



Rohnert Park HIGHWAY 101

BIKE & PEDESTRIAN CROSSING

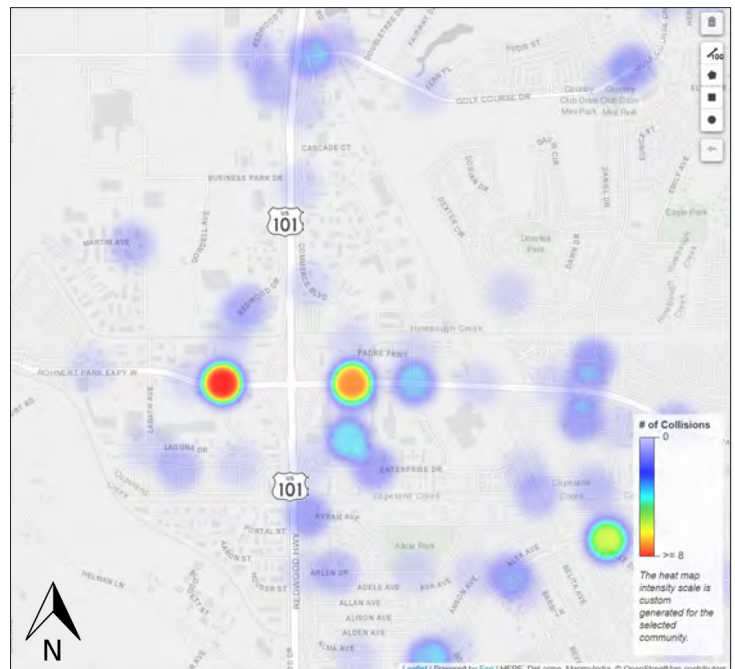
PROJECT INFORMATION

The US 101 freeway is a major barrier to east-west travel in central Rohnert Park, particularly for cyclists and pedestrians, and creates gaps in the City's active transportation network. The undercrossings at Commerce Boulevard and Golf Course Drive, as well as the Rohnert Park Expressway overcrossing, do allow for travel between the east and west sides. However, these crossings, while functional, present safety concerns by requiring cyclists and pedestrians to navigate freeway on and off ramps and large intersections.

To improve bicycle and pedestrian safety and circulation, the City is developing a **Feasibility Study** of bicycle and pedestrian crossings of US 101. The Study will evaluate potential crossing locations and alignments, and recommend a community-preferred alignment and configuration. The bike/ped crossing project would provide pedestrians and cyclists with a safer alternative for crossing US 101 in the vicinity of transit, businesses, and offices, and provide a continuous ADA-compliant Class I path to improve east-west connectivity and connect to the existing bike/ped network.

VEHICLE COLLISION HISTORY WITH CYCLISTS AND PEDESTRIANS

Data from the Transportation Injury Mapping System shows that 69 collisions occurred between 2008 and 2019 involving vehicles with cyclists and pedestrians in the central business district in the vicinity of US 101. Of those 69 collisions, one was fatal and 27 resulted in severe or visible injuries. The largest number of collisions (24) occurred within 0.25 miles of the Rohnert Park Expressway freeway crossing.¹ Additionally, 11 collisions occurred within 0.25 miles of the Golf Course Drive crossing.²

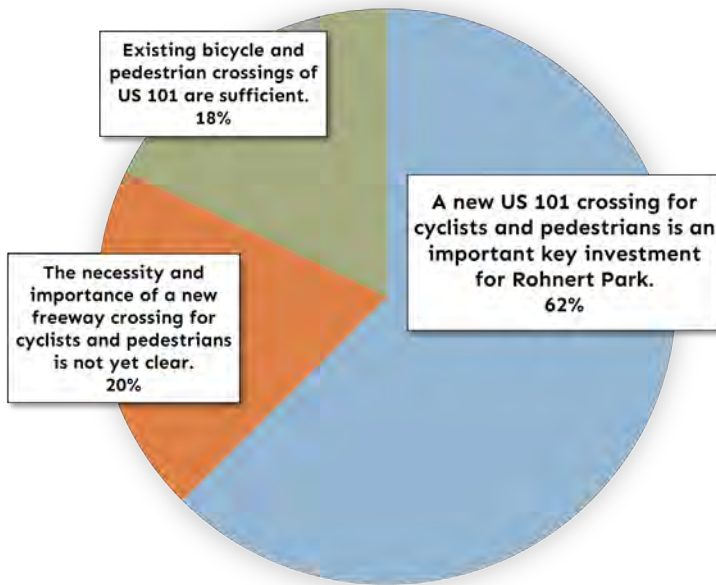


¹ 16 occurred at the intersections of Rohnert Park Expy. with Redwood Dr. and Commerce Blvd.

² Five occurred at the intersections of Golf Course Dr. with Redwood Dr. and Commerce Blvd.

PUBLIC INPUT SURVEY RESULTS

How important is it to you to improve bicycle and pedestrian connectivity between the east and west sides of US 101 in Rohnert Park?



Top Three Personal Priorities for a Highway 101 Bike/Ped Crossing

1. A new or improved crossing should be located and configured to minimize interactions with automobiles. (73%)
2. When I use a bicycle and pedestrian crossing, I should be able to clearly see other people around me and who I am approaching, and it should also be well-lit at night. (66%)
3. A new or improved crossing should be wide enough so that fast cyclists do not need to ride where pedestrians and other slower users are. (50%)

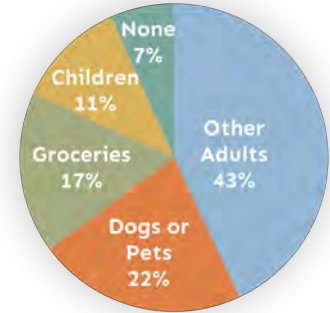
Do you walk, jog, or run outdoors?



Do you cycle outdoors?



Do you cycle, walk, or jog with any of the following?



Top Destinations for Pedestrians and Cyclists

West Side of US 101

1. Target and Movie Theatre Shopping Area (67%)
2. Laguna de Santa Rosa Creek Trail (44%)
3. Home Depot and Walmart Shopping Area (41%)
4. Costco and Carlson Avenue Business Area (39%)
5. Graton Resort and Casino (8%)

East Side of US 101

1. Rohnert Park-Cotati Regional Library (35%)
2. Safeway and Raley's Shopping Area (35%)
3. SMART Station and multi-use pathway (35%)
4. Sonoma State University and Green Music Center (23%)
5. Commerce Blvd and State Farm Drive Business and Industrial Area (21%)
6. Crane Creek Regional Park (21%)
7. Rohnert Park Community Center and Performing Arts Center (19%)

PUBLIC INPUT SURVEY RESULTS CONTINUED

In a few key words or phrases,
how would you describe
Rohnert Park?



EXISTING US 101 CROSSINGS

Golf Course Drive Undercrossing



Rohnert Park Expressway Overcrossing



KEY DATES

- April 2021: Final Feasibility Report (Anticipated)
- March 2021: City Council Meeting (Anticipated)
Second Public Meeting (Anticipated)
- December 2020: First Public Meeting with Bike/Ped Advisory Committee (Anticipated)
- July 2020: Public Input Survey

PRELIMINARY ASSESSMENT OF SEVEN POTENTIAL CROSSING LOCATIONS

1. Golf Course Drive

- Space behind columns provides a good opportunity for incremental bike/ped improvements.
- Large intersections will remain challenging for bike/ped travel.
- **Recommend study of incremental improvements & Class IV lanes.**

3. Industrial Park

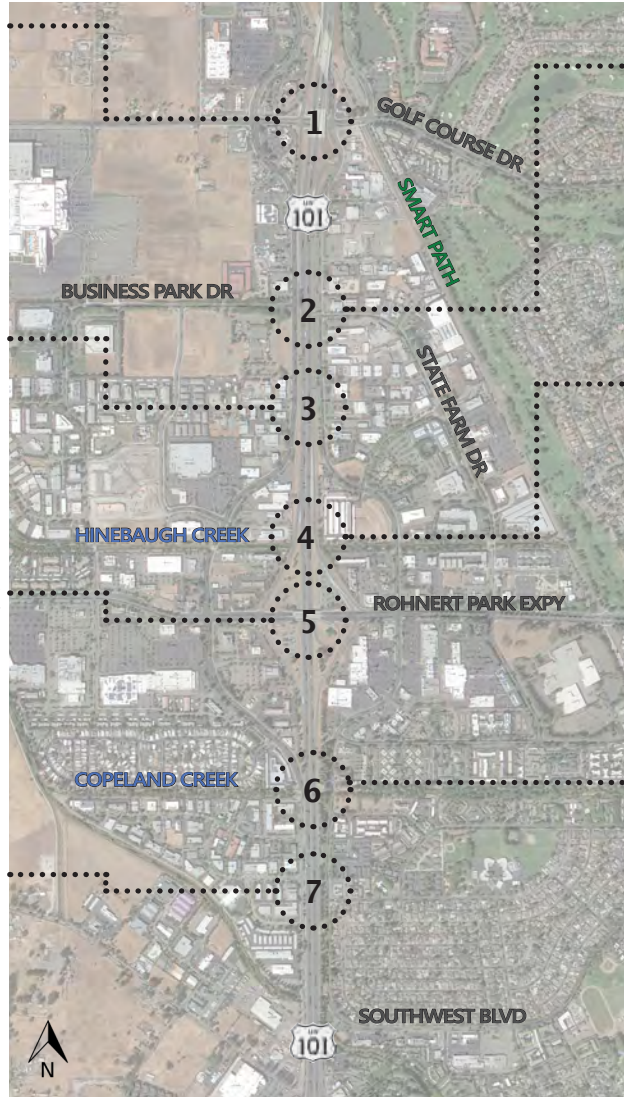
- Does not connect directly to crosswalks across Redwood Drive and Commerce Boulevard or east-west bike/ped routes.
- **Exclude from further study**

5. Rohnert Park Expressway

- Located at commercial center but large and many high-volume intersections will remain challenging for bike/ped travel.
- **Study possible incremental improvements**

7. Cotati/Neighborhood-A

- Does not connect to east-west bike/ped routes on the west (Cotati) side, and private ROW acquisition and roadway reconfiguration may be required.
- **Exclude from further study**



2. Business Park/State Farm

- Near business parks and Graton Resort but future vehicular overcrossing planned in this location will include bike/ped facilities.
- **No recommended improvements at this time.**

4. Hinebaugh Creek

- Near the commercial center and connects directly to east-west creek trails.
- Existing culverts are occasionally used informally to cross under US 101 and provide opportunities for improvement.
- **Study both undercrossing & overcrossing alternatives.**

6. Copeland Creek

- Near commercial center and connects directly to east-west creek trails.
- Existing culverts are informally used to cross under US 101 and provide opportunities for improvement.
- **Study both undercrossing & overcrossing alternatives.**

Hinebaugh Creek Trail



Copeland Creek Trail



The City is in the process of improving and upgrading the creek trails.