



## CHAPTER 5 HIGHLIGHTS

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## CHAPTER 5

# TRANSPORTATION PROJECTS

## **PROJECTS OVERVIEW**

One of the primary purposes of the CTP is to identify the transportation projects and programs that are needed to maintain and enhance the transportation system and make progress towards achieving the vision and goals.

This document does not assign funding to specific projects, but is a long range plan intended to identify and summarize transportation funding needs in Sonoma County.

The transportation system infrastructure is in constant use. Large transportation projects are complicated and expensive, and require many funding sources to complete, which may take years or even decades to secure. Including capital projects in the CTP can help project sponsors secure funding and helps them to successfully develop, design, and deliver projects. Since the CTP is a long range plan, project sponsors were encouraged from the start to consider and anticipate future transportation needs, even if no funding sources have been identified for these needs, when submitting projects.

Transportation improvement projects can generally be sorted into two groups:

1. Regionally significant projects that affect large numbers of the traveling public, are usually expensive, require multi-year schedules, and that can make an impact on the CTP goals; or
2. Projects with important local benefits that may not require huge budgets and aren't large enough to make a difference in the countywide performance analysis.

Examples of projects that don't provide large countywide benefits for meeting CTP goals, but have important local benefits are included at the end of this chapter. Overall performance of projects is discussed in **Chapter 6**.

## Process

Jurisdictions recommend projects from their capital improvement plans for inclusion in the CTP. As part of this CTP update, projects from previous plans have been reviewed, updated, or removed if they had been completed and/or are no longer being actively pursued. The SCTA received project submissions for carry-over and new projects from all Sonoma County cities, the County, and local transit agencies.

For the first time, the CTP now includes Sonoma County Airport projects. Funding for air travel is not administered by the SCTA and has not been included in previous CTPs. Airport projects were not analyzed for performance and are not included in the project list. They are listed in the Airport section of the Transportation System as information.

## Committed Projects

Transportation projects that are fully funded or are in various stages of completion are considered committed projects. It is assumed that these projects will be completed in the near term. Committed projects were included in the analysis of 2040 baseline, or under "no build" and "business as usual" conditions.

Many of these projects have been included in previous CTPs and represent project delivery successes. Some of the larger committed projects are:

- Marin Sonoma Narrows: Phase 1
- Healdsburg Avenue Bridge Retrofit/Rehabilitation
- SMART: San Rafael to Airport Boulevard in Santa Rosa

## Summary of Projects

A summary of all projects submitted as part of the CTP project list review and update is provided in **Table 5-1**. Included projects cover a variety of different modes of travel and are dispersed geographically throughout the cities and the County. A number of proposed projects are intended to address transportation issues such as traffic congestion or safety by expanding or improving the existing infrastructure. Other projects focus on maintaining the system. The entire list of projects can be found online at <http://scta.ca.gov/planning/comprehensive-transportation-plan/> and in **Appendix 10**.

Smaller phased projects that make up a cohesive larger project are listed as a single project, unless a particular funding need requires a segment to be listed individually. An example of this is the Foss Creek Trail. The trail is part of the overall SMART Pathway and is both underway and seeking funding. It has therefore been identified as a distinct project. Other SMART Pathway projects which have been submitted by different jurisdictions along the corridor are combined into a single project for the purposes of planning.

**Table 5-1. Overview of Projects submitted by jurisdictions**

Project Type	Number of projects	Cost in \$M	Known Funding in \$M
Bike/Walk	77	\$452.52	\$11.05
Bridges	5	\$99.00	\$16.09
Highway	23	\$907.50	\$269.00
Tech Solutions	2	\$6.90	\$0
Local Road projects	66	\$687.57	\$57.98
Local Road Rehab	18	\$2,119.32	\$0.20
Airport	9	\$85.98	\$9.70
Programs	2	\$46.00	\$8.75
Transit Maintenance	10	\$1,724.37	\$1719.65
Transit Expansion	21	\$692.62	\$3.55
<b>Totals</b>	<b>249</b>	<b>\$6,085.06</b>	<b>\$1,380.14</b>

Bus and Rail Transit projects are divided into two different categories: one representing the cost of maintaining existing service, and another exploring the potential for enhanced and expanded service. Maintenance of transit service is required to be budgeted using known fund sources, and maintenance costs are required to be listed as fully funded. Transit stations, rapid bus transit service, and SMART extensions are included as promising transit expansion projects. Technological improvements such as real-time transit information represent exciting opportunities that could increase efficiencies in transit service.

The 77 bicycle and pedestrian projects identified in the CTP originate from the 2014 SCTA Countywide Bicycle and Pedestrian Master Plan. These projects will provide improvements to the transportation system that will make bicycle and pedestrian travel more comfortable, safe, and direct. Although all projects in the SCTA Countywide Bicycle and Pedestrian Master Plan are included, only projects costing over \$1M were included in the CTP list of Project Needs.

Highway, streets and roads projects identified in the CTP include maintenance and rehabilitation, as well as new or expanded facilities. Some expansion projects represent significant investments and may require phasing in order to make use of limited funding opportunities.

Safe Routes to School (and to Transit), rideshare, bike share, car share, guaranteed ride home initiatives, and a host of other programs that now figure prominently in the transportation world are included as components in reaching CTP goals.

## New Project Highlights

### Transit Projects

Transit operations and fleet maintenance are tied to known funding. Any expansion or enhancement of transit systems, especially in operations, is difficult to fund through existing sources. Key expansion projects included in the updated plan are:

- Service increases for all transit systems (including Sunday service for Sonoma County Transit)
- SMART rail service to Cloverdale, including maintenance facilities
- SMART stations

- Rapid bus projects in Santa Rosa and Petaluma
- Transit Mall and North Side Transfer center expansions in Santa Rosa
- Maintenance shop, bus yard, and bus stop improvements
- Technology — passenger information and fare technology, transit signal priority projects

### ***Bicycle / Walk Projects***

Bike/Walk projects make up the largest number of individual projects included in the CTP. The list of bicycle and pedestrian CTP projects is derived from the Bicycle/Pedestrian Master Plan and represents a high priority subset of the list of projects in that plan. A few of the largest projects include:

- SMART Pathway - Includes all projects within SMART’s right of way in all Sonoma County jurisdictions from Petaluma to Cloverdale. Together with the bike facilities built as part of the Highway 101 Marin Sonoma Narrows (MSN) Phase 1 project, this represents the largest and most costly proposed bike facility in the county. Other SMART Pathway projects such as the Foss Creek Trail in Healdsburg and Petaluma on-street projects round out the project. North Santa Rosa Station Area Bike/Ped Connector over Highway 101
- Highway 1 — Many project phases that make up 34 miles of class 2 bike lanes along the Sonoma coastline
- Highway 128 — 23.58 miles of class 2 bike lanes from Napa County to Mendocino County

### ***Bridges***

There is an unfunded need to upgrade or replace bridges in Sonoma County. Specific unfunded projects include ongoing bridge replacements in Sonoma County and Santa Rosa and the SMART Rail Russian River Bridge.

### ***Highway Projects***

The Highway 101 project, which will add a high occupancy vehicle (HOV) lane in each direction from Windsor south to Marin County is slowly being completed. There are two phases of work remaining on the Sonoma portion of the Highway 101 project located in the Marin/Sonoma Narrows:

- B2, Phase 2 — Construct HOV lanes in both directions between just north of Highway 116 East and the Marin County line
- C2 — construct HOV lanes in both directions from Old Redwood Highway in Petaluma to just north of Highway 116 East.

Many interchanges along the route are in need of updating and are identified in the plan:

- Highway 101 and Railroad Avenue interchange in Cotati
- Highway 101 and Todd Rodd interchange in Santa Rosa
- Highway 101 at Hearn interchange in Santa Rosa
- Highway 101 at Mendocino Ave/Hopper in Santa Rosa

Other Highways in the County need improvements including:

- Fulton Road widening from Guerneville Road to Piner Road
- Highway 116 widening and rehabilitation between Sebastopol and Cotati
- Highways 116 and 121 interchange improvements
- Highway 37 corridor protection and enhancement

### ***Local Roads Projects***

CTP local roads projects represent a diverse set of projects including:

- Southern Crossing at Caulfield Lane in Petaluma
- Farmers Lane Extension in Santa Rosa
- Baker Road Overcrossing Widening in Santa Rosa
- Piner Road improvements from Marlow Rd to Fulton Rd in Santa Rosa
- Sebastopol Road Corridor Plan — from Dutton Ave to Stony Point Rd in Santa Rosa
- Petaluma Hill Road — widening from Aston Ave to Santa Rosa City limit
- Adobe Road Reconstruction in Unincorporated Sonoma County

**Road rehabilitation**

Road rehabilitation represents a significant unmet need, with maintenance costs estimated at over \$2 billion over the next 25 years in order to maintain roads at an acceptable condition. MTC estimates that it will cost \$5 billion to improve the pavement condition of every street and roadway in the county.

**Spotlight — Local Benefits of Projects**

Many of the projects included in the CTP address local, neighborhood, or intersection and corridor level transportation issues and could provide benefits that have not been highlighted as part of the CTP performance assessment. Possible additional benefits include local congestion reduction, operational improvements, improved safety, improvements to traveler experience, improvements to the walking and biking environment, increases in transit ridership and access, and maintained and enhanced infrastructure.

**Local Benefits Case Study — Hearn Ave and Highway 101 Interchange and Overcrossing**

*Description of Project:* This project would reconstruct the overcrossing and interchange at Hearn Avenue and Highway 101, including the addition of turn lanes, bike lanes, and sidewalks.

*Performance Assessment Results-Benefits to the Countywide Transportation System:* Impacts to the countywide transportation network from this project would be modest when compared to business as usual or no build conditions in 2040. The SCTA comprehensive transportation plan performance assessment indicated that vehicle miles traveled, greenhouse gas emissions, congestion, and peak congested period travel times would be reduced by this project, but the reductions would be relatively small.

This project would enhance the countywide highway system by improving the connection from Southwest Santa Rosa across Highway 101 to major shopping and service centers on the east side of the highway.

*Local Congestion Reduction, Traffic Safety, and Circulation Benefits:* This project would improve traffic flow and travel speeds on Hearn Avenue and freeway on and off ramps in the project area. Morning and afternoon congestion can reduce speeds at the existing overcrossing to as low as 6 miles per hour. Conditions are expected to degrade even further by 2040 if the overcrossing is not improved. Widening the roadway and improving



bicycle and pedestrian infrastructure on the existing overcrossing would increase travel speeds by over 50% during the most heavily congested periods (afternoon rush hour) and would provide better biking and walking connections between neighborhoods on the east and west sides of Highway 101. Improving traffic flow, reducing conflicts between bicyclists, pedestrians and vehicles, and reducing congestion related stoppages would improve traffic safety and reduce the number of collisions occurring in this area.

**Local Bicycle and Pedestrian Benefits:** This intersection serves as a major gateway between population centers in southwest Santa Rosa and major employment, retail, and service centers to the east of Highway 101. Limited crossings of Highway 101 create bottlenecks at existing crossings such as the Hearn Avenue crossing. The current over-crossing is difficult to navigate as a bicyclist or pedestrian because of the width of the facility, vehicle travel speeds, and lack of adequate bicycle and pedestrian infrastructure. Widening the over-crossing, upgrading sidewalks, and adding bicycle lanes will allow bicyclists and pedestrians to travel across the freeway to travel destinations to the east more safely and comfortably, and would remove conflicts with east-west vehicle travel which occurs on the existing bridge.

**Local Environmental Benefits:** Upgrading this interchange and overcrossing would reduce congestion and stop and go traffic and increase travel speeds to more efficient levels at this location. These improvements could be expected to improve air quality in the immediate project area.

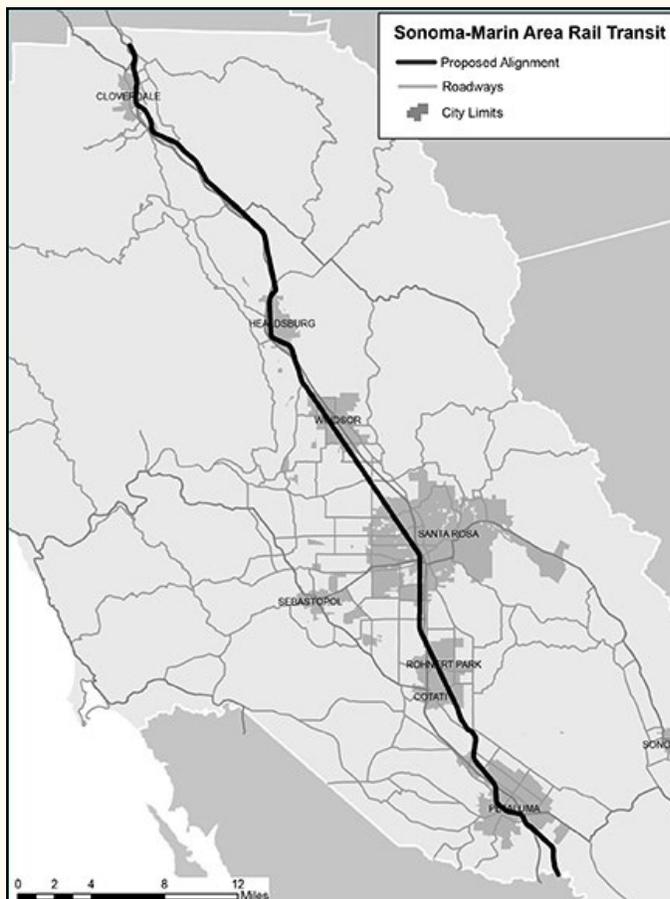
**Local Benefits Case Study — Sonoma Marin Area Rail Transit (SMART) Pathway**

**Description of Project:** This project would construct a 70 mile multi-use bicycle and pedestrian pathway through the SMART corridor between Cloverdale in Sonoma County and Larkspur in Marin County.

**Performance Assessment Results-Countywide**

**Benefits:** The completion of this project would add miles of additional non-motorized travel facilities to the countywide transportation system but would have a relatively small impact on countywide congestion, air quality, and travel. The CTP performance assessment indicates that the construction of the SMART pathway would reduce daily Vehicle Miles Traveled (VMT), greenhouse gas (GHG) emissions, congestion, and congested period travel times by shifting travel from automobiles to non-motorized travel. Though these reductions represent reductions of miles traveled per day, greenhouse gases emitted, or hours lost due to congestion, the reductions are small compared to existing and forecasted conditions in 2040.

The miles of additional class 1 bicycle and pedestrian pathway that this project would add to the countywide transportation network would be significant, and would provide a major north-south connection between Sonoma County population centers in the Highway 101 corridor from Cloverdale in the North to Santa Rosa, Rohnert Park, Petaluma, and Marin County in the south. Safe and pleasant bicycle and pedestrian connections in this corridor do not currently exist or are very circuitous and can add miles of travel to a single bike or walking trip. This facility would provide



excellent connections to the countywide transit system, providing safe and easy access to major transit centers and stops in the central Sonoma County corridor, and opening up easy access to transit.

**Local Congestion Reduction, Traffic Safety, and Circulation Benefits:** This project would significantly enhance both the countywide and local bicycle and pedestrian system by linking together existing non-motorized facilities and providing an important north-south connection between cities and towns in the Highway 101 corridor. This improved system would encourage more non-motorized travel which would take some pressure off congested local roadways, thereby reducing traffic congestion and improving circulation and access in the communities it would serve. The SMART pathway would separate pedestrians and bicyclist from vehicle traffic, reducing conflicts between travelers and improving the comfort and safety of bicyclists and pedestrians.

**Local Bicycle and Pedestrian Benefits:** 2,000–2,500 individuals are predicted to use this facility for transportation purposes each day according to analysis completed using the Sonoma County Travel Model. Many more users are expected to use this facility for recreational purposes.<sup>1</sup> Local bicycle and pedestrian systems are relatively well developed, but regional connections between them are needed. This facility would serve as a major north-south connector, serving as a trunk line connecting bicycle and pedestrian networks in each of the jurisdictions in the corridor.

**Local Environmental Benefits:** The bicycle and pedestrian trips made using this facility would have little to no impact on local air quality conditions and would have a low impact on the environment in general. Many of these trips replace trips that would have been made using other less environmentally healthy modes of transportation, resulting in improved conditions.

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<sup>1</sup> SMART estimates that between 7,000 and 10,000 trips will be made using the SMART pathway per day.