

SCTA Sonoma
County
Transportation
Authority

Keeping Sonoma County Moving



SCTA Countywide Bicycle Plan 2003 Update

2003 Sonoma County Transportation Authority

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The Countywide Bicycle Advisory Committee prepared this Plan.

Sonoma County GIS created the maps.

This Plan is available online at www.sonoma-county.org/scta, click on Bicycle Plan.

Maps are available at this site and will be updated as needed.

The front cover photograph is courtesy of the Healdsburg Chamber of Commerce. All other photos are provided by Sonoma County Transit and the SCTA.

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Contents

Chapter 1

Introduction	1
--------------------	---

Chapter 2

Current Conditions for Bicycling in Sonoma County	5
---	---

Chapter 3

Proposed Bikeways	8
-------------------------	---

List of Projects	10
------------------------	----

Maps	15
------------	----

Appendix

Contact list	25
--------------------	----

chapter 1

Introduction

Purpose of the Bicycle Plan

The Sonoma County Transportation Authority (SCTA) Countywide Bicycle Plan Update is the countywide planning document for bicycle facilities. It demonstrates the planning efforts for each jurisdiction in one comprehensive package. This plan is being created at the direction of the Countywide Bicycle Advisory Committee (CBAC) and will also serve as a resource for information about current and planned facilities.

The Countywide Bicycle Plan is designed to complement the SCTA Countywide Transportation Plan. Like the SCTA Countywide Transportation Plan, and the Regional Transportation Plan, the Countywide Bicycle Plan will be updated every 2-3 years. Maps will be maintained more frequently on-line at www.sonoma-county.org/scta.

Countywide Bicycle Advisory Committee

The Countywide Bicycle Advisory Committee (CBAC) is an advisory committee to the SCTA. It is composed of representatives of every jurisdiction. In this way, decisions made at the local level are reported to the Countywide BAC. The primary function of the CBAC is to advise the SCTA on all matters relating to bicycle facilities.

The CBAC provides a venue for the local BACs to communicate and coordinate. Regional programs are coordinated through CBAC, as is countywide planning. Funding opportunities and strategies are discussed and coordinated at the CBAC meetings.

Our Vision

The Citizens Advisory Committee (CAC) of the SCTA facilitated a series of Town Hall meetings in 1999 in order to provide a forum for discussion on transportation. Members of the SCTA and CAC invited the public to share their concerns and preferences for the future of transportation in Sonoma County. These meetings were hosted in Petaluma, Windsor, Santa Rosa, Sebastopol and Sonoma. Hundreds of people participated by attending the meetings or by submitting written comments.

Based on citizen input, the SCTA developed a vision of transportation in Sonoma County by 2020. This document, *Getting Around Sonoma County in 2020...A Vision for Our Future* was created to guide our transportation choices over the next 20 years. These resulting vision statements have guided the SCTA in planning and policy. They are the backbone of the 2001 Countywide Transportation Plan and this complementary document – the SCTA Countywide Bicycle Plan.

Our Vision for a comprehensive bicycle system:

- A fully, implemented Countywide Bicycle system, with paths or designated bicycle lanes that link all cities and are connected to paths or designated bicycle lanes within cities.
- A safe and comfortable system for those on bikes.
- Enhanced transportation opportunities for tourism.
- A linkage from bike paths or designated bicycle lanes to rail stations and bus stops; and a path that follows the Northwestern Pacific Railroad right-of-way, creating a north-south linkage.

The Goal of the SCTA Countywide Bicycle Plan:

The goal is to create a countywide non-motorized transportation system, which provides safe and efficient opportunities for bicyclists to access school, work, shopping centers, professional services, and transportation to recreation areas. These facilities may also serve as recreational paths in and of themselves.

Policies

The following policies were drawn from a compilation of policies from all jurisdictions in Sonoma County. These policies are held in common in all of the member jurisdictions. Each jurisdiction may have additional policies pertaining to bicycle and pedestrian facilities, which have been adopted as part of their local bicycle plan or general plan.

1. When facilities are newly constructed or upgraded careful consideration should be given to include improvements for bicycles.
2. Encourage creative development or redevelopment site designs and mixed-use land uses that minimize travel distances and enhance convenience for bicyclists.
3. The design of bicycle facilities should adhere to the design provisions as outlined in the Caltrans “Bikeways Planning and Design” chapter (1000) of the *Highway Design Manual*.
4. Planning for non-motorized transportation facilities should consider critical connections to other jurisdictions and closing gaps in existing routes.
5. Make use of abandoned railroad rights-of-way, natural waterways, flood control rights-of-way, and public lands or easements for non-motorized transportation facilities where available and appropriate.
6. Where available and appropriate make use of active railroad rights-of-way for non-motorized transportation modes.
7. Encourage bicycle safety education programs for adults and youths through schools, law enforcement agencies and other appropriate interest groups.

8. Encourage businesses and government agencies to promote use of bicycles as a viable transportation alternative (e.g. through provisions of economic incentives and adequate facilities).

Consistency and Conformance with Other Policies and Plans

Federal and State Policies

US DOT Accommodating Bicycle and Pedestrian Travel

The U.S. Department of Transportation (USDOT) adopted a policy statement “Accommodating Bicycle and Pedestrian Travel: A Recommended Approach”. This policy encourages the integration of bicycling and walking facilities into all transportation projects (when possible).

Caltrans DD-64

“The Department 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. This includes incorporation of the best available standards in all the Department’s practices. The Department adopts the best practice concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure”.

Assembly Concurrent Resolution 211

Assembly member Joe Nation authored ACR 211, which encourages “Integrating walking and biking into transportation infrastructure”.

Local Bicycle Plans:

All jurisdictions in Sonoma County discuss bicycle planning either in the circulation element of their general plans, or in adopted comprehensive bicycle planning documents (or both). It is recommended that anyone interested in the bicycle/pedestrian facilities in a particular community consult that specific document for details. A contact list is provided in Appendix A.

2001 Countywide Transportation Plan

The Countywide Transportation Plan, adopted in September 2001 by the Sonoma County Transportation Authority, provides a list of proposed bikeways in Sonoma County over the next twenty years.

Regional Plans:

2001 MTC Regional Bicycle Plan

The Regional Bicycle Plan (RBP) produced by the Metropolitan Transportation Commission provides information about the state of current bicycling conditions in the Bay Area. It defines concerns and actions needed to establish a regional bicycle network that links the entire Bay Area. The RBP recommends the expansion of local bicycle routes that connect to a regional network of bikeways, increased multi-modal connections, and increased bicycle capacity on buses. Maps of the proposed regional bikeway system are included in their plan.

The Bay Trail

The Bay Trail will be a 400-mile bicycle and hiking trail encircling the San Francisco and San Pablo Bays. Currently 210 miles of the trail is in operation, three of which are in Sonoma County. 48 miles of trails are proposed for Sonoma County. The segments proposed in Sonoma County will involve the following routes:

- Highway 37: Sonoma/Marin County line to Highway 121.
- Northwestern Pacific Railroad: Petaluma River Bridge to Highway 37 Crossing.
- Lakeville Road: Highway 37 to Highway 116 (Stage Gulch Road).
- Highway 121: Highway 37 to Highway 116.
- Highway 116 (Stage Gulch Road): Lakeville Road to Highway 121.
- Arnold Drive: Highway 116 to Leveroni Road.
- Leveroni Road/Napa Road: Arnold Drive to 8th Street East.
- 8th Street East: Napa Road to Highway 121.
- Highway 121: Highway 116 to Ramal Road.
- Ramal Road: Highway 121 to Napa County line.

More details about the Bay Trail are located at the San Francisco Bay Trail website:

www.baytrail.abag.ca.gov.

The Bay Area Ridge Trail

The Bay Area Ridge Trail will be a 400-mile multi-use trail encircling the Bay Area along ridge tops. Currently 150 miles of the trail is in operation, 20.4 of which is in Sonoma County. Approximately 15.2 miles of the Ridge Trail run through regional and state parks along existing trails. The remaining 5.2 miles of the Ridge trail run along streets in Petaluma.

The sections within Sonoma County are isolated, with large unplanned gaps between them. The remainder of the proposed alignment within Sonoma County has not been dedicated yet. A non-profit association in San Francisco manages the Bay Area Ridge Trail project. They coordinate with local jurisdictions to implement the system. More details about the ridge trail are located at the Bay Area Ridge Trail website: www.ridgetrail.org.

chapter 2

Current Conditions

for Bicycling in Sonoma County

This chapter provides an overview of the existing conditions for bicycling and intermodal access in Sonoma County. The following components are considered: (1) the current and future environment (2) bicycle demand and usage, and (3) bicycle-transit interface

The Physical Setting

The County of Sonoma is located in the Northern California “Wine Country”, approximately 50 miles north of San Francisco. Sonoma County is the largest of all nine Bay Area counties covering 1,576 square miles along the North Coast of the Pacific Ocean. The county is bounded by Mendocino and Lake Counties to the North; Napa and Solano Counties to the East; and Marin County to the South. The main geographical feature in Sonoma County is the Santa Rosa Plain, bordered on the East by the Sonoma and Mayacama Mountains and on the West by the Coastal Range. The Santa Rosa Plain is a flat, smooth valley in the center of the county. Two smaller valleys, the Dry Creek Valley and the Alexander Valley, occupy the northern end of the county. The Sonoma Valley and the Petaluma Valley occupy the southern end of the county. The Russia River, Sonoma County’s major waterway, creates a beautiful meandering path through the heart of the county and westward to the Ocean.

Sonoma County has nine incorporated cities. Seven of those cities, including Santa Rosa, the largest city in the county, are along the Highway 101 corridor. Slightly over 63% of Sonoma County population is concentrated in this corridor. Another 17,000 people reside in the cities of Sebastopol and Sonoma, leaving nearly a third of the population scattered in the unincorporated County from Jenner to Sears Point. There are clusters of communities along the Russian River, along the coast and through the vineyards.

Outside of the 101 corridor (and in many places within the corridor) Sonoma County is rural with low density.

Future Growth

Growth can have tremendous impacts on traffic flow. Along with the increase in the number of people comes an increase in jobs, housing and need for services. The location of those jobs, houses and services will have a direct impact on the amount of traffic. With projected increases in population and high motor vehicle ownership, the use of inexpensive alternative transportation modes remains a desirable solution toward reducing traffic congestion and preserving the quality of life in Sonoma County.

Bicycle Demand and Usage:

Bicycle Ridership

The 2000 Census figures on commute patterns in Sonoma County show that 1.7 percent of Sonoma County residents use bicycles as the principle mode of transportation to work. 3.6 percent of Healdsburg residents use bicycles as their primary mode of transportation. Only 0.5 percent of Cloverdale residents use bicycles as a mode of transportation.

Every spring RIDES for Bay Area Commuters conducts a telephone survey of commuters in the nine Bay Area counties. The survey is designed to track the commuting patterns of residents. Data is collected only at a county level, not by city. The 2002

Mode:	1999	2000	2001	2002
Bike:	1.5%	1.5%	1%	1%
Walk:	1.2%	1.3%	1%	2%

Source: RIDES Commuter Profile Survey

	Population Sampled	Walked	Percent Walked	Bicyclists	Percent Bicyclists
Cloverdale	3,027	71	2.0%	18	0.5%
Cotati	3,426	64	1.8%	38	1.1%
Healdsburg	5,100	224	4.1%	185	3.6%
Petaluma	27,600	714	2.5%	494	1.7%
Rohnert Park	22,119	500	2.2%	368	1.7%
Santa Rosa	70,867	1,593	2.2%	1,243	1.8%
Sebastopol	3,882	125	3.2%	69	1.8%
Sonoma	4,199	301	7.1%	51	1.2%
Windsor	10,966	261	2.4%	139	1.3%
Unincorporated Areas	73,761	3,076	4.1%	1,243	1.7%
Totals	224,947	6,929	3.1%	3,848	1.7%

Source: 2000 Census Data

RIDES Commuter Profile Survey indicates that one percent of those surveyed in Sonoma County use bikes as their primary mode of transportation. These results strongly correspond with the 2000 Census data. The results also correspond with the Bay Area averages. More details about the study are available at RIDES website: www.rides.org

Bicycle Access to Transit

Seven agencies provide bus service in Sonoma County: Sonoma County Transit, Golden Gate Transit, Santa Rosa CityBus, Petaluma Transit, Mendocino Transit Authority, Healdsburg Transit, and Cloverdale Transit. These agencies provide space for bikes on buses. Golden Gate Transit and Mendocino Transit Authority provide regional bus service. Sonoma County Transit provides countywide and local inner-city service. Santa Rosa City Bus and Petaluma Transit provide inner city service

Please contact transit operators for more details. Contact information is available in the appendix.



Bike Racks at Bus Stops and Park and Ride Lots

Approximately fifty bus stops in Sonoma County are equipped with bike racks. The Santa Rosa Transit Mall also features six “clam shell” bike lockers.

Of the 20 park and ride lots located in Sonoma County, 16 are equipped with bike racks. Go to www.sctransit.com for additional information on park and ride and bike rack locations.

chapter 3

Proposed Bikeways

Existing Bikeways

Sonoma County has over 2,300 miles of city and county roads. In addition, there are 250 miles of state roads. Currently there are over 33 miles of Class 1 (off road) paths and 64 miles of Class 2 on street bike lanes. Local Bicycle Advisory Committees have carefully planned connecting stretches allowing bicyclists to travel more safely to their destinations. Maps included here as well as online illustrate the existing system in solid lines.

Proposed Bikeways

The following list comes directly from jurisdictions' bike plans or general plans. They are limited to projects estimated for completion in the next 5 years. The maps with proposed paths or designated bike lanes include these projects and also represent a longer view. On the maps to follow all proposed bikeways are represented by dotted lines.

Class 1: Bicycle Pathway

A bicycle pathway is physically separated from motorized vehicular traffic by an open space or barrier and is reserved exclusively for bicyclists and pedestrians. Pathways are most effective when they have a minimum of road intersections, are designed for high-speed travel, are well maintained and serve as a direct route to common destinations.

Class 2: Bicycle Lane

Bicycle lanes are designated on roadway shoulders by striping, signs, and pavement markings for preferential use by bicyclists. They are separated from motorized vehicle travel lanes by a solid white stripe (dashed at intersections) and are located outside the vehicle travel lanes. Motorized vehicles are prohibited from using bicycle lanes.

Class 3: Bicycle Route

Provides for shared use with motor vehicle traffic and is identified only by signing. Class III bike routes can include streets and roads with shoulder striping.

Planned Bikeways in Sonoma County North to South

Note that projects marked **2** are sponsored by Sonoma County. All other projects are sponsored by the city in which they are located.

Countywide

Northwest Pacific Railroad

The County and cities and Sonoma Marin Rail Transit (SMART) are working together to design a trail along the rail right of way.

CLOVERDALE area

Location	Class
Cloverdale River Park • <i>McCray Rd. to First Street</i>	2
Cloverdale Boulevard • <i>Hwy 128 to Third Street</i>	2
Cloverdale Boulevard • <i>Lake Street to Sandholm Lane</i>	2
Foothill Boulevard • <i>School Street to Kelly Road</i>	2
Sandholm Lane • <i>Foothill Blvd to Cloverdale Boulevard</i>	3
Healdsburg Avenue • <i>Franklin Street to Cloverdale Boulevard</i>	2
Healdsburg Avenue • <i>Franklin Street to Foothill Boulevard</i>	2
Lake Street • <i>Main Street to Cloverdale Boulevard</i>	2
Commercial Street • <i>First Street to Third Street</i>	2
Main Street • <i>Lake Street to Fourth Street</i>	2
Jefferson Street • <i>School Street to First Street</i>	2
Third Street • <i>Commercial Street to Cloverdale Boulevard</i>	2&3
Fourth Street • <i>Main Street to Cloverdale Boulevard</i>	2&3
First Street • <i>Westerly terminus to east city limits</i>	3
School Street • <i>Cloverdale Blvd. to Foothill Boulevard</i>	3
Franklin Street • <i>First Street to Cloverdale Boulevard</i>	

HEALDSBURG area

Location	Class
Foss Creek Northwest Pacific Trail • <i>Healdsburg City northern and southern city limits at Healdsburg Avenue along NWP rail line and Foss Creek</i>	1
Healdsburg Avenue • <i>Russian River Bridge to US 101</i>	2
Healdsburg Avenue • <i>March Ave. to Parkland Farms Blvd.</i>	2
Grove Street • <i>1408 Grove Street to Healdsburg Avenue</i>	2
Parkland Hills Blvd • <i>Healdsburg Avenue to Canyon Run</i>	2

Healdsburg Ave. - Lytton Springs • <i>Alexander Valley Road to Geyserville Avenue</i> 2	2
Dry Creek Rd. • <i>Kinley Drive. to Skaggs Road</i> 2	2
Front Street • <i>Healdsburg Avenue to Mason Street</i>	3
First Street • <i>Mason Street to Piper Street</i>	3
Johnson Street • <i>Piper Street to Powell Avenue</i>	3
March Avenue • <i>University Street to Healdsburg Avenue</i>	3
Powell Street • <i>Johnson Street to University Street</i>	3
University Street • <i>Powell Avenue to March Avenue</i>	3
Lupine Road • <i>Solar Way to cul de sac south of Ferrero Drive</i>	3
Solar Way • <i>Lupine Road to Rosewood Drive</i>	3
Rosewood Drive • <i>Solar Way to Paul Wittke Drive</i>	3
Paul Wittke Drive. • <i>Rosewood Drive to Healdsburg Avenue</i>	3
Piper Street • <i>First Street to Johnson Street</i>	3

WINDSOR area

Location	Class
Starr Creek • <i>Keiser Park</i>	1
Railroad Trails • <i>Town limits</i>	1
E. Windsor Creek • <i>Franklin Area</i>	1
E. Windsor Creek Tributary • <i>Behind Middle School</i>	1
E. Windsor Creek • <i>Railroad crossing</i>	1
Windsor Creek East Bank • <i>Natalie Drive to Brooks Rd. South</i>	1
Faught Creek • <i>Old Redwood Hwy. to Amie Drive</i>	1
Faught Creek North Bank • <i>Amie Drive to Shiloh Center</i>	1
Windsor River Road • <i>Starr Rd to Windsor Road</i>	2
Conde Lane • <i>Mitchell Lane to Shiloh Road</i>	2
Shiloh Road • <i>Skylane Blvd to Hwy 101</i>	2
Old Redwood Highway • <i>Hembree Way to Thrushwing Avenue</i>	2

FORESTVILLE area

Location	Class
West County Trail • <i>Graton Road to Mirabel Road</i> 2	1
River Road • <i>Old Redwood Hwy. to Armstrong Woods Road</i> 2	2

Mirabel Rd • *State Highway 116 to River Road***2** 2

SANTA ROSA area

Location	Class
Santa Rosa Creek • <i>Pierson Reach, Railroad Street to Pierson Street</i>	1
Santa Rosa Creek • <i>Mission to Streamside</i>	1
Santa Rosa Creek • <i>Yulupa to Farmers Lane</i>	1
Extension of Joe Rodota Trail • <i>Dutton to Prince Memorial Greenway</i>	1
Extension of Joe Rodota Trail • <i>Merced Avenue to Wright Road</i> 2	1
Santa Rosa Creek • <i>West 3rd Street and Dutton Avenue- access points</i>	1
Colgan Creek • <i>Bellevue Avenue to Todd Road</i> 2	1
Roseland Creek • <i>Ludwig Avenue to Llano Road</i> 2	1
Hoen Avenue • <i>Summerfield to Hoen Frontage</i>	2
Summerfield • <i>Montgomery to Hoen</i>	2
Sonoma Avenue • <i>Santa Rosa Avenue to Farmers Lane</i>	2
Humboldt Avenue • <i>Lewis to Sonoma Avenue</i>	2
Old Redwood Hwy. • <i>Piner Creek to Grant Avenue</i> 2	2
Stony Point Rd. • <i>Hearn Avenue to Petaluma city limits</i> 2	2
Guerneville Rd. • <i>Country Manor Drive to Highway 116</i> 2	2
Todd Rd. • <i>Highway 101 to Highway 116</i> 2	2
Wright Rd. (South) • <i>Ludwig Avenue to Lancaster</i> 2	2
Sanford Rd. - Hall Rd. • <i>Occidental Road to Willowside</i> 2	2
Fulton Rd. (Hwy. 101 bridge) • <i>S. Hwy. 101 overpass to N. Hwy. 101 overpass</i>	2

SEBASTOPOL area

Location	Class
Redwood Forest Bike Path • <i>connects Joe Rodota Trail to West County Trail</i>	1
Street Smart Sebastopol • <i>Downtown Sebastopol</i>	2
Gravenstein Highway South	2
Gravenstein Highway South • <i>Lynch and Fircrest intersection</i>	2
Gravenstein Highway North • <i>Covert Lane intersection improvements</i>	2
High School Rd. • <i>Dei Road to Occidental Road</i> 2	2
Bodega Hwy. • <i>Water Trough Road to Valley Ford-Freestone</i> 2	3

ROHNERT PARK/COTATI area

Location	Class
Crossing at E. Cotati Avenue • <i>connecting Laguna de Santa Rosa and Marsh Way bike paths</i>	
Racquet Club Circle • <i>Country Club to Donna Ct</i>	1
Commerce Blvd. • <i>Rohnert Park Expressway to State Farm Dr.</i>	1
Hinebaugh Creek Bike Bridge • <i>Commerce Blvd</i>	1
Petaluma Hill Rd. • <i>Old Redwood Hwy. to Yolanda</i>	2
Old Redwood Hwy. • <i>Eucalyptus Ave to Ely</i>	2
Highway 116 • <i>between Cotati and Sebastopol (project sponsors include Caltrans, Sonoma County, Cotati and Sebastopol)</i>	2 and 3

SONOMA/SONOMA VALLEY area

Location	Class
Central Sonoma Valley Trail • <i>Verano Avenue to Larson Park</i>	2
Sonoma - Schellville • <i>Eighth St. East to State Hwy. 121</i>	2
South Nathanson Creek • <i>East MacArthur to Fine Ave./Dewell Dr. on east side of creek</i>	1
Lovall Valley Road to Railroad right-of-way	1
Safeway parking lot to Eraldi Park & 4th St. West	1
Along Sonoma Creek • <i>West Napa Street to Leveroni Road/Fifth Street West</i>	1
Fifth Street West • <i>West Napa Street to Leveroni Road</i>	2
Broadway • <i>MacArthur & Napa Road</i>	2
Second Street West & Third Street West between Napa Street. & Andrieux Street	2
East MacArthur • <i>Broadway to 8th Street East</i>	2
Newcomb Street at Fryer's Creek • <i>crossing</i>	2
Studley & Oregon Streets between 5th & 7th streets west	2
Fifth Street East • <i>MacArthur to East Napa Street</i>	2
Lovall Valley Road <i>inside City Limits</i>	2
Seventh Street West, jog onto West Spain, to Junipero Serra to Palou St.	2
West MacArthur Street • <i>Broadway to Fifth Street West</i>	2
Denmark Street • <i>High School to Fifth St</i>	2
Fifth Street East • <i>East MacArthur to Napa Road</i>	2
Hillside edge of Montini property • <i>Verano Ave. & bike path at 4th St. West</i>	2

Arnold Drive • <i>Country Club Drive to Petaluma Avenue</i>	2
State Highway 12 • <i>Los Alamos Road to Boyes Boulevard</i>	2
Petaluma Avenue - Riverside Drive • <i>Arnold Drive to Highway 12</i>	2
Leveroni Road. - Napa Road. • <i>Arnold Drive to Highway 121</i>	2
Railroad Avenue • <i>Verano Ave. to Boyes Blvd</i>	
Verano Avenue • <i>Sonoma Creek to Arnold Drive</i>	

PETALUMA area

Location	Class
Washington Creek Path	1
Adobe Road. • <i>Old Redwood Hwy. to State Hwy. 116</i>	2
Western - Chilano Valley • <i>Bantam Way to Helen Putnam Park</i>	2
East Washington St. • <i>Adobe Road to Petaluma limits</i>	2
Casa Grande Rd. • <i>Adobe Road to Petaluma limits</i>	2
South Petaluma Blvd. • <i>Rovina Lane to NB Hwy 101 Exit</i>	2
East Washington St. • <i>Adobe Road to Petaluma limits</i>	2
Bodega Ave. • <i>Paula Lane to Eastman Lane</i>	3
Bodega Avenue • <i>King Road to Ramen Road</i>	3

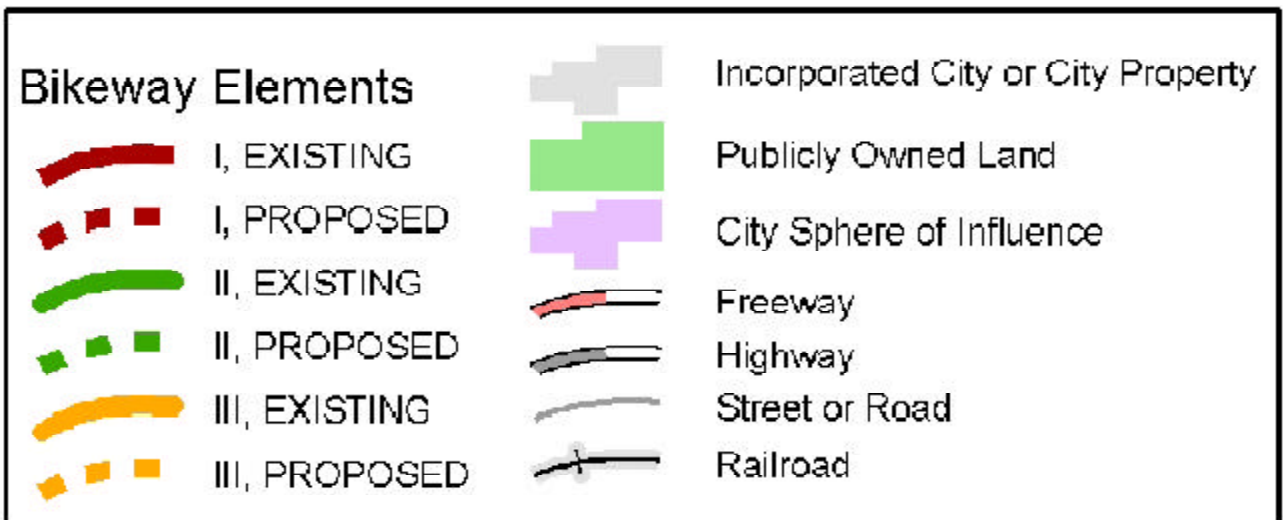
Bike Maps

The following maps illustrate existing bikeways as well as proposed facilities. The previous list was of projects planned in the next 5 years. The following maps will show those facilities as well as desirable projects that currently have no current identified funding. These make up the vision for Sonoma County Bikeways in the next 25 years.

For more detailed maps for navigation please contact individual jurisdictions.

The following maps were created by Sonoma County Geographic Information Systems with input and oversight from every city and the County. They are best viewed online.

The key indicates colors for Class 1- off road (red), Class 2 - designated lanes (green) and Class 3 -shared use with motorized vehicles on streets and roads (gold). Also shown is whether the route is existing (solid line) or proposed (dashed).



Appendix A

Contact Listing

Below are listings of city and county departments responsible for bikeways projects in Sonoma County. These agencies will provide information on specific projects and plans.

Cloverdale

City Engineering Department (707) 894-1722

Cotati

Bicycle/Pedestrian Planning (707) 792-4600

Healdsburg

City Planning and Building Department (707) 431-3348 website: www.ci.healdsburg.ca.us

Petaluma

Petaluma Transit (707) 778-4421

Petaluma Pedestrian & Bicycle Advisory committee meets the 2nd and 4th Wednesday of every month.

Rohnert Park

City Engineering Department (707) 588-2232 website: www.rpcity.org

The Rohnert Park Bicycle Advisory Committee meets 4th Monday of each month at 5 pm.

Santa Rosa

Department of Transit and Parking (707) 543-3325 website: www.ci.santa-rosa.ca.us/tp/

Contact Santa Rosa for meeting schedule.

Sebastopol

City Engineering Department (707) 823-2151 website: www.ci.sebastopol.ca.us

Sonoma

City Planning Department (707) 933-2202

Contact Sonoma for meeting schedule.

Windsor

Economic Development and Community Services (707) 838-5383 website: www.townofwindsor.com

Contact Windsor for meeting schedule.

Sonoma County

Sonoma County Transit (707) 585-7516 website: www.sctransit.com

The Sonoma County Bicycle & Pedestrian Advisory Committee meets at 7 pm on the second Thursday of every month.