “livable street” serving the needs of the local communities, while not significantly increasing traffic in the neighborhoods.

### **Segment C: 4C**

Sonoma Highway is a parkway and, while it is not particularly pedestrian, bike or transit friendly, it serves as an arterial for eastern Santa Rosa. Bike lanes are planned for this segment of SR 12, as well as for the parallel Sonoma Avenue. The Sonoma Highway segment of SR 12 should remain as present, with an emphasis on maintenance and preservation of its “parkway” esthetic.

**Segment D: 2-4C**

Future development would increase traffic in this segment of the corridor, but the existing two-lane highway (together with Arnold Drive) is expected to provide sufficient capacity so as to retaining its rural character. The proposal for a Class 1 bike path, approximately in the SR 12 corridor, should be supported as an important asset for the community. However, it should be recognized that at over 20 miles between Sonoma and Santa Rosa regular commuting is not practical for most people, and that consideration should be given to planning for some future enhanced or potentially dedicated transit service (rail/bus). Within Sonoma, Boyes Hot Springs, and Agua Caliente, SR 12 should be constructed to maximize Smart Mobility benefits over vehicle throughput, where appropriate.

**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).

- **Sebastopol’s Downtown Traffic Circulation Possible**
- **Relinquishment or Redesignation of SR 12**
- **SR 12 Freeway Extension in Santa Rosa**
- **Role of SR 12 within Sonoma and Surrounding Communities**
- **Future Fulton Road Interchange**
- **Farmers Lane: Freeway Connector or Commercial Corridor?**
- **Corridor Development and Traffic Growth between Sonoma and Santa Rosa**

## LAYOUT OF THE DOCUMENT

**Chapter 1: Planning Context** explains the principles of SMF and introduces “place types” as a concept for explaining existing and potential future land uses. SMF is a new way of looking at land use/transportation interactions and solutions.

**Chapter 2: Corridor Overview** examines the existing conditions and transportation facilities in the corridor, and explains the segmentation process used for this document. The descriptive elements of this chapter make use of place types described in SMF, reducing ambiguity and suggesting solutions to meet the legislation and planning objectives. It is therefore strongly recommended that the reader become familiarized with the various place types in SMF prior to continuing through the document. A summary is provided in Chapter 1: Planning Context.

**Chapter 3: Corridor Information & Data** presents traffic data and road classification information providing a background of existing conditions. As SMF is about change, this section is given less weight than in traditional TCRs, but it remains a useful source of information.

**Chapter 4: Place Types in the Corridor** describes the place types present in the corridor and assesses the potential for place type changes. A map summarizes the place types for the entire corridor.

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

**Chapter 6: Corridor Concept** includes future transportation changes beyond the current highway configuration. These are seen as potential solution to improve the corridor within the 20-25 year planning horizon of the TCR.

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

## CHAPTER 1: PLANNING CONTEXT

This section of the TCR introduces select State planning documents and outlines the principles of the Smart Mobility Framework (SMF) used throughout the TCR. (See Appendix 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 California Interregional Blueprint (CIB) is a State-level document that articulates the State’s vision for an integrated multimodal transportation system which complements regional transportation and land use plans. It links statewide transportation goals with regional transportation and land use goals to produce a unified transportation strategy. It supports the development of Sustainable Communities Strategies at the regional level, and has been incorporated into the CTP.

### **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. The Smart Mobility Framework (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 traveled. 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.

## **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 benefits:

- 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 2.

Figure 2 - List of Smart Mobility Framework Place Types

Place Type	Sub-Place Types	Examples
<b>URBAN CENTERS</b> <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
<b>CLOSE-IN COMPACT COMMUNITIES</b> <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, Little Italy - San Diego
<b>COMPACT COMMUNITIES</b> <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
<b>SUBURBAN COMMUNITIES</b> <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	Walnut Creek
	4b. Suburban Corridors	Farmers Lane and Santa Rosa Avenue - Santa Rosa
	4c. Dedicated Use Areas	Warehouse District – Oakland
	4d. Suburban Neighborhoods	Bennett Valley - Santa Rosa
<b>RURAL &amp; AGRICULTURAL LANDS</b> <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	Southwest Sebastopol
<b>PROTECTED LANDS</b>	6. Protected Lands	Lands protected from development (wildlife refuges, parks)
<b>SPECIAL USE AREAS</b>	7. Special Use Areas	Airports, industrial and military facilities, some hospitals and universities.

## CHAPTER 2: CORRIDOR OVERVIEW

This section presents a summary description of the corridor followed by how the corridor was segmented and finally a more detailed description of each segment. (See Appendix F for Functional Classification (FC) designations.)

### **STATE ROUTE 12 (WEST)**

SR 12 discussed in this report is all within Caltrans District 4 and the County of Sonoma. It is the western portion of Highway 12 and extends from the intersection with SR 116 in the City of Sebastopol to the intersection with SR 121 south of the City of Sonoma. SR 12 (West) is approximately 30 miles in length and passes through the incorporated cities of Sebastopol, Santa Rosa and Sonoma. While the whole route is defined as part of the California Interregional Road System, most traffic is local. Between Santa Rosa and the City of Sonoma, SR 12 is designated a State Scenic Highway. Other than for the freeway section in Santa Rosa (FC2 – other freeways or expressways), the highway is functionally classified FC3 (“other principal arterial”) in urban areas and FC4 (“minor arterial”) in the sections between the cities.

Traffic on the route is highest at the SR 12/US 101 interchange in Santa Rosa, reaching 75,000 annual Average Daily Traffic (AADT) in 2012. The volumes decline rapidly outside of the City, but are still comparatively high at over 20,000 AADT between Santa Rosa and Sebastopol. The AADT is low between Santa Rosa and Sonoma, dropping to 12,200 where there are parallel alternate routes (Arnold Drive and Napa Road). Other than for accessing Santa Rosa from US 101, truck traffic is low (below 1,000 AADT).

Transit in the corridor is provided by Sonoma Transit, with the addition of Golden Gate Transit services on US 101 and local services in Santa Rosa provided by CityBus. In a number of locations SR 12 (West) is a “Main Street”, requiring consideration of not only transportation needs of drivers, pedestrians and bicyclists, but also of community and business interests.

### **ROUTE SEGMENTATION**

The route has been segmented for planning, and not necessarily operational purposes. The defined segments reflect the changing use and character of SR 12 (West). Legislatively, the route begins at the intersection with SR 1 in Valley Ford, but there are no plans to construct this unbuilt 10-mile section west of Sebastopol.

The section of highway between the intersection of SR 12 and 121 in Sonoma County and SR 12 (East) in Napa County (Jameson Canyon) is not included in this TCR. It will be included in TCRs for SR 121 and SR 29. A Corridor System Management Plan (CSMP) was finalized for SR 12 (East) from SR 29 in Napa County to the Solano/Sacramento County line in 2010.

Figure 3 - SR 12 (West) Segmentation

Segment	From	To	Post Miles
<b>A</b>	Intersection with SR 116 in Sebastopol	US 101 in Santa Rosa	SON 12 PM 9.23 to PM R16.04
<b>B</b>	US 101 in Santa Rosa	4 <sup>th</sup> Street in Santa Rosa	SON PM R16.04 to PM T18.56
<b>C</b>	4 <sup>th</sup> Street in Santa Rosa	Los Alamos Road in Santa Rosa	SON 12 PM T18.56 to PM 21.23
<b>D</b>	Los Alamos Road in Santa Rosa	Intersection with SR 121	SON 12 PM 21.23 to PM 41.36

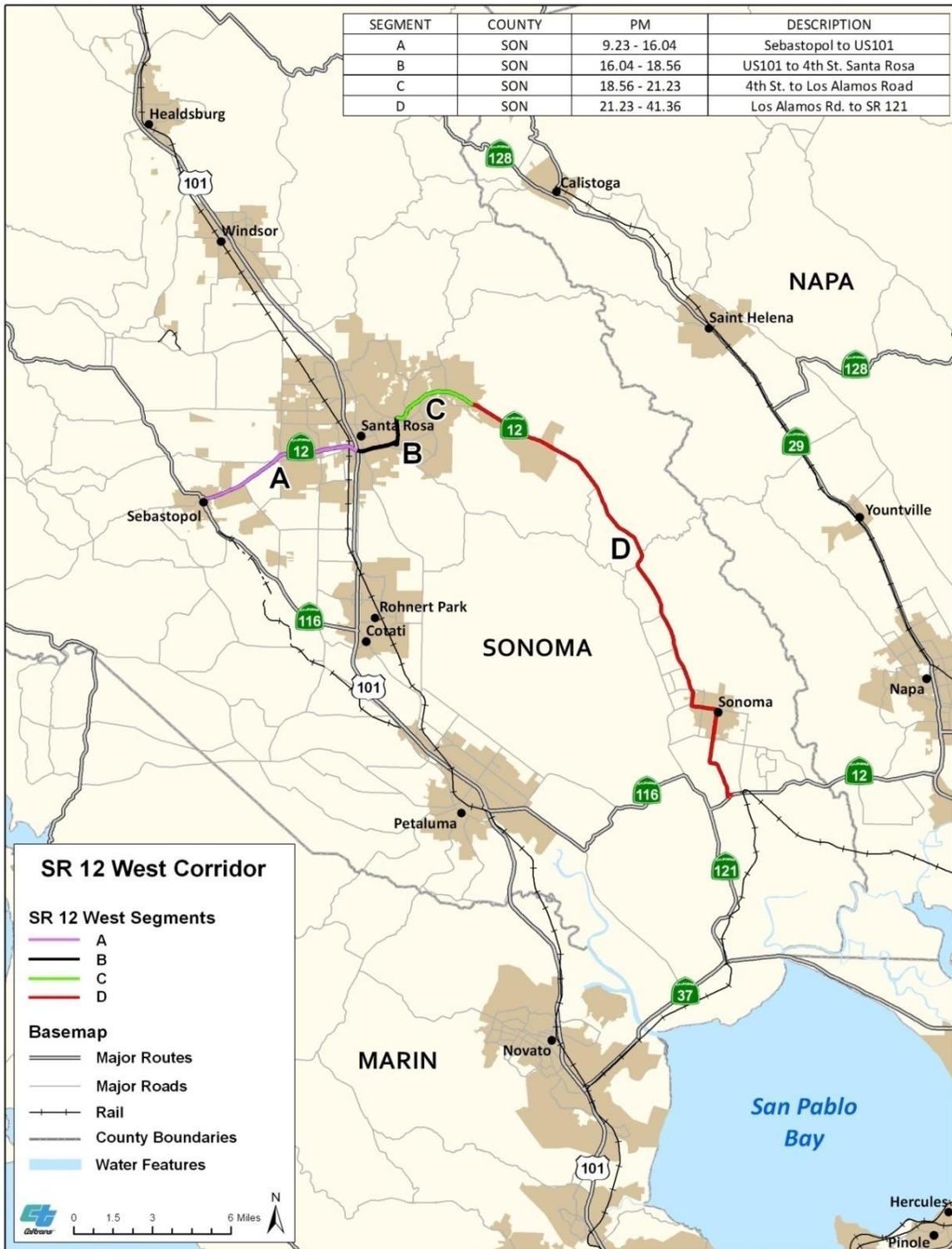
**Segment A** is the main access route between Sebastopol and Santa Rosa west of US 101.

**Segment B** provides access to US 101 from eastern Santa Rosa.

**Segment C** is a four-lane extension of 4<sup>th</sup> Street to/from downtown Santa Rosa.

**Segment D** is a two-lane rural road connecting Santa Rosa with the City of Sonoma, and a number of smaller communities in between.

Figure 4 - SR 12 (West) Segmentation Map



## **CORRIDOR DESCRIPTION BY SEGMENT**

This section describes the current conditions in each segment. It makes reference to “**place types**” from the Caltrans *Smart Mobility Framework (SMF) 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* on page 8.

### **Segment A: Sebastopol to US 101**

Segment A is the main highway access between Sebastopol/SR 116 (**Rural Town 5a**) and Santa Rosa/US 101. Santa Rosa is Sonoma County’s residential/commercial center and county seat. Sebastopol is itself a hub for this part of Sonoma County and a center for apple and wine production.

At its western end the highway is initially a two-lane conventional road. After three miles it becomes the Santa Rosa crosstown freeway (Luther Burbank Memorial Highway). It provides direct access to US 101, to downtown Santa Rosa via US 101, and the eastern parts of Santa Rosa (see Segment B). The freeway section west of US 101 begins at Fulton Road, a signalized intersection, which backs up frequently during the westbound PM peak. Grade separated interchanges at Stony Point Road and Dutton Avenue provide access to the freeway from surrounding suburban developments (**Suburban Neighborhood 4d**).

Sonoma Transit Routes #20 and #22 provide an approximate hourly all day service on SR 12, with the last bus from Santa Rosa to Sebastopol at 8:30 pm. Within Santa Rosa, CityBus services are mainly one-way loops that maximize coverage, but make transit less competitive with other modes because of resulting longer travel times. However, there are proposals for a more intensive service in the Sebastopol Road corridor.

The Joe Rodota Trail follows an old railroad alignment between Sebastopol and Santa Rosa and is a daylight Class 1 bike facility between both the two downtowns (7 miles long). It is unlit and somewhat isolated. This makes it unsuitable for year round commuting. The Sonoma County Regional Parks Department would like to see an undercrossing included in the plans to replace the bridge at Laguna, so that trail users can better access the Laguna Park, Joe Rodota Trail, and Laguna de Santa Rosa Trail. The freeway section of SR 12 precludes its use by bikes and pedestrians, but improvements in the Santa Rosa Bike and Pedestrian Master Plan would make parallel Sebastopol Road a good alternative. Within Santa Rosa there are no dedicated north/south bike/pedestrian crossings of the freeway and the cloverleaf interchanges at Stony Point Road and Fulton Road are both uninviting to bikes and pedestrians.

**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 – R1, 2008]

### Segment B: US 101 to Farmers Lane

Segment B is the part of SR 12 in Santa Rosa that provides access to US 101 from the eastern suburbs of the city (**Suburban Neighborhood 4d**). It consists of two parts, the eastern freeway section and Farmers Lane, which connects the freeway with 4<sup>th</sup> Street/Sonoma Highway. Farmers Lane is a conventional four-lane road with center-turn lanes and significant commercial development (**Suburban Corridor 4b**), and provides an inadequate environment for bikes and pedestrians. The freeway was constructed with the expectation of an extension eastward directly through to Sonoma Highway east of Spring Lake Park. The freeway ends at Farmers Lane and Santa Rosa subsequently constructed a direct connector to Hoen Avenue for local traffic. While Caltrans owns the right of way east of Farmers Lane, there are no plans to extend the freeway.

Transit in Santa Rosa is mainly provided by CityBus. It runs 30-minute frequency services to most parts of the city until 7 to 8 p.m. on weekdays, but with much less frequent service on weekends. CityBus routes are mainly one-way loops that maximize coverage, but make transit less competitive with other modes due to longer travel times. Golden Gate Transit runs an hourly semi-express bus to San Francisco on US 101, plus additional commute services. These do not use this segment of SR 12. Sonoma Transit provides additional services to other locations in the County (see other segments).

Crossing US 101 in the vicinity of SR 12 is not easy for bikes or pedestrians. Practical crossing points are about a mile apart on either side of SR 12. The Joe Rodota Trail is the only suitable alternative for crossing US 101 near SR 12, connecting to the Prince Memorial Greenway along Santa Rosa Creek. The trail, however, is not officially open after dark. Farmers Lane has heavy traffic with minimal shoulders or bike lanes. The completion and expansion of the Santa Rosa Creek Trail (a County Measure M project), to be constructed in the Fall of 2013, will provide an alternative east-west connection.

**Figure 5 - Farmers Lane (SR 12) with its mix of commercial and residential development**



Source: Google Maps

**Segment C: Farmers Lane to Los Alamos**

This segment of SR 12 is called Sonoma Highway. It is a four-lane arterial road through the eastern suburbs of Santa Rosa (**Suburban Neighborhood 4d**). Sonoma Highway connects with Farmers Lane (Segment B), and continues as 4<sup>th</sup> Street into downtown Santa Rosa (**Close-in Center 2a**). For its full length it has a center divide that limits left turns at intersections, and there are parallel frontage roads with no direct access to the highway. The topography and layout of Santa Rosa make Sonoma Highway a key route linking the eastern suburbs with both downtown and US 101. Despite high traffic volumes, it is a “parkway” with bucolic vistas and some commercial development.

**Parkways** - The Highway Design Manual (HDM) defines a parkway as, “an arterial highway for non-commercial vehicles, with full or partial control of access, which is typically located within a park or a ribbon of park-like development.” Parkways, however, vary not only from place to place, but over time. Initially constructed for pedestrians and equestrians, they became associated with recreational highways for cars, their bridges and overpasses constructed too low for trucks. The first freeway in California, the Pasadena Freeway (SR 110), was originally the Arroyo Seco Parkway (in 2010 it reverted to this name officially). At the local level any road with a high degree of landscaping may be called a parkway. Parkways are often associated with subdivisions where there is no frontage development. Lack of frontage development means that they are generally not very bike, pedestrian or transit friendly.

Transit in Santa Rosa is mainly provided by CityBus that runs 30-minute frequency services to most parts of the city until 7 to 8 p.m. on weekdays, but with greatly reduced service on weekends. The limited direct access from adjacent neighborhoods to the highway is to the detriment of bus riders, as stops are often somewhat limited. Direct Regional and commute transit services do not extend into the suburban parts of the city, making either transit transfers or a car a necessity for longer trips.

**Figure 6 - Sonoma Highway near Los Alamos**



Source: Google Maps

This segment of SR 12 is proposed for bike lanes in the Santa Rosa Bike Plan. There are adequate shoulders (five feet or more) along the majority of this segment and sidewalks where the road passes through residential subdivisions. Sonoma Highway is not ideal for bicycles or pedestrians due to its high traffic volumes and sometimes isolated conditions, giving a poor perception of safety and security. Parallel local streets such as Montgomery Drive, Sonoma and Hoen Avenues are or will be better suited to bicycling, with road diets reducing traffic lanes and adding bike lanes on these streets.

**Segment D: Los Alamos to SR 121**

Segment D is the 20-mile section of SR 12 from the edge of Santa Rosa to the City of Sonoma (**Rural Town 5a**), ending south of Sonoma at the intersection with SR 121. For the most part, it is a conventional two-lane highway, very much a country road with growing traffic in the prosperous Sonoma Valley. Recently implemented projects were aimed at improving traffic flow to and from Santa Rosa, and projects are underway to provide better bike and pedestrian facilities in “The Springs” area (**Rural Town 5a**), just north of the City of Sonoma. In the City of Sonoma, SR 12 (Sonoma Highway and West Napa Street) functions as a “Main Street,” a two-lane road with center double left-turn lanes, parking lanes and sidewalks. It connects “The Springs” area and the west side of the City with downtown and Sonoma Plaza. Broadway is the connection south between downtown and SR 121. In Sonoma the highway configuration changes from four to three lanes with a center-turn lane. South of Sonoma, though, SR 12 becomes a rural two-lane road with varying shoulder widths. It is not the main connection to SR 121 as traffic primarily uses parallel Arnold Drive or Napa Road.

Sonoma County Transit services are not frequent and subject to the same congestion as other traffic using SR 12. Due to the distance between Sonoma and Santa Rosa (20 miles), bike commuting is not practicable for most people, and increased traffic is adversely impacting recreational biking.

This section of SR 12 has variable shoulders. Arnold Drive provides a quieter parallel biking route. As mentioned above, bike and pedestrian facility improvements are underway in “The Springs” area and bike lanes are proposed on SR 12 in the City of Sonoma. The County is proposing a Class 1 bike path along the SR 12 corridor from the Santa Rosa city limits to Agua Caliente Road.

### 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.

Figure 7 - Corridor Data and Information

Segment	A	B	C	D
Freeway & Expressway	Yes	Yes/No	No	No
National Highway System	No	No	No	No
Strategic Highway Network	No	No	No	No
Scenic Highway	No	No	No	Partial*
Interregional Road System	Yes	Yes	Yes	Yes
High Emphasis	No	No	No	No
Focus Route	No	No	No	No
Federal Functional Classification	Freeway/Other Principal Arterial/Minor Arterial	Other Principal Arterial/ Minor Arterial	Other Principal Arterial	Other Principal Arterial/Minor Arterial
Goods Movement Route	No	No	No	No
Truck Designation	Terminal Access	Terminal Access	Terminal Access	Terminal Access, CA Legal Advisory
Rural/Urban/Urbanized	Urban	Urban	Urban	Mainly Urban
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	City of Santa Rosa	City of Santa Rosa	Sonoma County, City of Sonoma

\* Danielli Avenue east of Santa Rosa to London Way near Agua Caliente (PM 22.5 - 34.0)

**TRAFFIC DATA FOR THE CORRIDOR**

**Traffic Data**

Figure 7 below shows the most recent (2012) Annual Average Daily Traffic (AADT) for the corridor for all intersections on SR 12 West, where data is available. This data is presented to provide finer detail than shown by segmentation, especially in the urban areas where traffic volumes vary considerably within each segment. While AADT does not alone indicate congestion, it does give an indication of the relative use of each section of roadway.

**Figure 8 - SR 12 (West) Annual Average Daily Traffic (2012)**

Segment	PM	Intersection	Lanes	AADT	Jurisdiction
A SR 116 to US 101	9.2	Jct. Rte. 116	3C*	24,700	Sebastopol
	9.5	East City Limits	2-4C	23,200	
	12.9	Wright/Fulton Rds	4F*	40,500	Unincorporated Sonoma County
	14.5	Stony Point Rd	4F	66,000	Santa Rosa
	15.3	Dutton Ave Interchange	4F	77,000	
B US 101 to Farmers Lane/4 <sup>th</sup> St.	16.0	Jct. Rte. 101	4F	75,000	
	16.6	Bennett Valley Rd	4F	53,000	
	17.1	Farmers Lane	4F	45,500	
	17.7	Farmers Lane/4 <sup>th</sup> St.	4-5C	41,500	
C Farmers Lane to Los Alamos	18.4	Brush Creek Rd	4C	37,500	Santa Rosa
	19.4	Middle Rincon Rd	4C	33,500	
	20.1	Calistoga Rd	4C	28,000	
D Los Alamos to SR 121	21.2	Los Alamos Rd	3C	20,800	Unincorporated Sonoma County
	26.1	Adobe Canyon Rd	3C	17,500	
	27.0	Kenwood, Warm Springs Rd	2C	15,900	
	30.1	Trinity Rd	2C	15,500	
	30.7	Arnold Dr	2C	14,500	
	32.9	Madrone Rd	2C	12,300	
	33.4	Cavedale Rd	2C	13,700	
	34.3	Agua Caliente Rd	2C	15,900	
	35.1	Boyes Blvd	3C	23,300	
	36.0	Verano Ave	3-4C	22,500	
	36.6	Petaluma Ave (Riverside Dr)	3C	24,900	City of Sonoma
	37.0	Fifth St West	3C	17,400	
	37.5	First St West	5C	15,500	
	37.7	Patten St	5C	10,200	
	38.1	Mac Arthur St	2-5C	12,100	
38.7	Napa Rd	2C	8,700	Unincorporated Sonoma County	
	39.4	Watmaugh Rd	2C		6,200

\*C=conventional highway

\*\*F=freeway

Source: Caltrans

Approaching 77,000 vehicles AADT, the freeway portion of SR 12 (West) has moderate traffic for a four-lane freeway. Toward Sebastopol traffic volumes drop considerably. Similarly, between Santa Rosa and Sonoma traffic volumes decline significantly (outside of Santa Rosa). South of Sonoma the AADT is low (9,200 to 5,600 vehicles) as some traffic at this point has diverted to parallel routes, Napa Road and Arnold Drive.

Figure 9 below shows the potential increase in traffic for each segment based upon the current Sonoma County growth model. The model is based upon existing city and county General Plans. It is not necessarily reflecting the Region’s Sustainable Communities Strategy (SCS) and assumes a generally static pattern of trips and modes.

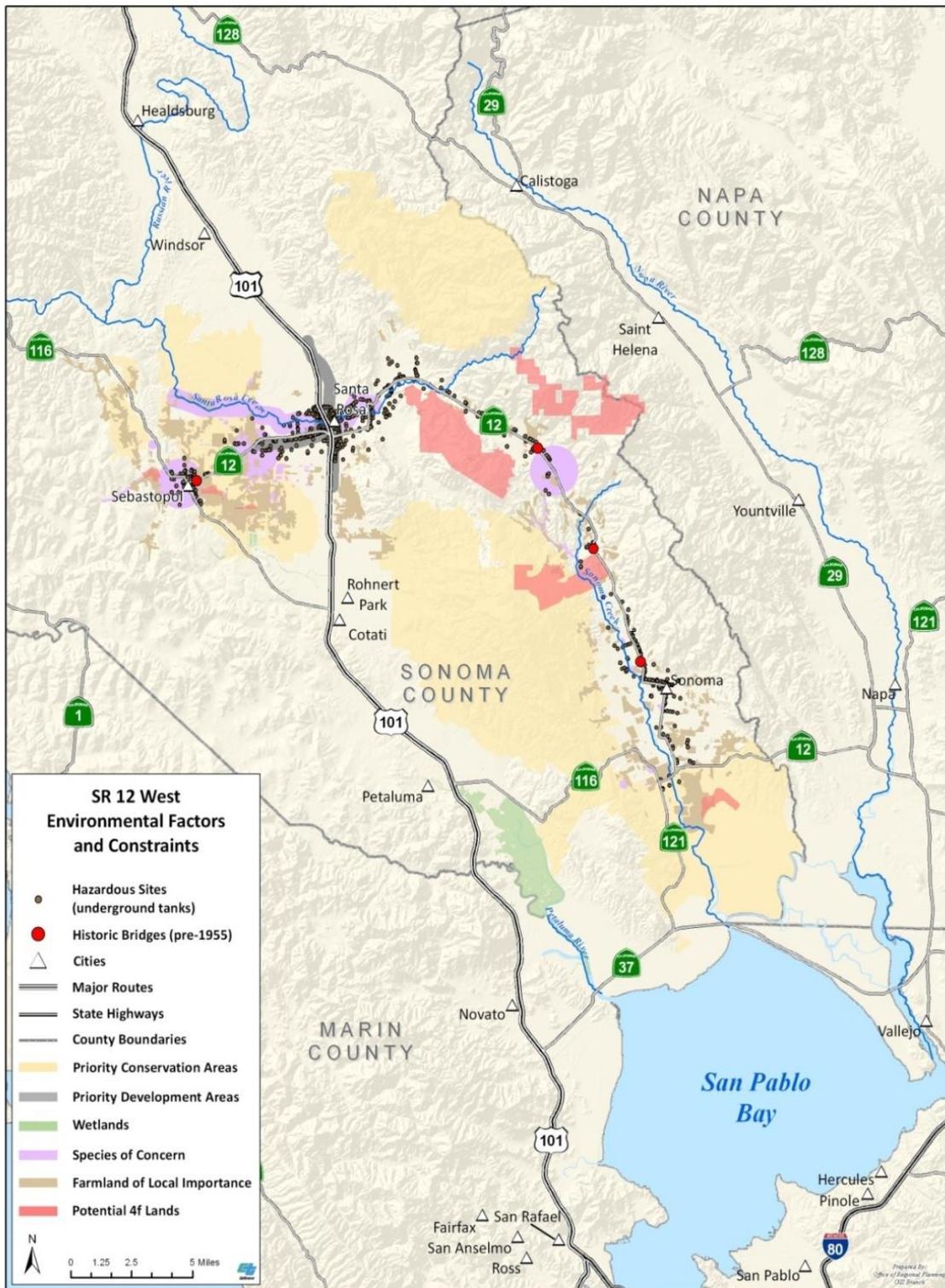
**Figure 9 - SR 12 (West) Projected Traffic Growth by Segment (2012-2035)**

Location					Current Traffic Volumes	Forecast Traffic Volumes based on County Population Growth Model		
Segment	Description	County	Post Mile From	Post Mile To	2012 AADT Range	Potential Increase 2035	Increase Range	Existing Facility
A	SR 116 to US 101	SON	9.23	R16.04	77,000-23,200	13%	87,000-26,000	4F/2C
B	US 101 to Farmers Lane/4 <sup>th</sup> St.	SON	R16.04	T18.54	75,000-37,500	14%	85,500-42,500	4F/4C
C	Farmers Lane to Los Alamos	SON	T18.54	21.23	41,500-20,300	5%	43,500-21,500	4C
D	Los Alamos to SR 121	SON	21.23	41.36	25,500-5,600	16%	29,500-6,500	2C/4C

**ENVIRONMENTAL FACTORS**

The SR 12 (West) corridor is constrained in its central portion by topography and various protected lands, as shown in Figure 10. The quiet and bucolic nature of much of the corridor is a source of local pride, and currently there are large greenbelt areas between cities and communities. The Greenbelt Alliance’s report, “At Risk 2006”, shows the greatest threat to existing greenbelts to be the agricultural lands surrounding Sonoma and Sebastopol. However, most of these are currently covered by Priority Conservation Areas (PCAs) (areas designated by the Association of Bay Area Government’s FOCUS Program to have high agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions). There are a number of historic bridges in the corridor. These are on segments where it is expected that the roadway will remain as present.

Figure 10 – SR 12 Corridor Environmental Factors and Constraints



## CHAPTER 4: PLACE TYPES IN THE CORRIDOR

In this section place types from Caltrans Smart Mobility Framework are used to describe the corridor and its potential for change. (See Smart Mobility Framework in Chapter 1)

### USING PLACE TYPES IN THE CORRIDOR

Place Types (**shown in green**) are a tool to help understand and summarize land uses in the corridor. Figure 11 below 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*. Places in square brackets [ ] are communities quoted as examples in the document.

### CURRENT SETTING

**Sebastopol** (7,379 pop. 2010) is shown as a **Rural Town (5a)** and is expected to remain largely unchanged, despite some expected growth within the City and its surrounding communities. It is also expected that the area between Sebastopol and Santa Rosa will remain rural (**Rural 5b**). However, Sebastopol with its proximity to Santa Rosa, and its role as a local hub, is expected to have higher than average locational efficiency for this place type.

***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. [St. Helena]*

**Santa Rosa** (167,815 pop. 2010) is the County seat and service center for the North Bay. The City is expected to remain largely suburban outside the downtown. Downtown has a high level of services, but a low level of regional transit connectivity. For that reason Santa Rosa has been classified as a **Close-in Center (2a)** rather than an **Urban Center (1b)**.

***Close-in Centers 2a** - Small and medium sized downtowns, with transit oriented development, institutions, lifestyle centers and other centers of activity. [San Rafael, Santa Monica]*

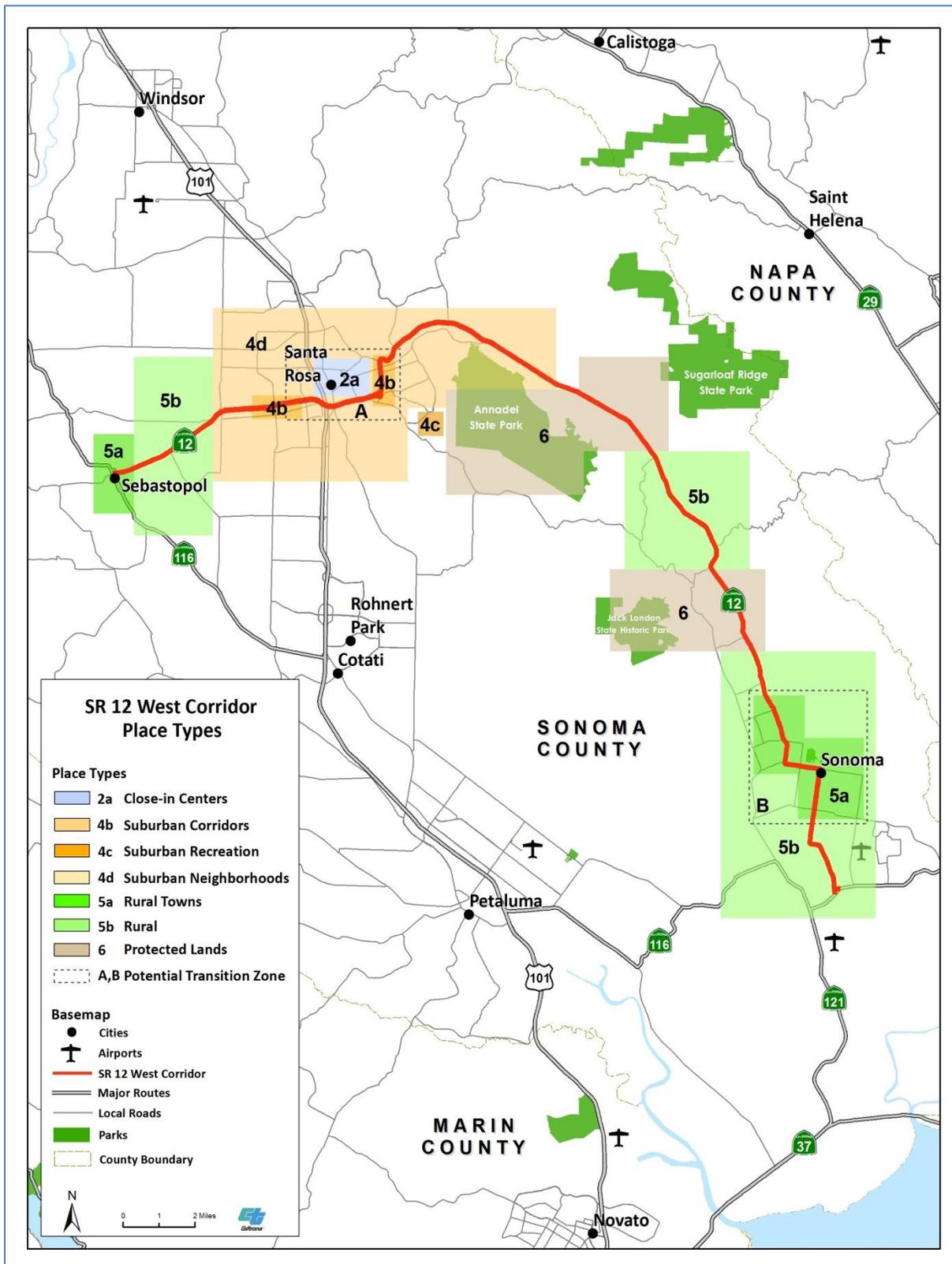
Largely suburban and bucolic, Santa Rosa has a number of **Suburban Corridors (4b)** including Farmers Lane (SR 12) and Sebastopol Road. These offer a low level of locational efficiency and generally perpetuate a poor walking and biking environment.

***Suburban Corridors 4b - Arterial streets, frequently with setback development types. Characterized by inadequate walk and bike environments, and poor esthetics.***

The suburban area of Santa Rosa extends east along SR 12, but there are a number of city and regional parks within the corridor (**Protected Lands 6**). Further east the landscape is rural and so are the communities around **Sonoma** (10,648 pop. in 2010). Both the City of Sonoma and the communities north along SR 12, **Boyes Hot Springs** (6,656 pop. in 2010), **Fettlers Hot Springs** and **Agua Caliente** (4,144 pop. in 2010) can be classified as **Rural Towns (5a)**.

***Rural Towns 5a - Rural towns provide a mix of housing, services and public institutions. They vary in size from crossroads with single clusters of commercial uses to towns offering a full range of retail and service businesses.***

Figure 11 - Corridor Place Types



## **FUTURE POTENTIAL**

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 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 12 corridor have been identified because they are expected to see significant increases in population and jobs under the region’s Sustainable Communities Strategy (SCS) (see Appendix A Regional Transportation Plan). “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.

**Potential Transition Zone A:** For Santa Rosa an increase in households of around 17,000 is projected under Plan Bay Area (see Appendix A Regional Transportation Plan). Outside the immediate downtown, the City quickly becomes suburban in density with the few local retail areas closer to **Suburban Corridors (4b)** than to **Suburban Centers (4a)**. However, with appropriate planning suburban areas of Santa Rosa could become more like **Close-in Neighborhoods (2c)** than they are today.

***Close in Neighborhoods 2c - Walkable neighborhoods with housing in close proximity to shops, service and public facilities. Good multimodal connections to urban centers, with medium to high density. [Midtown Sacramento]***

An important component of this transition would be a downtown with better regional and local transit connectivity than there is today, making downtown an **Urban Center (1b)**. The recent Golden Gate 101 express bus service, future SMART rail service, and plans for enhanced transit on major bus routes are steps in this direction. The presently planned service level for SMART is not frequent enough to sustain an Urban Center level of development, in particular the service planned for weekends and evenings.

***Urban Centers 1b - Major activity centers with a full range of horizontally and vertically mixed land uses, with high capacity transit stations/corridors present. [Berkeley, Stockton, Fresno, Pasadena]***

**Sonoma-Marin Area Rail Transit “SMART”** is a rail project to 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 was passed in 2008 by 74% in Sonoma and 63% in Marin. Due to budgetary constraints the project is being phased with Phase 1 (\$360M) being 38 miles from North Santa Rosa to San Rafael.

Using existing upgraded rail infrastructure, and seven 2-car Diesel Multiple Unit (DMU) trains, SMART will run limited service on the largely single track line with numerous passing places. There will be a 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 Cal Park Tunnel between San Rafael and the ferry terminal at Larkspur for bikes and pedestrians.

**Potential Transition Zone B:** At the eastern end of the corridor there are a number of small communities, most notably **Sonoma**, but also **Boyes Hot Springs, Fetters Hot Springs** and **Agua Caliente**. “The Springs” is a Growth Opportunity Area (GOA) under Plan Bay Area and designated to accommodate an additional 1,150 households (24%) by 2040. Sonoma is not a PDA, but has 9% growth planned under the region’s SCS. This will result in an increased number of households of over 1,500. Through planning and coordination between these communities, this area has the potential to become a **Compact Community (3)** with some of the following characteristics:

***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. [Eureka, Paso Robles]***

The development of this area to become a **Compact Community** could result in better local services reducing the need to travel to Santa Rosa, or other Bay Area communities. This is especially important as the region’s SCS plans for a 29% increase in employment in Sonoma, which could then be accommodated locally.

## CHAPTER 5: CORRIDOR ISSUES

In this section key transportation issues are discussed and a 20-25 year concept presented together with potential improvement strategies for the corridor.

SR 12 (West) includes a number of different road types and environments, and serves very different markets and needs, as described in Chapter 2: Corridor Overview. 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 solution. The issues are presented as talking points to frame future discussions and the 20-25 year vision for the corridor. It is understood that further detailed study and analysis will be necessary in order to fully understand the implications the proposed changes.

### 1. 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 12 below), 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. The street lay out is also an issue for pedestrians using the downtown area because of high vehicle speeds and limited pedestrian crossing opportunities. The map below (Figure 12) shows the arrangement of these one-way streets.

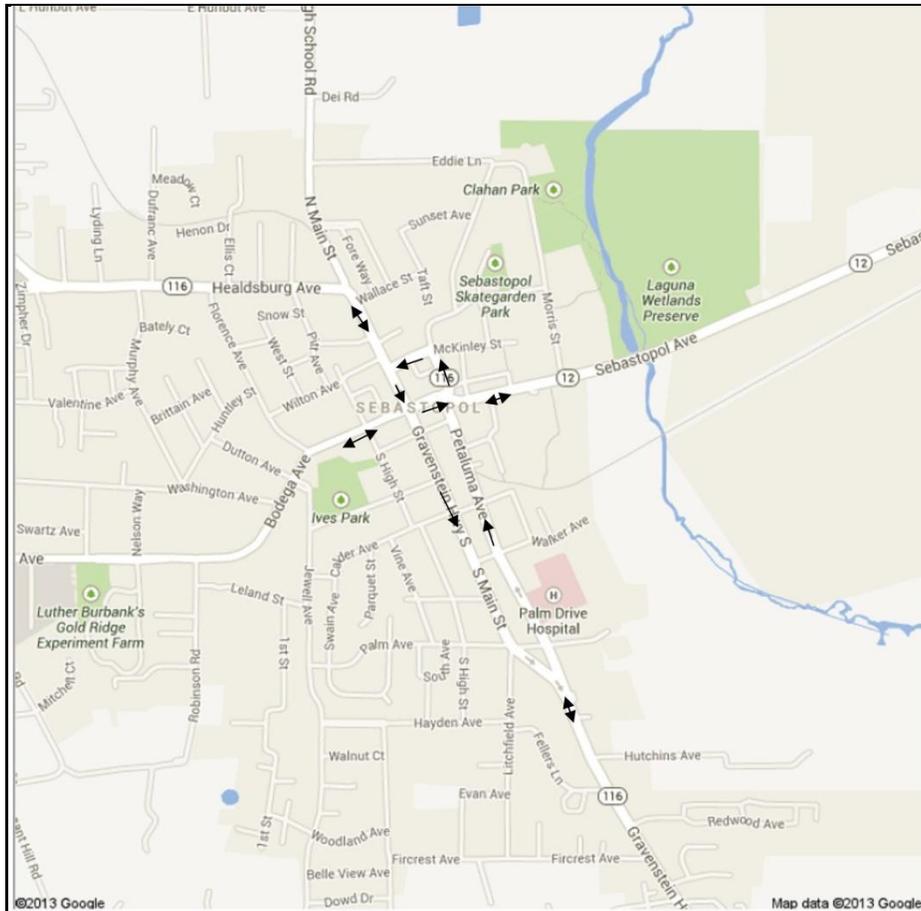
***Rural Towns 5a - Maintaining and creating walkable rural towns with streets that are operated and designed for speeds suitable for their context and safety for all users.***

**Bypass** – A term to describe the idea of an alternative route. There are many different types of bypasses, each with different objectives. 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 facility design. 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 avoid problems usually associated with bypasses such as income losses for downtown businesses and peripheral sprawl.

Sebastopol has much to offer for visitors and is a destination for tourists in the area. Therefore, an eastern bypass of Sebastopol that would permit through-traffic on SR 12 (and SR 116) to avoid the downtown and allow a more conventional street system to be reintroduced does not necessarily have to impact downtown businesses. A “one stop” parking strategy, 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 12 - Current Traffic System in Downtown Sebastopol



## 2. Future Fulton Road Interchange

There is currently recurring congestion at this busy signalized intersection at the western edge of Santa Rosa. In the PM peak, westbound traffic turning onto Fulton Road exceeds the storage capacity, causing delay to westbound traffic. It has been suggested that SR 12/Fulton Road intersection be reconstructed as a full interchange, to mitigate this congestion. This has been estimated to cost \$70 million and is included in Plan Bay Area. As there are no plans to extend the freeway westbound beyond Fulton Road, lower-cost alternatives could be considered that would address some of the capacity issues and improve bike and pedestrian access.

### 3. Non-motorized Access Across the SR 12 Freeway

In western Santa Rosa between US 101 and Fulton Road, there is non-motorized access across SR 12 at Dutton Avenue, Stony Point Road and Fulton Road. Both Stony Point Road and Fulton Road are fairly isolated crossings and free-flow ramps present challenges for bicyclists and pedestrians. Dutton Avenue has no free-flow ramps and includes bike lanes, but still does not represent an ideal solution, especially for pedestrians. There is a freeway undercrossing close to US 101 at Olive Street.

**Free-flow Ramps** – When crossing free-flow ramps pedestrians and bicyclist face challenges related to unyielding motorists, high vehicle speeds, limited visibility and the absence of bicycle or pedestrian facilities. Bicyclists also face challenges related to unclear path of travel. [*Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians. Caltrans 2010*].

There is mostly low density suburban development on both sides of the freeway in this part of western Santa Rosa (**Suburban Neighborhood 4d**), but the Sebastopol Avenue corridor and the Roseland area to the south of SR 12 have been designated as PDAs. Currently, Sebastopol Avenue is a **Suburban Corridor 4b**, with some older light industrial uses. SMF principles suggest it be transitioned to a **Close-in Compact Community 2**. These are planned to accommodate an additional 8,000 households along with associated commercial development. Any commercial development would benefit from improved and centrally-located non-motorized access from the residential areas north of the freeway.

***Close-in Compact Communities 2 - Street network connectivity including an extensive network of bicycle facilities and continuous pedestrian facilities with high amenity level.***

### 4. Relinquishment or Redesignation of SR 12

In a number of places, east of US 101, SR 12 is not the main arterial in the corridor. Arnold Drive west of the City of Sonoma, and Napa Road to the east are busier than the parallel SR 12. Also, the designation of Farmers Lane in Santa Rosa as an interregional highway is not necessarily maximizing the locational efficiency for this part of the corridor. Similarly, east of Santa Rosa, as Highway 12 does not function as an interregional highway to any significant degree, relinquishment or redesignation (reassigning the SR 12 designation to a potentially more appropriate route) may be a way to better use resources and/or disperse traffic. This could correspond with transitioning inner Santa Rosa to a **Close in Neighborhood (2c)** and Sonoma to a **Compact Community (3)**, as mentioned in Chapter 3.

### 5. Farmers Lane: Freeway Connector or Commercial Corridor?

Traffic from the freeway portion of SR 12 is funneled onto Farmers Lane (still SR 12), which connects to Sonoma Highway/4<sup>th</sup> Street (SR 12), the main route from the east to downtown Santa Rosa. While Farmers Lane is a suburban corridor with poor walk and bike environments and low land use efficiency

(**Suburban Corridor 4c**), it is also the commercial center for a relatively dense suburban area, including two schools nearby. SMF suggests that the preferred strategy for these types of suburban corridors is to try and transition them to **Close-in Compact Corridors 2b**. With a current AADT of over 40,000 vehicles, improvements to make Farmers Lane more of a local street rather than just a connector street would have adverse impacts on traffic flow, which would have to be weighed against benefits for the neighborhood/city.

***Close-in Compact Corridors 2b - Arterial streets with a variety of fronting development types, with frequent transit service and transfer opportunities.***

This strategy would consist of providing bike and pedestrian facilities (as per Caltrans DD-64 R1 Complete Streets) and encourage more frontage development, rather than set back with front parking. Currently, six CityBus and Sonoma County Transit buses are routed via the “Eastside Transfer Center”, which allows for local transfers. Improvements and amenities to the transfer facility, which currently only has a couple of curbside stops with small shelters, could be a focus to make transit service more attractive. Providing bike facilities and street parking would not only make the street more amenable to non-motorized users, but possibly impact the intersection at 4<sup>th</sup> Street and Farmers Lane. Further studies would have to be done to evaluate the impacts on such changes on the surrounding street network (traffic displacement, intersection of 4<sup>th</sup> Street and Farmers Lane).

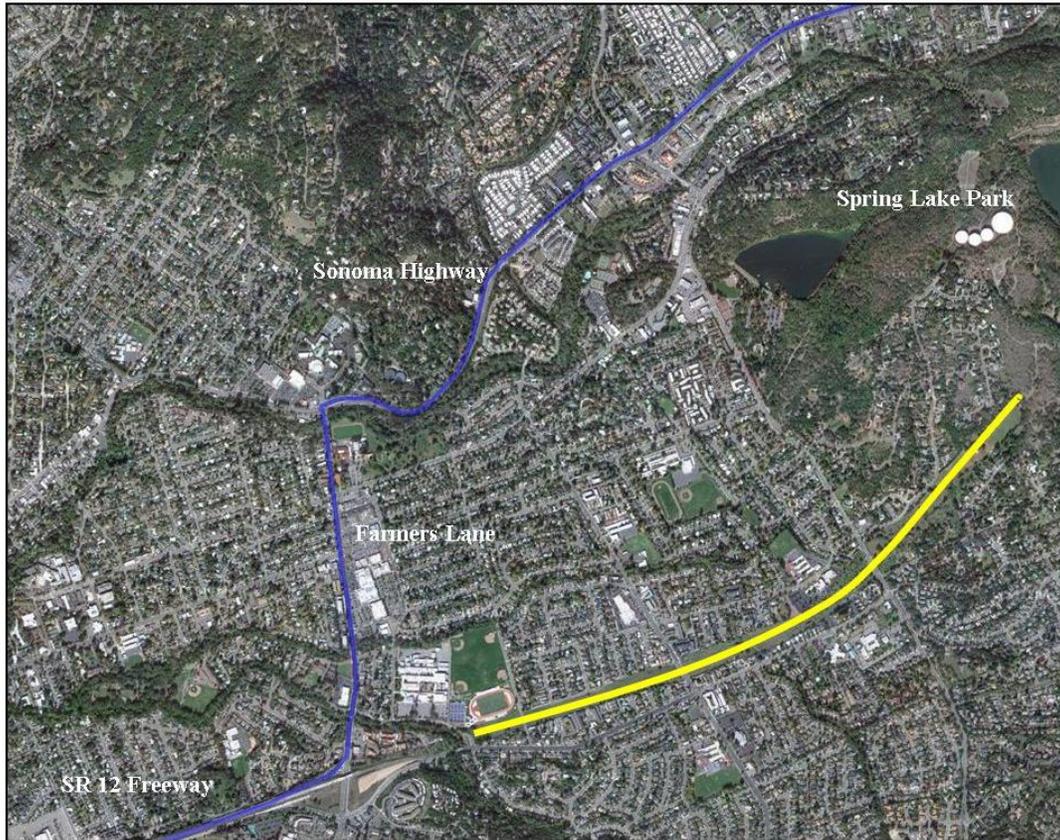
## **6. SR 12 Freeway Extension**

The SR 12 freeway within Santa Rosa was initially planned to extend east from Farmers Lane to connect with the existing SR 12 alignment around Los Alamos Road (see Figure 13). Beginning in the late 1950s and continuing throughout the 1960s, the right of way was purchased through to Spring Lake Park. (The Park was designated subsequently). It is now not expected that either the State or the City of Santa Rosa would want to continue this alignment through the park.

In the 1990s, the freeway alignment was removed from Santa Rosa’s General Plan. The current Transportation Element includes a Class 1 bike facility along the right of way. A private group, the Southeast Greenway Campaign, is proposing a linear park/non-motorized transportation corridor, and has done some preliminary designs emphasizing bike and pedestrian access and maintaining the existing de facto open space. Other alternatives could be additional housing, a wildlife corridor, or an urban parkway (a distinctive feature of Santa Rosa - Sonoma Highway, Fountain Grove Parkway and others), potentially providing relief to traffic-calmed Farmers Lane. The decision on the future use of the corridor lies with the City and County in conjunction with the local community.

The State’s responsibility, once the land is declared excess, is to sell it at the highest possible value. This policy reflects the original cost of purchase using gas-tax funds from taxpayers throughout the State.

Figure 13 - Formally Proposed SR 12 Alignment in Santa Rosa



Source: Google Maps

The blue line above shows the existing alignment of SR 12, through eastern Santa Rosa, along Farmers Lane and Sonoma Highway. The yellow line indicates the right of way that was reserved for a possible extension of the SR 12 freeway.

## 7. Corridor Development and Traffic Growth between Sonoma and Santa Rosa

Between 1992 and 2010 the AADT between Sonoma and Santa Rosa has increased from 12,100 to 15,000 (2010), a 24 percent increase. There is potential for further increase in traffic, but this will depend on the growth that occurs in these communities. The area north of Sonoma (excluding the City) has been designated a Growth Opportunity Area (GOA). The region’s SCS predicts a growth of almost 1,600 households by 2040 from the present 20,000 population, plus 2,500 additional jobs. In order to minimize impacts on travel demand and commuting to and from Santa Rosa, Sonoma and “The Springs” area need to be seen as part of a **Compact Community (3)**, ensuring a mix of housing and other development. Recent improvements to SR 12 between Sonoma and Santa Rosa have helped to keep traffic moving, but anticipated housing and jobs growth is expected to result in future congestion and

delay. Improved bus services, which are currently infrequent and slow, would be one strategy to accommodate traffic growth.

The Sonoma County Regional Parks Department and local bike coalitions are developing a Class 1 bike facility (Sonoma Valley Trail) from Santa Rosa to Agua Caliente Road. The Parks Department has received a Caltrans grant to further study this project. Currently, Arnold Drive is an alternative bike route to SR 12 between Sonoma and Glen Ellen has lower vehicular speeds. To function as the de facto bike route, improvements to Arnold Drive north of Sonoma would have to be made to emphasize bike and pedestrian access over vehicular throughput.

***Compact Communities 3 - Allocation of street space to benefit fronting land uses and non-motorized modes e.g. road diets that reduce the number of through travel lanes and other cross-sectional changes.***

#### **8. Role of SR 12 within Sonoma and Surrounding Communities.**

SR 12 is a “Main Street” not only in the City of Sonoma, but also within Agua Caliente, Fetters Springs and Boyes Hot Springs. Work is already underway to provide sidewalks and bike lanes north of Sonoma, but overall the road varies in width, number of lanes, and bike/pedestrian facilities. These communities could be developed as a **Compact Community (3)** with parking, pedestrian, bicycle and local traffic given precedence over through traffic. Thought should be given to traffic calming in areas with high business/retail presence, including removing turn lanes, where appropriate, to minimize pedestrian crossing distances. On Broadway in Sonoma (and other four-lane sections in the “urban” area), reducing the number of lanes by a combination of diagonal parking, bike lanes and/or a median would improve the location efficiency and community design.

## CHAPTER 6: CONCEPT & 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. Although the basic concept for the whole corridor remains “as is” as summarized in Figure 14, described below are some possible strategies applicable to each segment to complement the existing facility.

Figure 12 - SR 12 (West) Corridor Concept

Segment	County	Segment Description	Existing Facility	20-25 Year Facility Concept	Smart Mobility Framework Strategies
<b>A</b> PM 9.23 to R16.04	SON	Intersection with SR 116 in Sebastopol to US 101 in Santa Rosa	2C*/4F**	2C/4F	<ul style="list-style-type: none"> <li>Consider traffic calming and diversion measures (bypass, return to two-way streets) for downtown Sebastopol;</li> <li>Improve Joe Rodota Trail (lighting and other safety enhancements);</li> <li>Provide bike/ped crossing of SR 12 freeway section between Fulton Road and Dutton Avenue;</li> <li>Consider alternative intersection improvements (instead of full interchange as planned) at Fulton Road.</li> </ul>
<b>B</b> PM R16.04 to T18.54	SON	US 101 in Santa Rosa to Farmers Lane and 4 <sup>th</sup> Street, Santa Rosa	4F/4C	4F/4C	<ul style="list-style-type: none"> <li>Consider “Complete Streets” changes and traffic calming measures along Farmers Lane.</li> </ul>
<b>C</b> PM T18.54 to 21.23	SON	4th Street to Los Alamos Road, Santa Rosa	4C	4C	<ul style="list-style-type: none"> <li>Preserve and maintain “parkway” esthetic.</li> </ul>
<b>D</b> PM 21.23 to 41.36	SON	Los Alamos Road, Santa Rosa to intersection with SR 121	2-4C	2-4C	<ul style="list-style-type: none"> <li>Further develop “Complete Streets” in communities along the corridor;</li> <li>Consider transit frequency and service improvements;</li> <li>Develop parallel bike facility.</li> </ul>

\*C=conventional highway \*\*F=freeway

**Segment A: 2C/4F**

Sebastopol and the surrounding areas are not expected to see significant growth. Therefore, the existing two-lane highway between Sebastopol and Santa Rosa/US 101 remains as is. However, downtown Sebastopol would benefit from measures to slow down or divert traffic. Consideration should be given to an eastern bypass or, if this is not feasible, returning the downtown streets from a one-way to two-way. The extension of the Joe Rodota Trail into downtown Santa Rosa presents a viable bike commute route parallel to the highway, but improved lighting and safety features would be needed to enhance its role as a genuine transportation option.

The Fulton Road intersection is currently an issue due to recurring congestion, and construction of an interchange is planned at this location. This TCR does not anticipate the existing freeway being expanded any further west. Therefore, alternatives to an interchange should be considered. Improved bike and pedestrian access across the SR 12 freeway portion could be achieved with construction of a dedicated facility somewhere between Fulton Road and Dutton Avenue, linking the suburbs north of SR 12 to the PDA corridor along Sebastopol Road to the south.

**Segment B: 4F/4C**

As mentioned above, the TCR does not anticipate the freeway portion of SR 12 being extended further than its present terminus at Farmers Lane. Therefore, the currently unutilized right of way east from Farmers Lane to Spring Lake Park should be declared as excess land. This process needs to be coordinated with the City of Santa Rosa. The future of the unutilized right of way could be considered together with changes to develop Farmers Lane as a more “livable street” serving the needs of the local communities, while not significantly increasing traffic in the neighborhoods.

**Segment C: 4C**

Sonoma Highway is a parkway and, while it is not particularly pedestrian, bike or transit friendly, it serves as an arterial for eastern Santa Rosa. Bike lanes are planned for this segment of SR 12, as well as for the parallel Sonoma Avenue. The Sonoma Highway segment of SR 12 should remain as present, with an emphasis on maintenance and preservation of its “parkway” esthetic.

**Segment D: 2-4C**

Future development could make a big difference to this segment of the corridor, but the existing two-lane highway (together with Arnold Drive) is expected to provide sufficient capacity while retaining its rural character. The proposal for a Class 1 bike path, somewhere in the SR 12 corridor, should be supported as an important asset for the community. However, it should be recognized that at over 20 miles between Sonoma and Santa Rosa regular commuting is not practical for most people, and that consideration should be given to planning for some future enhanced or potentially dedicated transit service (rail/bus). Within Sonoma, Boyes Hot Springs, and Agua Caliente, SR 12 should maximize Smart Mobility benefits over vehicle throughput, where appropriate.

**SUMMARY OF SUGGESTED STRATEGIES AND PROJECTS BY MODE**

Listed below are some strategies and projects 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:*

<b>Segment A</b>	<b>Sebastopol to US 101 in Santa Rosa</b>
------------------	---

- Possible eastern bypass of Sebastopol.
- Removal of downtown Sebastopol one-way system.
- Additional downtown parking and parking strategy.

<b>Segment B</b>	<b>US 101 to Farmers Lane and 4<sup>th</sup> Street, Santa Rosa</b>
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- Development of Farmers Lane as a Complete Street.
- Dispersal of traffic on to parallel arterials.

<b>Segment C</b>	<b>4th Street to Los Alamos Road, Santa Rosa</b>
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- Maintain existing “parkway.”

<b>Segment D</b>	<b>Los Alamos Road to SR 121</b>
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- Maintain existing highway as a Scenic highway.
- Develop “The Springs” and downtown Sonoma sections as a “Main Street” to maximize benefit to fronting land uses.

*Transit:*

<b>Segment A</b>	<b>Sebastopol to US 101 in Santa Rosa</b>
------------------	---

- Maintain or expand regional transit services.
- Enhanced local transit service in the Sebastopol Road corridor.

<b>Segment B</b>	<b>US 101 to Farmers Lane and 4<sup>th</sup> Street, Santa Rosa</b>
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- Enhanced transit service, where appropriate, to support development of PDAs.
- Increased connectivity to the downtown core of Santa Rosa with its regional transit services.

- Either develop “East Side Transfer Center” to a facility with amenities and services that will attract users or abandon the concept.

<b>Segment C</b>	<b>4th Street to Los Alamos Road, Santa Rosa</b>
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- Develop high intensity transit corridors, as planned for Sebastopol Road (see Segment A above).

<b>Segment D</b>	<b>Los Alamos Road to SR 121</b>
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- Increase transit frequency and extent of existing bus services to accommodate future growth between Sonoma and Santa Rosa.
- Develop transit priority measure to give transit time advantage over single occupancy vehicle trips at peak periods.

*Pedestrian:*

<b>Segment A</b>	<b>Sebastopol to US 101 in Santa Rosa</b>
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- Removal of downtown Sebastopol one-way system.
- Construct trail undercrossing where SR 12 bridge crosses the Laguna de Santa Rosa.
- Reduce crossing distance at intersections and introduce traffic calming measures
- Pedestrian improvements associated with Sebastopol Road Corridor PDA.

<b>Segment B</b>	<b>US 101 to Farmers Lane and 4<sup>th</sup> Street, Santa Rosa</b>
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- Development of Farmers Lane as a Complete Street.
- Improved pedestrian access across Farmers Lane.
- Implement Safe routes to schools projects (St. Eugene’s and Montgomery High School).

<b>Segment C</b>	<b>4th Street to Los Alamos Road, Santa Rosa</b>
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- Completion and possible expansion of Santa Rosa Creek Trail.
- Pedestrian improvements at intersections where there is significant pedestrian activity from surrounding land uses.

**Segment D**

**Los Alamos Road to SR 121**

- Develop “The Springs” and downtown Sonoma sections of SR 12 as “Main Streets”.

*Bicycle:*

**Segment A**

**Sebastopol to US 101 in Santa Rosa**

- Two-way streets and lane reductions in downtown Sebastopol.
- Additional bike lanes in downtown Sebastopol.
- Lighting and security for Joe Rodota Trail.
- Dedicated bicycle crossing(s) of SR 12 freeway between Dutton Avenue and Fulton Road to avoid interchanges.
- Construct trail undercrossing where SR 12 bridge crosses the Laguna de Santa Rosa.
- SR 12 crossing associated with Joe Rodota Trail (Fulton/Occidental).

**Segment B**

**US 101 to Farmers Lane and 4<sup>th</sup> Street,  
Santa Rosa**

- Add bike lanes on Farmers Lane.

**Segment C**

**4th Street to Los Alamos Road,  
Santa Rosa**

- Add bike lanes.

**Segment D**

**Los Alamos Road to SR 121**

- Apply Complete Streets policy.
- Develop alternative bike routes to SR 12, including Class 1 from Santa Rosa to Sonoma and from Sonoma to Schellville.

## APPENDICIES

### APPENDIX A: REGIONAL TRANSPORTATION PLAN

#### *Regional Planning*

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), which calls on each of the state's 18 metropolitan areas to develop a Sustainable Communities Strategy to accommodate future population growth and reduce greenhouse gas emissions from cars and light trucks. This is important because in the Bay Area the transportation sector represents about 40 percent of the GHG pollution that scientists say is causing climate change.

Under SB 375 each region must develop a **Sustainable Communities Strategy (SCS)** that promotes compact, mixed-use commercial and residential development that is walkable and bikable and close to mass transit, jobs, schools, shopping, parks, recreation and other amenities. Plan Bay Area is intended to give people more transportation choices, create more livable communities and reduce the pollution that causes climate change.

#### *Land Use Planning*

The Metropolitan Transportation Commission (MTC) 2040 Regional Transportation Plan (RTP) or Plan Bay Area, will incorporate the implementation of SB 375 through the designation of Priority Development Areas (PDAs), among other measures.

PDAs are locally-identified, infill development opportunity areas within existing communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. To be eligible to become a PDA, an area has to be within an existing community, near existing or planned fixed transit or served by comparable bus service, and planned for more housing. Within the SR 12 (West) corridor there are a number of designated PDAs as shown on the map below.

A 2010 survey by the Association of Bay Area Governments (ABAG) indicated that planned PDAs in the Bay Area expect to add approximately 209,000 housing units and 607,000 jobs over the next 25 years. As a result, in 2035 there are anticipated to be nearly 579,000 housing units and 1.6 million jobs in the region's planned PDAs. These numbers indicate that, while the 92 planned PDAs included in this assessment account for a little over one percent of the land area of the Bay Area, they are planned to accommodate 32 percent of the housing growth and 37 percent of the job growth forecasted in ABAG's *Projections and Priorities 2009: Building Momentum*. It is expected that the majority of this growth will take place in the inner Bay Area cities, if only because the majority of PDAs are found in these areas.

MTC/ABAG have chosen a preferred option and developed a list of projects associated with it. Below are specific projects in or affecting the corridor.

<b>ID #</b>	<b>Project</b>	<b>Cost \$/Million</b>
RTP # 22190	SR 116/121 Intersection alterations	\$15M
RTP # 22204	Widen Fulton Road between Guerneville and Piner	\$4M
RTP # 22207	Extend Farmers Lane from Bennett Valley Road	\$58M
RTP # 22438	Straighten Bodega Highway west of Sebastopol	\$2M
RTP # 94691	Traffic Signal at SR 121 and 8 <sup>th</sup> St.	\$3M
RTP # 230368	Intersection alterations at Farmers Lane and 4 <sup>th</sup> St. Santa Rosa	\$7M
RTP # 240524	Construct an interchange with bicycle and pedestrian enhancements at Route 12/Fulton Road	\$70M

***Priority Development Areas (PDA) & Growth Opportunity Areas (GOA)***

PDA's are locally-selected areas for growth that have been formally designated, requiring city council resolutions. GOA's are proposed growth areas for which further planning has to be done in order to gain full PDA status.

***PDA's and GOA's in SR-12 (West) Corridor:***

The Plan Bay Area forecasts a growth in households of about 35,000 - 40,000 in Sonoma County from between 2010 - 2040. Over 55% of this growth will be in or adjacent to the SR 12 (West) corridor, the majority in Santa Rosa (20,000 new households).

Figure 13 - Map of Priority Development Areas and Growth Opportunity Areas

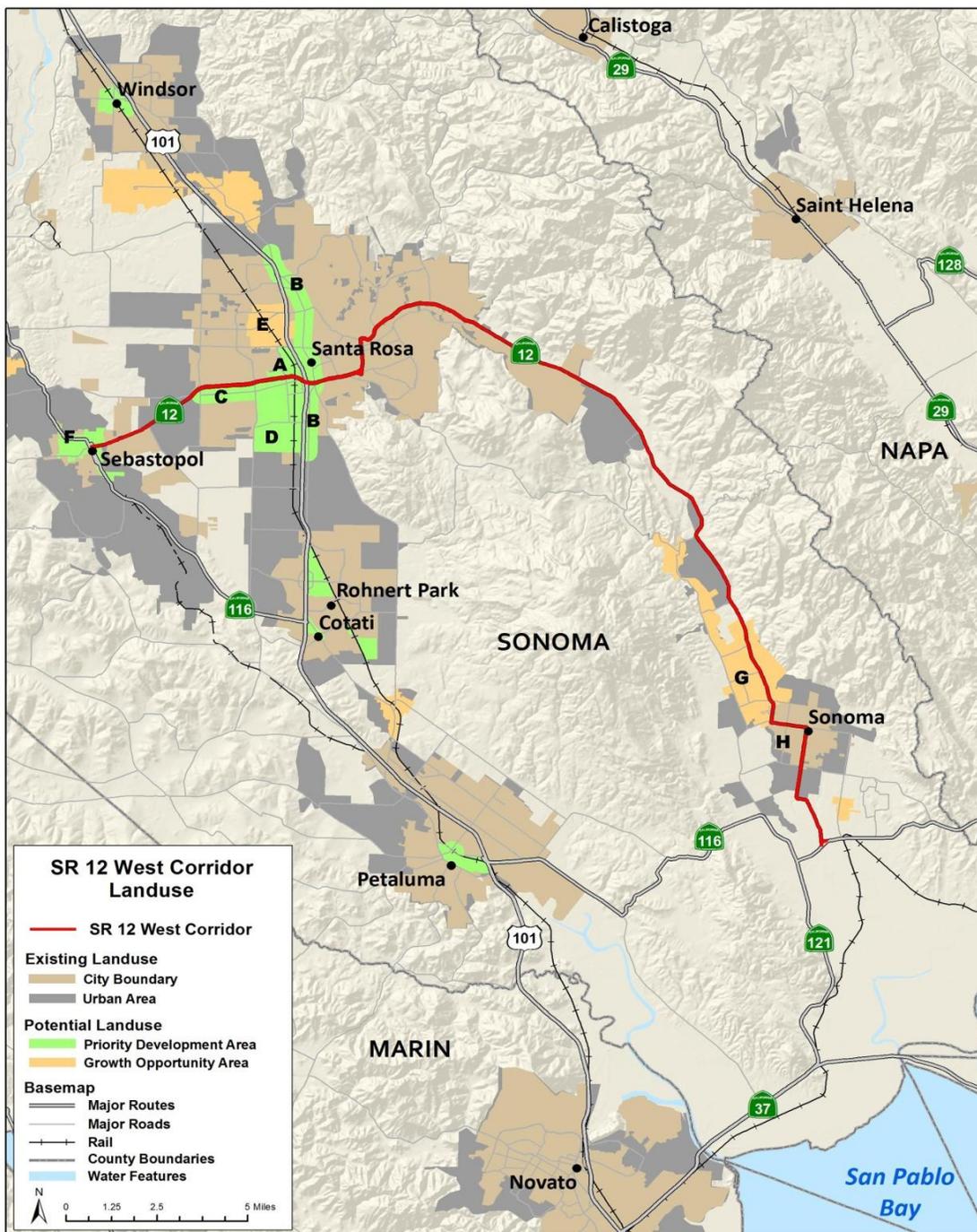


Figure 14 - MTCs Planned and Proposed PDAs and GOAs in the SR 12 Corridor (see map above)

	PDA/GOA	Households 2010	Households 2040	Household Increase
<b>A</b>	<b>Santa Rosa</b> Downtown Station Area (PDA)	2,080	5,980	3,900
<b>B</b>	<b>Santa Rosa</b> Mendocino/Santa Rosa Avenue Corridor (PDA)	6,810	9,510	2,700
<b>C</b>	<b>Santa Rosa</b> Sebastopol Road Corridor (PDA)	2,750	8,050	5,300
<b>D</b>	<b>Santa Rosa</b> Roseland (PDA)	3,600	6,600	3,000
<b>E</b>	<b>Santa Rosa</b> North Santa Rosa Station (GOA) now PDA.	3,960	6,040	2,090
<b>F</b>	<b>Sebastopol Nexus Area (PDA)</b>	2,360	2,750	390
<b>G</b>	<b>The Springs (GOA)</b> (Just north of Sonoma)	4,700	5,850	1,150
<b>H</b>	<b>City of Sonoma (not a PDA)</b>	4,960	5,390	430

**APPENDIX B: STATE TRANSPORTATION PLANNING**

**Planned & Programmed Projects STIP Projects**

SR 12 Boyes/Fetter Springs Highway Improvements      \$4.6M

**APPENDIX C: COUNTY TRANSPORTATION PLANNING**

**Figure 15 - Highway Projects in 2009 Sonoma County Transportation Plan**

#	Project	Cost \$/M
1	SR 116/SR 121 Intersection and Arnold Drive Improvements.	14.8
2	SR 12/Fulton Road Interchange and widen Fulton Road from 2 lanes to 4 lanes north of Guerneville Road to south of SR 12	38.0
3	Extend Farmers Lane as a 3-lane or 4-lane arterial from Yolanda Ave to SR 12	41.4
4	Phase 1 Stony Point Road widening and reconstruction from SR 12 to south of Sebastopol Road	10.0
5	Bennett Valley Road, Santa Rosa - Grange- reconstruct and widen	3.8
6	SR 12 at 4 <sup>th</sup> Street, Santa Rosa	3.5
7	Calistoga Road - Montecito to Hwy 12 - traffic calming	.25
8	Arnold Drive - construct center turn lane County Club to Madrone	2.5
9	SR 12 widening Los Alamos to Pythian	15.0
10	Farmers/4 <sup>th</sup> Street intersection improvements	1.5
11	Intersection control on SR 116 at 4 locations in Sebastopol	1.4
12	SR 12 Widening Llano Road to South Wright	TBD
13	Sebastopol Bypass- Llano Road improvements & extension Hwy 116 to occidental road	3.0
14	Hwy 12 widen from Llano to 116 in Sebastopol	TBD
15	Hwy 12 center turn lane from SR to Sonoma	TBD
16	Madrone Road- center turn lane from Arnold to Hwy 12	TBD
17	Aqua Caliente- center turn lane from Arnold to Hwy 12	TBD
18	Verano Avenue- center turn lane from Arnold to Hwy 12	TBD
19	Petaluma Avenue- center turn lane from Arnold to Hwy 12	TBD

**Measure M (2011) Highway Projects in the SR 12 Corridor (See Measure M in Appendix E)**

- Highway 121/116 Intersection & Arnold Drive Improvements (\$15M)
- Hearn Avenue Interchange Improvements (\$38M)
- Farmers Lane Extension (\$50M)
- Fulton Road and Fulton Interchange (\$38M)
- Bodega Highway improvements (\$2M)

**Measure M (2011) Bicycle/Pedestrian Projects in the SR 12 Corridor**

- Santa Rosa Creek Trail- a class 1 multi-use trail paralleling SR 12 in eastern Santa Rosa (\$1.5M)
- Central Sonoma Valley Bikeway- a class 1/3 alternative to SR 12 between Agua Caliente Rd. and the City of Sonoma (\$2M)
- Arnold Drive Bike lanes- a class 2 bike facility between the City of Sonoma and Glen Ellen (\$2M)
- Street Smart Sebastopol- bicycle and pedestrian improvements in the downtown area (\$2.5M)

## **APPENDIX D: FREEWAY AGREEMENTS**

There are freeway agreements for this entire route from Sebastopol extending to where SR 121 meets SR 37 at Sears Point. As mentioned for Segment B, there is no expectation that the freeway portion of SR 12 would be extended east from Farmers Lane through Spring Lake Park. It is also extremely unlikely that a freeway would be constructed for any other part of this route in the foreseeable future. It is therefore recommended that these freeway agreements be rescinded.

## **APPENDIX E: 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**

**Moving Ahead for Progress in the 21st Century Act (MAP-21)**, P.L. 112-141, was signed into law in July 2012. This act will provide funding for surface transportation programs for Fiscal Year (FY) 2013/14. MAP-21 is the first long-term highway authorization bill enacted since 2005. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, improving and/or maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

**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 statewide, 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. Caltrans finalized an update of the ITSP in October 2013.

**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.

**Senate Bill 375** - 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.

**California Interregional Blueprint (CIB)** - The California Interregional Blueprint informs and enhances the State's transportation planning process. Similar to requirements for regional transportation plans under Senate Bill 375, Senate Bill 391 requires the State's long-range transportation plan to meet California's climate change goals under Assembly Bill 32. In response to these statutes, Caltrans prepared a State-level transportation blueprint to inform CTP 2040 and articulate the State's vision for an integrated, multi-modal interregional transportation system that complements regional transportation plans and land use visions. The CIB will integrate the State's long-range multi-modal plans and Caltrans-sponsored programs to enhance our ability to plan for and monitor the transportation system as a whole, while meeting the GHG-reduction targets resulting from SB 375.

**California Strategic Growth Plan** - 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 installment 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.

**Goods Movement Action Plan (GMAP)** - The Goods Movement Action Plan (GMAP) was issued by the California Business, Transportation and Housing Agency (Agency) and the California Environmental Protection Agency (Cal EPA) in two phases in 2005 and 2007. It was a major milestone in statewide policy and planning for freight transportation, trade corridors, and related air quality issues. The GMAP helped guide project selection for the allocation of funds under the \$2 billion Trade Corridors Improvement Fund (TCIF) program, authorized by the voter-approved Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Proposition 1B). An update of the GMAP, the California Freight Mobility Plan, is currently underway.

**Caltrans Deputy Directive 64 R1: Complete Streets – Integrating the Transportation System** - 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.

**State Assembly Bill 32 - Global Warming Solutions Act** - 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.

**Caltrans - Climate Action Plan** - Greenhouse gas (GHG) emissions and the related subject of global climate change are emerging as critical issues for the transportation community. The California Department of Transportation (Caltrans) recognizes the significance of cleaner, more energy efficient transportation. On June 1, 2005 the State established climate change emissions reduction targets for California which lead to development of the Climate Action Program. This program highlights reducing congestion and improving efficiency of transportation systems through smart land use, operational improvements, and Intelligent Transportation Systems (objectives of the State's Strategic Growth Plan). The Climate Action Plan approach also includes institutionalizing energy efficiency and GHG emission reduction measures and technology into planning, project development, operations, and maintenance of transportation facilities, fleets, buildings, and equipment.

**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** – See Appendix A.

**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

**Local**

**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%

**APPENDIX F: FUNCTIONAL CLASSIFICATION**

Functional Classification Conversion Table		
Old FC Code		New FC Code
1, 11	 Interstate	1
12	 Other Freeways or Expressways	2
2, 14	 Other Principal Arterial	3
6, 16	 Minor Arterial	4
7, 17	 Major Collector	5
8	 Minor Collector	6
9, 19	 Local	7

## **APPENDIX G: FREEWAY AGREEMENTS**

There are three Freeway Agreements between Caltrans and the respective local agency that cover the portion of the right of way that this document proposes to declare surplus.

- City of Santa Rosa - 20<sup>th</sup> August, 1958
- County of Sonoma - 29<sup>th</sup> September, 1958
- City of Santa Rosa - 5<sup>th</sup> May, 1959

Supplemental Freeway Agreements were enacted with the City of Santa Rosa on 22<sup>nd</sup> October, 1991 and 10<sup>th</sup> July, 2001 in relation to the construction of the Farmers Lane interchange.

Other Freeway Agreements in the corridor were enacted as follows:

- City of Santa Rosa - 24<sup>th</sup> January, 1957; City lands east of the unbuilt segment.
- County of Sonoma - 29<sup>th</sup> September 1958; Between Sebastopol and Santa Rosa.
- County of Sonoma - 14<sup>th</sup> July, 1959; County lands east of the unbuilt segment to Melita Rd.
- County of Sonoma - 8<sup>th</sup> January, 1962. From Melita Rd. to Kenwood.
- County of Sonoma - 23<sup>rd</sup> May, 1962; From Kenwood to SR 121.

In the above agreements SR 12 is referenced as SR 51 and the freeway was assumed to continue to SR 37. Between SR 121 and SR 37 it is referenced as SR 8.