

# Sample Projects

## 2021 SCTA Funding Program Call for Projects

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Sponsor	Project Name	Description	Location
Cloverdale	Cloverdale Downtown Complete Streets Improvement Project	Road surface & improvement project intended to extend the effective service	Multiple: Downtown streets including N. Cloverdale Blvd. from Railroad Ave. to Third Street, Commercial Street and Main Street
Cloverdale	Cloverdale River Trail Extension	Complete bike and pedestrian paths along Crocker Road/First Street connecting River Road and the Cloverdale River Trail and Cloverdale Blvd.	River Rd @ Crocker Rd to Great Redwood Trail and Cloverdale Blvd. at First Street
Cloverdale	South Cloverdale River Trail	Complete bike and pedestrian paths creating the South Cloverdale River Trail (Asti Road and river frontage) connecting to the Great Redwood Trail & Cloverdale Airport.	Asti Road and river frontage from Crocker Road/First Street to Cloverdale Airport
Cloverdale	Citrus Fair Drive Greenway Project	Complete bike & pedestrian connection from SMART Transit Center to Tarmen Neighborhood and South Cloverdale Blvd.	Citrus Fair Drive from South Cloverdale Blvd to Asti Road
Cloverdale	Cloverdale Neighborhood Streets Reconstruction & Maintenance Pgm	Cloverdale Annual Rehabilitation Program for Local Streets , including slurry seals, seal cracks, asphalt overlays and reconstruction	Citywide
Cloverdale	Sidewalk & bike lane completion on Cloverdale Blvd.	Construct new sidewalks, pedestrian bridges and bike lanes along both sides of Cloverdale Blvd.	Cloverdale Blvd from northern City Limit to southern City Limit.
Cloverdale	Sidewalk improvements & traffic calming	Construct sidewalk bulb-outs and improve crosswalks on Cloverdale Blvd. from Lake Street to Franklin Street	Cloverdale Blvd from Lake Street to Franklin Street
Cloverdale	South Downtown Multimodal Enhancement Project	Construct "Complete Streets" bike & pedestrian facilities by expanding sidewalks, constructing new curb ramps, adding crosswalks and bike lanes	South Cloverdale Blvd between Lake Street and Franklin Street
Cloverdale	South Cloverdale Gateway Project	Complete bike and pedestrian enhancements at the South Cloverdale Blvd./Highway 101 overcrossing	South Cloverdale Blvd./Highway 101 overcrossing
Cloverdale	North Cloverdale Gateway Project	Complete bike and pedestrian enhancement on North Cloverdale Blvd. from the Highway 128 intersection to North Street.	North Cloverdale Blvd. from the Highway 128 intersection to North Street.
Cotati	Old Redwood Hwy rehab - Plaza to Gravenstein Hwy	This project consists of widening Old Redwood Highway for safer bike lanes, sidewalks, and center island medians. Also includes various signal improvements to improve congestion.	Cotati, Old Redwood Highway between La Plaza Park and Highway 116.

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Cotati	Highway 116 Cotati Corridor Improvements	This project is a widening of Highway 116 between US 101 and Stony Point Road, including phased closure of driveway access to 116, the addition of signalized intersections, new bike lanes, and new sidewalk to improve the vehicle LOS, improve the safety of 116 for all modes of transportation, and create safe new corridors for pedestrian and bicyclists. Improvements to this State facility are identified in the adopted Bike and Ped Master Plan, as well as the City's General Plan.	Cotati, from US 101 to Stony Point Road
Cotati	US 101/Highway 116 North Bound On-Ramp Improvements	This project is the creation of traditional north bound on-ramp for US 101 at the interchange with Highway 116. Highway 116 currently circulates through city streets to reach the US 101 north bound on-ramp at the intersection of Commerce Boulevard and Old Redwood Highway. This project will create a new leg from the existing US 101 south bound off ramp to provide a safer and more efficient path for traffic on Highway 116.	Cotati, at the US 101 and Highway 116 interchange.
Cotati	US 101/West Sierra Avenue South Bound Off-Ramp Improvements	This project is the creation of a new south bound off ramp at West Sierra Avenue to improve transportation options for vehicles traveling south bound on US 101 by giving vehicles another option to access the Cotati/ southern Rohnert Park area, and relieving congestion at the US 101/116 interchange. Currently, no other south bound option exists between Highway 116 and Old Redwood Highway in Petaluma.	Cotati, at the US 101 and West Sierra Avenue interchange.
Cotati	US 101/Railroad Avenue Improvements.	This project is the creation of a new south bound off ramp and north bound on ramp at Railroad Avenue. There continues to be growth outside of Cotati and Pengrove that will exacerbate traffic in both Pengrove and in downtown Cotati, as these are the only options to access US 101. Improvements would include safety improvements on Railroad Avenue from Petaluma Hill to US 101.	Cotati, at the US 101 and West Railroad Avenue interchange. Railroad Ave from Petaluma Hill Road to US 101.
Cotati	West Cotati Avenue Sidewalks	Closing key gaps in sidewalk between 116 (site of significant pending commercial/residential development) and a key east/west pedestrian corridor under US 101 at Clifford, including a school connection to Thomas Page Academy on West Cotati Avenue.	Hwy 116 to Clifford Avenue, West School Street from Richardson to Clifford Avenue.
Cotati	Pavement Maintenance Program	Annual Rehabilitation Program for Local Streets in Cotati - \$3.8M/yr is to reduce the backlog from \$10.7M to \$0.83M in the first 5 years (\$19M total). Years 6-25, the on-going maintenance needs are about \$1M/yr (\$20M total). Total need for basic pavement maintenance over 25 years is \$39M.	various streets in Cotati

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Cotati	La Plaza Reunification	Joining of all 4 legs of La Plaza Street around La Plaza Park, and re-routing vehicle and bicycle traffic around La Plaza Park to connections with Old Redwood Highway, West Cotati Avenue, West Sierra Avenue, and East Cotati Avenue. Project would re-create the central town plaza and encourage and activate a pedestrian and bicycle friendly downtown.	Old Redwood Highway @ East Cotati Avenue
Healdsburg	Healdsburg Avenue-Mill Street Improvements	Reconstruct Healdsburg Avenue to re-align street curbs, reduce number of vehicle lanes, implement parking, landscaped center medians, sidewalks and other pedestrian features. Mill Street reconstruction and partial widening to implement street curbs, sidewalks, and possibly lane reconfiguration.	Healdsburg Avenue: from Mill St/Vine St (5-way intersection) to Exchange Ave. Mill Street: from Healdsburg Ave/Vine St (5-way intersection) to Hwy 101 under-crossing
Healdsburg	Dry Creek Road Improvements	Reconstruct and partially widen Dry Creek to implement street curbs, sidewalks, enhanced safety pedestrian crossing class 1 pathway and lane reconfiguration; reconstruct and widen north half of Grove St/Dry Creek Rd intersection.	Dry Creek Road: from Healdsburg Avenue intersection to Hwy 101 interchange under-crossing.
Healdsburg	Foss Creek Pathway Class II	Class 2 (Bike Lanes)	Healdsburg Ave. Northern City Limits to Grove St./Healdsburg Ave. Intersection
Healdsburg	Pavement Maintenance Program		
Healdsburg	Healdsburg Avenue Complete Street Improvement Powell to N CityLim	Road diet, bicycle facilities, pedestrian improvements, enhanced safety, and streetscape. Complete street project.	Within existing public Right-of-Way, from Powell Avenue to the Northern City Limits.
Healdsburg	Healdsburg Plaza Streetscape Rehabilitation	Streetscape project to improve safety and remove ADA barriers on all walkways within the Healdsburg Plaza extending down Center Street up to and include Police Department frontage.	All walkways within the Healdsburg Plaza extending down Center Street upto and include Police Department frontage
Healdsburg	US-101 Central Healdsburg Offramp Improvements (Roundabout)	The Northbound 101 offramp crosses Southbound Healdsburg Avenue (stop sign) creating a unique traffic situation. The Central Healdsburg Area Plan calls for a roundabout at this location.	Northbound US 101 offramp at Central Healdsburg
Healdsburg	Foss Creek Segments 9 & 10	Construction of Class 1 pathway (ped and bike)	From terminus of Segment 8 at the intersection of Grove and HBG Ave to the City Limit

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Healdsburg	ADA Upgrades	Sidewalk repair, gap closures, and ramp upgrades.	City-wide
Healdsburg	Grove Street Neighborhood Plan Implementation - Complete Streets	Road improvements including curb, gutter, sidewalk, and bike facilities. Complete street project.	Grove Street between Grant Street and Dry Creek Road.
Petaluma	Washington Street Bridge Seismic Retrofit	Seismically retrofit the Washington Street bridge	Washington Street over the Petaluma River, between Water Street and Grey Street
Petaluma	Southern Crossing at Caulfield Lane	Construct extension of Caulfield Lane to cross the Petaluma River and terminate at Petaluma Boulevard South	the southern end of the City of Petaluma to cross the Petaluma River
Petaluma	Petaluma Crosstown Connector and Rainier Interchange	Extend Rainier Ave to cross highway 101 and terminate at Petaluma Blvd North. Construct interchange with highway 101 and Rainier Ave extension	from Rainier Ave to Petaluma Blvd North, crossing highway 101
Petaluma	Class 2 bicycle lane segments citywide	Class 2 bike lanes throughout Petaluma	Petaluma
Petaluma	Traffic Signals ITS Upgrades	Project includes the installation of fiber optic interconnect communication, upgrading traffic controllers with adaptive upgrades, advanced detection system for automated traffic signal performance measures and the installation of battery backup systems to create a comprehensive transportation network that is intelligent, scalable, flexible and resilient during a natural disaster.	City of Petaluma
Petaluma	Petaluma River Trail	Construct a multi-use bicycle and pedestrian path from Shollenber Park to the NWP trail at the Petaluma River including path and under the SMART rail line and Highway 101	Shollenberger Park to the NWP trail at the Petaluma River including path and under the SMART rail line and Highway 101
Petaluma	Lynch Creek Trail Rehabilitation	Project includes the reconstruction of Lynch Creek Trail which includes a 10' wide concrete multi use trail, signing striping and new lighting	Lynch Creek Trail from Prince Park to the Petaluma River
Petaluma	East Washington Street Reconstruction	Project includes the reconstruction of East Washington Street from Hwy 101 off Ramp to Bodega Avenue which will also include the installation of curb ramps, new traffic signal detection cameras and striping.	D Street
Petaluma	D Street Reconstruction	Project includes the reconstruction of D Street from Windsor Drive to Petaluma Boulevard South which will also include the installation of curb ramps, new traffic signal detection cameras and striping.	D Street

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Petaluma	Caulfield Lane Reconstruction	Project includes the reconstruction of Caulfield Lane from Highway 101 to Garfield Drive which will also include the installation of curb ramps, new traffic signal detection cameras and striping.	Caulfield Lane
RCPA	Rural EV Charger Network	Develop a network of EV charging stations on government-owned properties outside of major city centers at locations that may not receive traditional grant funding due to being outside of long-standing cell-coverage zones	Various - see description
RCPA	Countywide Bicycle and Pedestrian Signage Program	Develop and implement a countywide bicycle and pedestrian signage program based on recommendations in the SCTA Countywide Bicycle and Pedestrian Master Plan, 2014 Update. Program would facilitate and encourage bike/ped access to/from major centers of activity (SMART, transit hubs, employment centers, shopping centers, schools).	Countywide
RCPA	GreenTRIP Sonoma County	Customize and pilot use of one or more GreenTRIP tools in Sonoma County (certification program, parking database, connect). <a href="http://www.transformca.org/landing-page/greentrip">http://www.transformca.org/landing-page/greentrip</a>	Pilot jurisdiction(s) to be determined
Rohnert Park	Central Rohnert Park PDA Complete Streets Improvements	Various improvements within the Central Rohnert Park Priority Development Area to improve active and multi-modal transportation, including but not limited to: enhanced pedestrian/bike crossings or infrastructure (over- or under-crossings or bridges) at arterials and/or the SMART rail line; traffic calming devices; traffic signal detection and/or ped/bike actuation; median, sidewalk, curb and gutter improvements including bulbouts, pedestrian safety islands; striping and pavement markings; street furniture and amenities including bike storage; bus stop amenities; wayfinding signage.	Various locations in Central Rohnert Park PDA, bounded by Highway 101 on the west, SMART railroad on the east, and Avram Avenue on the south
Rohnert Park	Southwest Boulevard Corridor Improvements	Overlay and reconstruction of Southwest Boulevard and complete streets implementation as well as streetscape and urban design improvements to encourage bicycle and pedestrian use while accommodating vehicular traffic.	Bodway Parkway, between Valley House Drive and East Railroad Avenue
Rohnert Park	Highway 101 Bicycle/Pedestrian Crossing	Bike/pedestrian bridge crossing of Highway 101, location to be determined through Measure M funded feasibility study	TBD
Rohnert Park	Enhanced Bike/Pedestrian Crossings at NWP Railroad	Enhanced Bike/Pedestrian Crossings at NWP Railroad	Intersection of NWP Railroad (SMART Rail) at Southwest Boulevard, Rohnert Park Expressway, Hinebaugh Creek, and Golf Course Drive

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Rohnert Park	Trail to Crane Creek Regional Park	Construction of a multi-use trail connecting Water Tank No. 8 service road east of Petaluma Hill Road to Crane Creek Regional Park.	Water Tank #8 Service Road to Crane Creek Regional Park
Rohnert Park	Citywide Advanced Traffic Management System (ATMS) Implementation	Implementation of Citywide ATMS at 26 of 38 existing intersections (including cabinet and detection replacement/upgrade; ATMS infrastructure/software, programming) and installation of 6.7 miles of fiber or copper in new interconnect conduit.	Citywide
Rohnert Park	Redwood Drive Bridge Replacement at Hinebaugh Creek	Redesign and replacement of vehicular bridge	Redwood Drive at Hinebaugh Creek
Rohnert Park	Central Rohnert Park PDA – Commercial Connector Street Completion	Extension of City Center Drive between State Farm Drive and Commerce Boulevard (currently “Padre Center Parkway”); new street connecting Rohnert Park Expressway to City Center Drive; new street connecting Rohnert Park Expressway; three traffic signals; widening of Commerce Boulevard Bridge over Hinebaugh Creek	Driveway of Padre Park Center between Commerce Boulevard and State Farm Drive, and between State Farm Drive and Hunter Drive, south of Rohnert Park Expressway.
Rohnert Park	Central Rohnert Park PDA - Rohnert Park Expressway Slip Streets	Four slip streets on both sides of Rohnert Park Expressway between Commerce Boulevard and SMART Railway, each consisting of 10' vehicular travel lane, 18' diagonal parking lane, and 8' concrete bike path	Parallel to Rohnert Park Expressway between Commerce Boulevard and State Farm Drive, and State Farm Drive and the SMART Railway.
Rohnert Park	State Farm Drive Overcrossing	Overcrossing of Highway 101 between State Farm Drive and Business Park Drive consisting of bridge overpass with two (2) vehicular travel lanes, two (2) unprotected bike lanes, pedestrian access.	Between State Farm Drive/Commerce Boulevard intersection on east side of Highway 101 and Business Park Drive/Redwood Drive intersection west of Highway 101

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<p>Santa Rosa</p>	<p>Hwy 101 Corridor Interchange Improvements</p>	<p>Phase 1 - Reconstruct the over crossing and interchange at Hearn Avenue and Highway 101, including the addition of turn lanes, bike lanes and sidewalks. (\$28.0 M construction phase) - 2022                  Phase 2 - Reconstruct the over crossing and interchange at Mendocino Ave/Hopper Ave and Highway 101, including the addition of turn lanes, bike lanes and sidewalks as part of the recovery and resiliency and financial stability efforts \$40.0 M - 2040                  Phase 3 - Expand bike, pedestrian, transit, and vehicle improvements across Hwy 101 in south Santa Rosa at Bellevue Avenue and Highway 101 so that mobility options are available to all south Santa Rosa neighborhoods, an under served area, and encourage a healthy climate for business and growth. \$30.0 M - 2040</p>	<p>Hearn Ave, Mendocino Ave/Hopper Ave, Bellevue Ave,interchanges @ Hwy 101</p>
<p>Santa Rosa</p>	<p>Fulton Road Interchange @ Hwy 12 - Phase 2</p>	<p>Convert the existing signalized intersection of Fulton Road and Highway 12 into a full interchange (including sidewalks and bike lanes)</p>	<p>Fulton Road Interchange @ Hwy 12</p>
<p>Santa Rosa</p>	<p>Downtown Connectivity to Support Housing Density Intensification</p>	<p>Projects to be determined pending City Council approval early 2020, possible multi modal transportation projects that address climate adaptation, housing intensification and financial stability could include Fourth Street, Sixth Street, Third Street, B Street, Healdsburg Avenue, Mendocino Avenue streetscape. (In addition to the project type selected below the project could include the following components - Bicycle and pedestrian, ITS and new technologies, TDM, transit, intersection improvements).</p>	<p>Within the Downtown Station Area Specific Plan boundary</p>

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<p>Santa Rosa</p>	<p>Climate Adaptation Technology Innovation Transport Initiatives</p>	<p>Programmatic efforts to address Climate adaptation - Improve transit corridor efficiency reducing per-trip travel time and per-capita CO2 emissions. Continue to implement emission reduction technologies to improve the flow of traffic and adapt to emerging technology related to mobility options (autonomous vehicles) with the deployment of ITS technology, upgraded signal controllers. Complete First Phase active transportation corridor studies identified in the Bicycle &amp; Pedestrian Master Plan Update 2018 (BPMPU 2018) Implement Short term Implementation goals identified in the BPMPU 2018, such as Vision Zero, safe routes to school, first &amp; last mile connections to transit &amp; rail, regional bike share, bike &amp; pedestrian safety &amp; education activities. Ongoing programs to support these transportation initiatives. This project also includes intersection improvements, transit improvements, bicycle and pedestrians facilities and emission reduction technologies. Total cost estimate ~ \$6.5</p>	<p>Corridors and intersections throughout the city, citywide programs</p>
<p>Santa Rosa</p>	<p>East West Bicycle and Pedestrian Connections</p>	<p>Phase 1 - This project proposes to construct a bicycle and pedestrian overcrossing of US Highway 101 in northern Santa Rosa, connecting the Mendocino Avenue high-frequency transit corridor and Santa Rosa Junior College Campus with the Coddington Transit Hub and North Santa Rosa SMART Station area. This project has been identified as a high-priority project in City public engagement and planning processes for the past 25 years, and since 2010 substantial work has been completed to move the project forward towards the construction phase, including completion of a Caltrans Project Initiation Document (PID) and funding of the environmental and design phases of the project. With the 2017 initiation of SMART rail service to the North Santa Rosa Station within ½ mile of the proposed overcrossing, and concurrent improvement of Santa Rosa CityBus bus service to the Mendocino Avenue Corridor and Coddington Transit Hub, this overcrossing has grown in importance for connecting bicyclists and pedestrians with important transit facilities to the east and west of US 101 in Santa Rosa. (\$14.0 M)- 2022 Phase 2 - Construct a bike and pedestrian at grade crossing at Jennings Avenue @ SMART (\$5.0 M) - 2025 Phase 3 - Install bike lanes on Steele Lane/Guerneville Road (\$5.0 M) - 2030</p>	<p>Bicycle and Pedestrian bridge over Highway 101 connecting SMART station and Santa Rosa Junior College (SRJC), Jennings Avenue crossing at SMART, bicycle lane gap closures on Guerneville Road/Steele Lane</p>



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Santa Rosa	Southeast Greenway Multi Use Path and Crossings	Provide continuous pedestrian, bicycle, and non-motorized transportation connections from Spring Lake Regional Park to Farmers Lane and links to downtown Santa Rosa, surrounding neighborhoods and schools, and the regional trail system. This project could also include multimodal streetscape improvements at crossings.	The proposed project would result in a multi use pathway and crossings within the 57-acre area that spans a 1.9-mile linear path from Farmers Lane/State Route (SR) 12 to Spring Lake Regional Park.
Santa Rosa	Southeast Santa Rosa Multi Modal Resiliency Corridor Enhancement	<p>Phase 1 - Pedestrian and bicycle enhancements and safety enhancements at 4th Street and Hwy 12/Farmers Lane. (\$8.0 M) - 2030</p> <p>Phase 2 - Improve and widen Yolanda Avenue between Petaluma Hill Road and Santa Rosa Avenue including 2 travel lanes in the westbound direction and one travel lane in the eastbound direction with a center two way left turn lane, adding bike lanes and sidewalks. (\$20.0 M) - 2035</p> <p>Phase 3 - Construct Farmers Lane from Bennett Valley Road and Farmers Lane to Petaluma Hill Road at Yolanda Avenue. The project will include sidewalks, bike lanes, transit route and serve as an evacuation route. (\$46.0 M) - 2030</p> <p>Phase 4 - Construct a shared use bike and pedestrian path (Taylor Mountain Regional Park Trail) from Bennett Valley Road/Farmers Lane to Petaluma Hill Road/Yolanda Avenue (\$10.0 M) - 2045</p> <p>This also includes roadway improvements, intersection improvements, and bicycle and pedestrian facilities.</p> <p>LOCATION: Farmers Lane between the intersection of Bennett Valley Road and Farmers Lane and the intersection of Petaluma Hill Road and Yolanda Avenue, Yolanda Avenue between Petaluma Hill Road and Santa Rosa Avenue, Fourth Street at Farmers Lane and Taylor Mountain Regional Park Trail parallel to Farmers Lane</p>	Various SE Santa Rosa - see description
Santa Rosa	Chanate Road - Resiliency Corridor	The scope of this project includes: Fire evacuation route (Mendocino Avenue to Parker Hill Road) includes roundabout @ Parker Hill Rd and Chanate Rd and modifying existing median.	Chanate Road from Mendocino Avenue to Parker Hill Road
Santa Rosa	Citywide Bicycle and Pedestrian Projects 1st Phase - Plan Update	Construct bicycle and pedestrian projects based on the results of the studies conducted in the Climate Adaptation, Technology and Innovative Solutions (Transportation Initiatives) programmatic project implementing Bicycle and Pedestrian Master Plan priorities	Citywide, such as Fourth St/College Ave, Stony Point Rd, Northeast connections and Roseland Creek trail.

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SCTA	Landscaping - Highway 101 HOV Corridor	Follow up landscaping for Highway 101 projects as outlined in the 2014 Highway 101 Corridor Landscaping & Tree Planting Plan. The Plan is available on SCTA's Web site at: <a href="http://www.sctainfo.org/reports/Highway_101_Corridor_Landscaping_and_Tree%20Planning_Plan/Highways_101_Corridor_Landscaping_and_Tree%20Planning_Plan_January_2014.pdf">http://www.sctainfo.org/reports/Highway_101_Corridor_Landscaping_and_Tree%20Planning_Plan/Highways_101_Corridor_Landscaping_and_Tree%20Planning_Plan_January_2014.pdf</a>	Highway 101 from the southern Sonoma County line (PM 0.0) to Windsor (PM 30.0)
SCTA	Highways 116 and 121 Intersection Improvements	Intersection improvements will install a roundabout to reduce congestion and improve facilities for bicycles and pedestrians.	At the intersection of highways 116, 121, and Bonneau Road in Sonoma County southwest of the Sonoma.
SCTA	Safe Routes to School	Safe Routes to School - 60 school locations in Sonoma County	60 Schools in Sonoma County
SCTA	Countywide Expansion of Micromobility and First/Last Mile	Expand Bikeshare and other shared micromobility to all communities in Sonoma County. Includes the development of a comprehensive micromobility strategy to increase access to clean, affordable, reliable transportation options for rural communities in Sonoma County. Research best practices and emerging trends in micro-mobility; identify potential solutions for different place types (small city; large city; etc.); identify implementation resources (funding, expertise, etc.).	Sonoma countywide
SCTA	Transportation Management	Development of a transportation management association (2-3 FTE plus volunteers) to provide a variety transportation demand management services to individual and groups of employers, institutions including, but not limited to: Sales and Promotion of TDM and transit products; Central Information source for VMT reducing options, and Management of funding and incentives.	Sonoma Countywide
Sebastopol	West Sebastopol Active Transport Plan	Bodega Ave - Ragle Road - Mill Station Road: Bicycle and pedestrian access - west route	Sebastopol and unincorporated county
Sebastopol	Alternate West Route to Sebastopol	Improve a west side routing to connect SR 116 south of Sebastopol with Bodega Highway west of Sebastopol utilizing a number of alternate routes such as Pleasant Hill Road, Bloomfield Road, and possibly others	
Sebastopol	Bodega Corridor Project	Repaving, add bike lanes, 3 sidewalk gap closures, roadway widening, shoulder stabilizing	Bodega Avenue between High St & Pleasant Hill Rd
Sebastopol	Pavement Rehabilitation Program	Annual Rehabilitation Program for Local Streets in Sebastopol - Raise PCI 5 points in 5 years	various in Sebastopol

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SMART	SMART Pathway	Construction of Class 1 non-motorized pathway in discreet segments along and/or within the SMART right-of-way YOE cost estimated at \$40m.	SMART rail corridor
Sonoma	Intersection Improvements at SR12 Broadway and SR12 West Napa St.	Improve this 4-way Stop intersection currently operating at LOS D. The intersection creates many points of conflict and motorist confusion, due to long pedestrian crossings and very busy pedestrian traffic in front of the Historic Sonoma Plaza.	At the intersection of SR12 Broadway and SR12 West Napa Street.
Sonoma	Safety Improvements at Fifth St. West	Resolve Safety problem primarily at the intersection of Fifth St. West and Studley St. and Safeway egress.	On Fifth St. West between West Napa St. and Oregon St.
Sonoma	Intersection Improvements at West Spain St. and Fifth St. West	Improve this 4-way Stop intersection currently operating at LOS E.	At the intersection of West Spain St. and Fifth St. West.
Sonoma	Local Streets and Roads Rehabilitation	Rehabilitation of Local Streets and Roads per Pavement Management System.	Various Streets and Roads in the City of Sonoma.
Sonoma	Intersection Improvements at SR12 Sonoma Highway and West Napa St	Improve this misaligned signaled intersection to better allow pedestrian traffic and improve vehicular turning movements.	At the intersection of SR12 Sonoma Highway and SR12 West Napa St. and Riverside Drive and Staples egress.
Sonoma	Broadway (SR12) Streetscape Enhancements and Traffic Circulation	Enhance the Broadway streetscape to improve the pedestrian experience, provide sustainable landscaping, and increase public safety for pedestrians, bicyclists, and motorists.	Broadway (State Route 12) between Napa Street and MacArthur Street
Sonoma County	Mirabel Road Corridor Improvements 2: River Rd. to Hwy 116	Widening for pedestrian & bike facilities	River Rd. to Hwy 116
Sonoma County	Arnold/Madrone Intersection Improvements	Signalization & Intersection Improvements	Arnold @ Madrone
Sonoma County	Railroad Ave Improvements	Signalization and intersection improvements	at Old Redwood Hwy & at Petaluma Hill Road
Sonoma County	8th Street East Corridor Improvements 2: Napa Rd. to Napa St.	8th Street East widening Napa Rd to Napa Street	Napa Rd. to Napa St.
Sonoma County	Airport Boulevard Widening Ordinance Road and Aviation Boulevard	This is Phase 1. 2) widens Brickway to LaughlinRd; 3) widens Airport Blvd between ORH and US 101; 4) Airport Blvd I/C #22191; 5) Widens Laughlin Rd to 2 lanes, controls at River Rd.	Airport Blvd.
Sonoma County	Mirabel Road Corridor Improvements 4: Hwy 116 at Mirabel Rd	Construct roundabout at current intersection controlled by single stop sign.	Hwy 116 at Mirabel Rd

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Sonoma County	Todd Road Reconstruction	Widen Todd Road to include General Plan requirements - reconstruct from Stony Point Road to Llano Road extend east to Petaluma Hill Road	Unincorporated County
Sonoma County	8th Street East Corridor Improvements 3: Hwy 121 @ 8th St East	Install traffic signal system on Route 121 and improve channelization at 8th Street	Hwy 121 @ 8th Street East
Sonoma County	River Road Widening - Fulton to Old Redwood Hwy	River Rd/Mark West Springs – construct 2 additional lanes from Fulton to Old Redwood Hwy.	River Rd. - Fulton to Mark West Springs Rd
Sonoma County	Mirabel Road Corridor Improvements 3: River Rd @ Mirabel	Signalization or Roundabout & intersection improvements	River Rd @ Mirabel
Sonoma County	Bodega Bay Trail	Provides a 3 mile long Class I bike path alternative to Highway 1. 1.1 miles have been completed from Keefe Avenue to the Bodega Bay Community Center. The County will complete the remaining 1.9 miles.	Parallels the Highway 1 corridor starting at Keefe Avenue and ending the County's Birdwalk Coastal Access Trail
Sonoma County	Sonoma Valley Trail (aka Central Sonoma Valley Trail)	Provides a 13.80 mile long Class I bike path alternative to Highway 12 between Santa Rosa and Sonoma. 0.42 miles have been completed. The County will complete the remaining 13.38 miles.	Along the Highway 12 corridor from Santa Rosa city limits to Sonoma city limits
Sonoma County	Russian River Trail	Regional Class I bike path along the middle and lower reach of the Russian River. The approximate length is 23 miles.	Healdsburg city limits to Highway 1
Sonoma County	8th Street East Corridor Improvements 1: Sonoma/Schellville Trail	Connects the City of Sonoma bike path to the Sonoma County Bay Trail. Follows the abandoned railroad right of way. Regional Network	Sonoma City Limits to Dale Ave.
Sonoma County	Mirabel Road Corridor Improvements 1: West County Trail Extension	Connects downtown Forestville with Forestville Youth Park	Pajaro Lane to Forestville Youth Park
Sonoma County	8th Street East Corridor Improvements 1-3: Summary	Intersection improvements at Hwy 121 and 8th St East including new traffic signal, widening 8th St East between Napa Road and Napa Street, Sonoma Schellville Trail from Napa Road to Napa Street paralleling 8th St E along Railroad Right of Way (Note: this project is a combination of 3 existing projects on the list; 1. 8th Street East/Hwy 121 Signalization 2. 8th Street East widening Napa Rd to Napa St 3. Sonoma/Schellville Trail)	East of Sonoma

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Sonoma County	Mirabel Road Corridor Improvements 1-4: Summary	Intersection improvements at Hwy 116, intersection improvements at River Road, shoulder widening on Mirabel Road between Hwy 116 and River Road for Class II bike lanes and West County Trail Extension connecting downtown Forestville to Forestville Youth Park, (Note: this project is a combination of 4 existing projects on the list; 1.Mirabel Road and Route 116 signalization and channelization 2.River/Mirabel intersection improvements 3.Mirabel Road improvements 4. West County Trail Extension)	Forestville
Windsor	Shiloh Road Interchange Reconstruction	Reconstruct the Shiloh Road/US 101 interchange to provide two lanes in each direction. It is anticipated that the existing overcrossing will be replaced and ramps reconfigured. It is expected that 60 percent of project costs will come from federal, state, or regional funds.	Shiloh Road/US 101 interchange
Windsor	US 101 Overcrossing of Arata Lane	Replace the US 101 overcrossing of Arata Lane to provide lane capacity and enhanced bicycle and pedestrian facilities, including sidewalks. It is expected that 60 percent of project costs will come from federal, state, or regional funds.	US 101 Overcrossing of Arata Lane
Windsor	Jaguar Way Extension (CIP 2015-2016)	Provide a street link between Windsor Road and Starr Road, including access to Windsor High School. The project consists of one-half mile of new roadway improvements, including one travel lane in each direction, bike lanes, street lighting, sidewalks, and a bridge crossing at Starr Creek.	Directly north of Windsor High School and other parcels, from Windsor Road to Starr Road
Windsor	Arata Lane Interchange Phase 2B NB On-ramp (CIP FY 2016-2017)	Construction of the Northbound on-ramp to US 101 will complete the Arata Lane interchange with US 101. This project also includes the relocation of a portion of Los Amigos Road north of Arata Lane. Rights of way have been obtained in prior phases.	Arata Lane interchange Northbound on-ramp
Windsor	Downtown Ped & Bike Crossing of US 101 Phase 1 - Underpass Widen	Improving existing US 101 underpass by widening the space under US 101 using new tie-back walls and adding Class I paths with protected two-way bike lanes and widened pedestrian paths. Improvements also include new lighting, landscaping, color and artwork.	Old Redwood Highway from US 101 NB on-ramp to Conde Lane
Windsor	Downtown Ped & Bike Crossing of US 101 Phase 2 - Overcrossing	Improving east and west connectivity of central Windsor with a new bicycle and pedestrian bridge over crossing US 101 with touchdown areas at each end of the bridge.	Los Amigos Road to Old Redwood Highway over US 101