

Cotati Bicycle & Pedestrian Master Plan



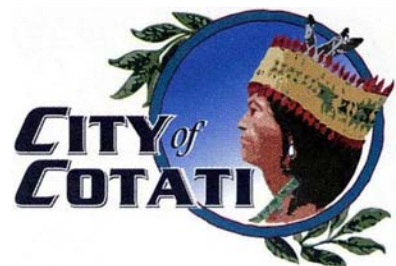
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Prepared by:

Sonoma County Transportation Authority

In partnership with:

City of Cotati



Cotati Bicycle & Pedestrian Master Plan

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Cotati Bicycle & Pedestrian Master Plan

I. Introduction

This *Cotati Bicycle and Pedestrian Plan* was developed as a component of the Sonoma County Transportation Authority's (SCTA's) *2008 Countywide Bicycle and Pedestrian Master Plan*. While part of the *Master Plan*, the Cotati plan is also a stand-alone document to be used by the City of Cotati to guide implementation of local projects and programs and document city policy. It is also designed to be a component of the *SCTA Countywide Bicycle and Pedestrian Master Plan* to improve coordination in realizing the countywide bicycle and pedestrian system.

The Cotati plan was developed over the course of a year through the coordinated efforts of the SCTA's Bicycle and Pedestrian Advisory Committee, a focused project steering committee, Cotati staff, and input from the public through a series of public workshops and public review periods. The Project Steering Committee was established to oversee the development of the plan and consisted of representatives from the County and each of its cities. Public workshops were held throughout the County to collect input from interested members of the public. The workshops were advertised through various local and regional print media, mailings, the posting of public fliers, and government outreach efforts.

The primary emphasis of this planning effort is to facilitate transportation improvements for bicyclists and pedestrians.

Purposes of the Plan

The purposes of the *SCTA Countywide Bicycle and Pedestrian Master Plan* are to:

- Assess the needs of bicyclists and pedestrians in Cotati and throughout Sonoma County in order to identify a set of local and countywide improvements and implementation strategies that will encourage more people to walk and bicycle;
- Identify local and countywide systems of physical and programmatic improvements to support bicycling and walking;
- Provide local agencies that adopt the Plan with eligibility for various funding programs, including the State Bicycle Transportation Account (BTA);
- Act as a resource and coordinating document for local actions and regional projects; and
- Foster cooperation between entities for planning purposes and to create Geographic Information System (GIS) maps and a database of existing and proposed facilities countywide.

To achieve these, the Plan includes recommendations for physical improvements and programs that could be developed to enhance and expand existing facilities, connect gaps, address constraints, provide for greater local and regional connectivity, and increase the potential for walking and bicycling as transportation modes.

How Does the Plan Affect Daily Life in Sonoma County?

The *SCTA Countywide Bicycle and Pedestrian Master Plan* describes a vision for the future for a variety of alternative transportation modes, identifies policies to help achieve that vision and contains funding strategies for implementation of the projects and programs contained within the plan. These policies affect what choices we have for travel by car, bus, bicycle, wheelchair and on foot. By identifying transportation priorities and the funding to support them, the Plan determines what projects are built and what programs are pursued.

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Vision Statement

Through a collaborative planning process, a vision, goal and objectives were approved by all ten jurisdictions of Sonoma County: Cloverdale, Healdsburg, Windsor, Santa Rosa, Cotati, Rohnert Park, Petaluma, Sonoma, Sebastopol, and the County of Sonoma. These are designed to guide the development and maintenance of bicycle and pedestrian facilities throughout Sonoma County and express the intent of SCTA and its member agencies to enhance non-motorized mobility and to improve safety, access, traffic congestion, air quality, and the quality of life of Sonoma County residents, workers and visitors.



The vision for a comprehensive bicycle and pedestrian transportation system is:

In Sonoma County bicycling and walking are:

- Important to residents' quality of life
- Integral parts of an interconnected transportation system
- Safe and convenient for all user groups
- Viable means of reaching desired destinations
- Routinely accommodated
- Encouraged by easy connections to transit
- Fostered by education and enforcement
- Advanced by actions of government, schools and the private sector
- Promoted as tourism and recreation attractions
- Mode choices that contribute to personal health
- Options that reduce vehicle miles traveled and greenhouse gas emissions

Caltrans Compliance

Bicycle Transportation Act

To be eligible for Bicycle Transportation Account (BTA) funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that addresses items a – k in *Streets and Highways Code* Section 891.2. If a city plans to use a countywide BTP to establish their eligibility for BTA funds, the countywide BTP must include a discussion of items a – k for that city in addition to addressing these items for the unincorporated areas in the county. Items a – k, and their location in this Plan, are identified in Appendix A.

Bicycle Transportation Plan Approval Process

Following adoption at the local level, a city or county sends their plan to the appropriate Regional Transportation Planning Agency (RTPA) for approval. Sonoma County's RTPA is the Metropolitan Transportation Commission (MTC). RTPA approval consists of verifying that the plan is in compliance with Section 891.2 and the Regional Transportation Plan (RTP). Following RTPA approval, the local agency submits the plan, adopting resolution, and RTPA letter of approval to Caltrans' Bicycle Facilities Unit for review to ensure the plan addresses the required elements.

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Caltrans Bicycle Program staff employs a checklist approach to BTP review to determine if the plan includes the required elements. While each required element should be addressed in the plan, regardless of applicability to the local agency preparing the plan, the review does not “grade” the information provided in the discussion of the required elements. BTP adoption establishes eligibility for five consecutive BTA funding cycles.

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2. Setting and Context

Land Use History

The indigenous peoples known as the coastal Miwok Indians lived on the land now named Cotati. In 1826 an Irishman named John Thomas Reed made a claim on the land north of Mission San Rafael. His grant included land north of Vallejo's Petaluma Adobe to just south of today's Santa Rosa, including where Rohnert Park, Cotati and Penngrove are now situated. The Rancho was broken up in the 1800s into many ranches that were sold to settlers who came in after the Gold Rush. Eventually Reed sold his land and it changed hands several times until Doctor Thomas Stokes Page bought it in 1846. In the early 1870s the railroad was established. It made stops at Page's Station, which later became Cotati.



The next major influence on transportation, and likewise land use, was the affordability of the automobile for many families and businesses. Trails evolved into paved roads to serve the new vehicular mode and land use and development quickly adapted with more dispersed patterns. As development became more sprawled and the number of car owners grew, non-motorized means of travel declined. Worth noting is that most of Sonoma County's cities retain a central historic core that preceded the advent of the automobile. Cotati's downtown hub retains much of its walkability from that earlier era.

Jurisdiction Overview Setting and Land Use

Although Sonoma State University (SSU) is not actually located within Cotati, to a large extent, Cotati is a university town. Many students live in Cotati and the downtown's restaurants and bars are popular with SSU students. The City of Cotati radiates out from "the Hub," two concentric sets of eight streets, each of which form a hexagon, and within the center of which is La Plaza Park and the Cotati fire station. The Hub is bisected by Old Redwood Highway and East Cotati Avenue/West Sierra Avenue. Around the Hub is a thriving, historic downtown, which has recently been transformed by several projects that included streetscape and pedestrian improvements and mixed-use developments.

The Draft Downtown Cotati Specific Plan proclaims that preserving and reinforcing the historic and pedestrian nature of downtown is fundamental to the success of the revitalization effort. The Plan includes a number of policies aimed at improving the area's walkability, including lively streetscapes, intimate pedestrian paseos, wide sidewalks, street trees, pedestrian-oriented street frontages, and shared "Park Once" automobile parking to encourage the transformation of motorists into pedestrians.

Cotati's commercial areas are laid out in a linear fashion along the major collectors of East Cotati Avenue, Gravenstein Highway and Old Redwood Highway. Housing closest to downtown is the most compact, with development west of Highway 101 appreciably less dense. Various Cotati cul-de-sacs could be opened for bicycle and pedestrian access to further enhance the non-motorized travel experience. The Hub's central location, un- or under-developed land within the existing commercial corridors, concentrations of nearby residents, coupled with Cotati's relatively small land area and flat topography, create many opportunities for residents to walk to and around the downtown.

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As stated in the Cotati General Plan, the City's topography offers a variety of environmental amenities for residents. There are rolling hills that offer scenic views. Some scenic routes along creeks have been developed for bicycle and pedestrian traffic. New residential development adjacent to creeks is being designed to integrate the built and natural environments. These features are appealing and contribute to the unique character of the city.



Attractors and Generators

Attractors and generators in Cotati were identified by reviewing information from standard sources such as maps, plans, and the City's website as well as consultation with staff. The locations of the attractors and generators were considered in determining the alignments of both the local and countywide networks. They include downtown, Cotati Civic Center and government buildings, La Plaza Park and other City parks, the post office, multi-modal transit access and the Cotati park-and-ride, Thomas Page Elementary School, and shopping centers.

Schools and Safe Routes

The Rancho Cotate Unified School District serves both the Cotati and Rohnert Park communities. Only one of these schools, Thomas Page Elementary School is located in Cotati, on the western edge of the City. Many elementary students, and all middle and high school students, commute to schools in the City of Rohnert Park.

In addition to being the name of state and federal funding programs, safe routes to schools programs are an essential component of successful efforts to make walking and bicycling to school safer, increase the number of children walking and bicycling to school, improve children's health and fitness, and educate students and parents about the health, transportation and environmental benefits of walking and bicycling.

Safe Routes to Schools programs typically use the "five Es" to accomplish these goals: Encouragement (e.g., prizes, special events like Walk to School Day), Education (e.g., fliers on the benefits of walking, maps of safe routes, classroom curriculum), Engineering (e.g., improvements to infrastructure such as roadways, intersections, sidewalks and bicycle facilities), Enforcement (making sure motorists, pedestrians and bicyclists understand and obey the rules of the road), and Evaluation (such as before/after surveys to see the effect of programs and physical improvements on mode choice for student commuters).

In fiscal year 2006/07, the Cotati-Rohnert Park Unified School District was awarded a Safe Routes to School Grant for approximately \$85,000 from Caltrans to implement an outreach and education program, "Let's Walk to School Today!" The multi-year program will begin in fiscal year 2008/09 and will conduct one or two-day training seminars at each school site in the school district consisting of age appropriate classroom curriculum. The program will also utilize the momentum of universal walk and bicycle to school days to engage students and the larger community in the effort. Based on recent district restructuring, beginning in the 2008/09 school year, Thomas Page Elementary will offer bussing to transport students who live on the north side of Highway 116 to the school site. The District is in

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the process of developing bussing plans. The City and School District should work together to identify appropriate stop locations on East Cotati Avenue and Old Redwood Highway for student commuters.

Parks and Community Facilities

A variety of parks and community facilities exist in Cotati. They include City parks, neighborhood parks, pocket parks, civic buildings, schools, and other quasi-public facilities. These facilities are distributed throughout the community and are accessible by those on foot and/or bicycle. Following is a list of parks:



- Delano Park
- Kotate Park
- La Plaza Park
- Helen Putnam Park
- Veteran's Park
- Thomas Page Park
- Falletti Park
- Cotati Civic Center – meeting and event facilities, classrooms, picnic area and ball field
- Draper Park
- Historic Ranch at 175 W. Sierra Avenue

Cotati Demographics and Commute Patterns

Local Bicycle and Pedestrian Travel Characteristics

Travel information in Cotati was analyzed to identify mode split and to evaluate travel time to work. The term 'mode split' refers to the form of transportation a person chooses: walking, bicycling, taking a bus, driving, etc. The commute analysis establishes base data on the existing number of bicycle and pedestrian commuters, as well as an indication of the number of potential bicycle and pedestrian commuters in the plan area. This information can then be used by staff and local officials to develop improvement plans and set priorities, with the objective of increasing the percentage of people who choose to walk or bicycle rather than drive a car or be driven.

A review of available demographic and commute statistics was performed in order to better understand the level of walking and bicycling in Cotati and Sonoma County as a whole. Several data sources were reviewed, including California Department of Finance Population Estimates, the Bay Area Travel Survey, and Journey-to-Work (JTW) Data from the US Census Bureau.

Every ten years, the US Census Bureau attempts to count every person throughout the nation. As part of this survey process, the agency distributes a longer questionnaire to one in eight American households. One of the "long form" questions is, "How did you usually get to work last week?" Respondents who typically use more than one method of transportation are instructed to mark the mode used for "most of the distance." The collective responses to this question form a set of data known as Journey-to-Work (JTW).

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JTW data is considered the most reliable source of transportation mode choice information available. However, while the JTW provides a glimpse of how Cotati residents travel to and from work, the data source only provides a partial understanding of travel characteristics. This is particularly true in assessing walking and bicycling trips since it does not reflect multi-modal trips or non-work trips. Thus the JTW data misses school, shopping, and recreational trips, which may constitute much of the bicycle and pedestrian travel by Cotati's student and senior populations and others. The instructions effectively eliminate any record of the pedestrian portion of walk-to-transit and walk-to-carpool trips; the wording leaves the response, for commuters who do not use the same mode every day, up to the respondent; and the survey takes place in the month of March, which can be quite rainy in Sonoma County and a deterrent to walking and bicycling.



The 2000 US Census indicates a population of 6,482 in Cotati; Cotati is expected to grow at the historic average of 24 units per year and to reach 8,097 by 2010 (Cotati General Plan). According to the 2000 US Census, there are 3,426 workers in Cotati 16 years old or older. Of these, 3,369 work outside the home. Twenty-two percent, or 744 workers, have a travel time to work of 15 minutes or less. Cotati has a lower than average rate of workers with a commute time of less than 15 minutes, 22 percent, when compared to the state and nation which are at 25 percent and 30 percent respectively. This data indicates that a substantial portion of the City's workers are employed outside of the community. Travel time to work in Cotati is shown in Table I below.

Table I
Cotati Travel Time to Work for Workers 16 Years Old and Over

	#	%
Total Employed Persons	3,426	100%
Worked at home	57	3.9%
Did not work at home	3,369	96%
Travel Time	#	%
Less than 15 minutes	744	22%
15 to 29 minutes	1,293	38%
30 to 44 minutes	531	16%
45 to 59 minutes	345	10%
60 minutes or more	456	14%

Source: U.S. Census Bureau, Census 2000

As shown in Table 2 below, JTW data indicates that 79 percent of workers in Cotati, or 2,714 persons, drive to work alone. Approximately 0.9 percent, or 30 workers commute by bicycle, a rate that is slightly higher but consistent with that of the County and statewide average bicycle mode share of 0.8

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percent, and twice the national average of 0.4 percent. Approximately 1.9 percent (64 persons) of work trips are taken on foot, the lowest walk-to-work rate in Sonoma County and forty percent of the countywide average of 3.3 percent. One explanation for the lower walk commute rates in Cotati is likely the number of students who hold local jobs part-time and who may not report these trips as work-related. While approximately 12 percent of workers in Cotati (404 persons) carpool, the majority of workers in Cotati drive to work alone. Given Cotati's climate, topography, and percentage of commuters with a travel time to work of 15 minutes or less compared to the number of existing bicycle and pedestrian commuters, a significant opportunity exists to achieve greater bicycle and pedestrian mode splits. Every motor vehicle trip or vehicle mile driven eliminated results in less air pollution, reduced green house gas emissions, and lessened traffic congestion.

Table 2
Demographic and Journey to Work Data – 2000 US Census

	Cotati		Countywide		California	
Population	6,482		458,614		33,871,648	
Employed persons 16 years of age +	3,426		224,947		14,525,322	
Mode Split	#	%	#	%	#	%
Drove Alone	2,714	79.2%	168,134	74.7%	10,432,462	71.8%
Bike	30	0.9%	1,744	0.8%	120,567	0.8%
Walk	64	1.9%	6,929	3.1%	414,581	2.9%
Public Transit	149	4.3%	5,507	2.4%	736,037	5.1%
Carpool	404	11.8%	28,283	12.6%	2,113,313	14.5%
Motorcycle	8	0.2%	517	0.2%	36,262	0.2%
Other	0	0.0%	1,587	1%	115,064	1%
Worked at Home	57	1.7%	12,246	5%	557,036	4%

Local Opportunities and Constraints

This section provides a list of opportunities and constraints for the City's bicycle and pedestrian networks. A variety of conditions were considered including roadway geometries, traffic volumes, crossing locations, distance between destinations, topography, system users, and other issues.

Opportunities

- US 101 and Highway 116 widening projects will provide opportunities for bicycle and pedestrian improvements on Gravenstein Highway South, at the interchange of Gravenstein Highway South and US 101 including the Old Redwood Highway/Gravenstein Highway South intersection, and the East School Street US 101 undercrossing
- Multi-modal access improvement opportunities at existing transit stops and park and ride lots
- Improved inter-county and inter-city connection opportunities



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- System enhancements through a comprehensive way-finding, directional, and warning signing campaign for pedestrians and bicyclists
- Potential mode share growth and safety improvements through education and awareness efforts

Constraints

- Sidewalk needs and gap closures throughout Cotati
- Limited crossing locations and the need for pedestrian improvements on Gravenstein Highway
- US 101 is a barrier to east-west travel
- Right-of-way constraints on Old Redwood Highway in downtown
- Deteriorating pavement and maintenance needs on the City's existing Class II bike lanes
- Bulbouts on Old Redwood Highway, which were designed to improve pedestrian crossings, inadvertently impede bicycle travel because they extend too far into the roadway

Data Collection Recommendations

Bicycle and Pedestrian Counts

One of the challenges facing staff and local decision makers in the area of bicycle and pedestrian planning is the lack of documentation on usage and demand for pedestrian and bicycle facilities. Without accurate and consistent data, it is difficult to measure the positive benefits of bicycle and pedestrian investments, especially when compared to the other types of transportation such as the automobile. In order to supplement JTWC data, to attain a better understanding of existing usage and travel patterns, and to be able to project demand, regular bicycle and pedestrian counts are recommended. A methodology for collecting these traffic counts is included in the Overview Section.

Proposed count locations in Cotati and throughout the County were identified through this planning process. The basic criteria used to select count locations included points along and intersections of primary streets in the network, area coverage, population centers, attractors and generators, and community gateways. Proposed count locations for the City of Cotati are included in Appendix B.

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3. Vision, Goal, Objectives and Policies

Vision, Goal, Objectives, and Policies

This section defines the vision for bicycle and pedestrian transportation throughout Sonoma County, and outlines the vision, principal goal, and objectives that will serve as guidelines in the continuing development of the countywide bicycle and pedestrian transportation system¹. Through a collaborative planning process, the vision, goal and objectives were approved by all ten jurisdictions of Sonoma County: Cotati, Healdsburg, Windsor, Santa Rosa, Cotati, Rohnert Park, Petaluma, Sonoma, Sebastopol, and the County of Sonoma. These are designed to guide the development and maintenance of bicycle and pedestrian facilities throughout Sonoma County and express the intent of SCTA and its member agencies to enhance non-motorized mobility to improve safety, access, traffic congestion, air quality, and the quality of life of Sonoma County residents, workers and visitors. This Plan is intended to be inclusive by considering many forms of diverse and emerging modes of transportation and the varied ages and purposes of the rider or walker.

The vision, goal and top-tier objectives are meant to function as the mutually agreed upon common framework applicable to both the primary countywide system and local bicycle and pedestrian networks. Policies, and possibly additional objectives, that address jurisdiction-specific issues are included in the individual County and city/town plans.

The role of the SCTA is in advocating, planning, coordinating, and funding, whereas local agencies, such as cities, towns, and the County, transit agencies, Caltrans, and the non-profit and private sectors, will be chiefly responsible for implementation of objectives and policies.

The vision for a comprehensive bicycle and pedestrian transportation system is:

In Sonoma County bicycling and walking are:

- Important to residents' quality of life
- Integral parts of an interconnected transportation system
- Safe and convenient for all user groups
- Viable means of reaching desired destinations
- Routinely accommodated
- Encouraged by easy connections to transit
- Fostered by education and enforcement
- Advanced by actions of government, schools and the private sector
- Promoted as tourism and recreation attractions
- Mode choices that contribute to personal health
- Options that reduce vehicle miles traveled and greenhouse gas emissions

Principal Goal:

To develop and maintain a comprehensive countywide bicycle and pedestrian transportation system, which includes projects, programs, and policies that work together to provide safe

¹ The "system" is defined as the whole of all of the components - physical and programmatic.

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and efficient opportunities for bicyclists and pedestrians to access public transportation, school, work, shopping, services, recreation and residences.

Objectives and Policies

Objective 1.0: The Countywide Bicycle and Pedestrian Network²

Establish a comprehensive countywide bicycle and pedestrian transportation system.

Policies

- I.1 Develop a local and countywide bicycle and pedestrian transportation network that provides access to and among major activity centers, commercial districts, schools, transportation centers, public transportation recreation, and other destinations, according to the recommendations in this plan.
- I.2 Work cooperatively with responsible agencies including cities and the County of Sonoma, Regional Parks, SCTA, SMART, SCWA, and others, to close existing facility gaps and ensure the system is implemented, constructed, and maintained.
- I.3 Establish a bicycle and pedestrian advisory committee to advise staff on bicycle and pedestrian issues.
 - A. The Bicycle and Pedestrian Advisory Committee (BPAC) shall be responsible for advising staff on the ongoing planning and coordination of the bicycle and pedestrian transportation system.
- I.4 Assign a bicycle and pedestrian coordinator to oversee implementation of the Bicycle and Pedestrian Plan and coordinate activities between City departments and other jurisdictions.
- I.5 Double the “Journey to Work” mode split percentages for walking and bicycling, by the year 2020, using 2006 data as the baseline.
- I.6 Accommodate the needs of bicyclists of all types (commuters, recreational riders, children, and families) in planning, developing, and maintaining a bikeway network that is safe and convenient.
- I.7 Make the development of a Class I multi-use pathway along the SMART right-of-way a high priority, independent of the re-establishment of rail and transit operations.
- I.8 Require new development to provide safe, continuous and convenient pedestrian access to jobs, shopping and other local services and destinations.
- I.9 Create spaces and activities that invite pedestrian use and optimize the experience of walking with amenities such as landscaping, public art, seating and drinking fountains.
- I.10 Improve the safety of pedestrian crossings on roadways and highways, especially in pedestrian districts.

Objective 2.0: Design

Utilize accepted design standards and “best practices” for the development of bicycle and pedestrian facilities.

² The “network” is defined as the physical improvements that establish bicycle and pedestrian routes.

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Policies

- 2.1 Consider Chapter 1000 "Bikeways Planning and Design", from the California Highway Design Manual, the California Manual of Uniform Traffic Control Devices, the American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and Guide for the Planning, Design, and Operation of Pedestrian Facilities when designing bicycle and pedestrian facilities.
- 2.2 Require that all signalized intersections include bicycle detection and are properly marked and operational for use by bicyclists.
- 2.3 Where minimum bike lane standards are infeasible, use striped edge lines, signs, shared lane markings, or other route enhancements to improve conditions for bicyclists.
- 2.4 Avoid the loss of existing bicycle and pedestrian facilities or jeopardizing future facilities as shown on the Bikeways Map.
- 2.5 Install directional and informational signage, markers, and stencils on off-street paths, on-street bikeways, local roads, and State Routes to improve "way-finding" for bicyclists, assist emergency personnel, and heighten motorist's awareness.
 - A. Develop a Citywide "way-finding" program.

Objective 3.0: Multimodal Integration

Develop and enhance opportunities for bicyclists and pedestrians to easily access public transit.

Policies

- 3.1 Implement a safe routes to transit program that prioritizes pedestrian and bicycle access to transit stops and stations.
- 3.2 Require transit providers to provide and maintain convenient and secure bike parking facilities, all-weather shelters, and other amenities at major transit stops and transportation centers at a minimum.
- 3.3 Require local and regional transit agencies to accommodate bicycles on transit and plan for the need for additional bicycle storage capacity on transit to ensure capacity keeps up with demand.

Objective 4.0: Comprehensive Support Facilities

Encourage the development of comprehensive support facilities for walking and bicycling.

Policies

- 4.1 Require adequate short-term bicycle parking for retail, public facilities, office, commercial and industrial uses.
- 4.2 Require adequate short-term bicycle parking and long-term bicycle storage for transportation centers.
- 4.3 Require larger employers to provide secure indoor and/or covered bicycle parking for their employees.

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- 4.4 Require larger employers to provide adequate shower and locker facilities for workers.

Objective 5.0: Education and Promotion

Develop programs and public outreach materials to promote bicycle and pedestrian safety and the positive benefits of bicycling and walking.

Policies

- 5.1 Participate in the development and maintenance of a bicycle and pedestrian safety campaign as a countywide tool to deliver comprehensive safety awareness, driver, cyclist and pedestrian education information, and to increase the awareness of the benefits of walking and bicycling as transportation modes.
- 5.2 Support “grassroots” efforts that help to resolve bicycle and pedestrian transportation issues.
- 5.3 Distribute bicycle and pedestrian safety, educational, and promotional materials through law enforcement activities, at scholastic orientations, and to new political representatives.
- 5.4 Encourage events that introduce residents to walking and bicycling, such as bike-to-work, walk/bike-to-school days, senior walks and historic walks.
- 5.5 Require major employment centers and employers to accommodate commuting by bicycle.
- 5.6 Educate the general public and the officials of state, county, and local law enforcement agencies on common Vehicle Code infractions involving bicyclists and other users of roadways or off-road pathways.

Objective 6.0: Safety and Security

Create countywide pedestrian and bicycle networks that are safe and secure. Reduce automobile collisions with pedestrians and bicyclists by 50 percent by the year 2020, using 2006 collision data as the baseline for analysis.

Policies

- 6.1 Support the delivery of bicycle Safety Education Programs to schools, utilizing assistance from law enforcement agencies, local bicycle shops, and other appropriate groups and organizations.
- 6.2 Improve safety of intersection crossings using routine pedestrian signal cycles, pedestrian buttons, high-visibility crosswalk markings and education.
- 6.3 Prioritize safety improvements in the vicinity of schools, public transit and other high-priority pedestrian destinations.
- 6.4 Improve collection and analysis of collision data. The Public Works Department shall review this data annually to identify problem areas which require immediate attention.
- 6.5 Improve pedestrian safety and security and the ‘sense of isolation’ with pedestrian-level lighting, where appropriate, and development of activities and facilities that encourage walking.

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Objective 7.0: Land Use

Encourage smart growth land use strategies by planning, designing and constructing bicycle and pedestrian facilities in new development.

Policies

- 7.1 Encourage School district to participate in providing safe and continuous bicycle and pedestrian connections from surrounding neighborhoods when constructing new or improving existing school facilities.
- 7.2 Ensure that on-street parking does not conflict with Class II bikeways.
- 7.3 Encourage compact, high density pedestrian oriented development in pedestrian districts.
- 7.4 In pedestrian districts allow shared parking for commercial uses rather than requiring each business to provide separate parking areas.
- 7.5 Require discretionary projects in pedestrian districts to provide pedestrian facilities such as sidewalks, steps, and trails that link pedestrian routes or provide access to destinations.

Objective 8.0: Planning and Analysis

Continue to support bicycle and pedestrian efforts with data measurement, analysis, and ongoing planning.

Policies

- 8.1 Update the Bicycle and Pedestrian Plan in accordance with the California Bicycle Transportation Act, and to coordinate with Regional Transportation Plan updates.
- 8.2 Incorporate policies in this Bicycle and Pedestrian Plan into all specific, master and General Plan documents and redevelopment policies.
- 8.3 The BPAC shall review the design of all new road widening projects in order to minimize hazards and barriers to bicycle travel on all local roads.
- 8.4 Refer projects that meet any of the following conditions to the BPAC for review to determine consistency with this plan:
 - A. Resurfacing, restoration, and rehabilitation (3R) projects, or other improvements of roads designated as Class II bikeways.
 - B. Resurfacing, restoration, and rehabilitation (3R) projects or other improvements of roads designated as Class III bike routes.
 - C. Resurfacing, restoration, and rehabilitation (3R) projects that include the installation of rumble strips, AC berms or similar barriers, and/or roadway dots in the shoulder area.
 - D. Traffic calming improvements.
 - E. Road capacity improvement projects.
 - F. Discretionary projects adjacent to or traversed by existing or designated Class I, II or III bikeways.

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- G. Discretionary projects conditioned with roadway improvements along a designated or existing Class I, II or III bikeway.
- 8.5 Proactively seek opportunities for acquisition of abandoned rights-of-way, natural waterways, flood control rights-of-way, utility rights-of-way, and lands for the development of new Class I multi-use pathways.
- 8.6 Ensure that Class I or II bikeways are constructed in a manner that does not reduce or eliminate other designated bikeways without consultation with the Bicycle and Pedestrian Advisory Committee.
- 8.7 Plan for and acquire Class I bike paths, wherever feasible, that will connect to designated or existing Class I multi-use pathways, trails, communities, existing or proposed schools, public parks and open space areas, and existing or proposed public transit nodes (e.g., transportation centers, park and ride lots, bus stops).

Objective 9.0: Maintenance

Maintain and/or improve the quality, operation, and integrity of bicycle and pedestrian infrastructure.

Policies

- 9.1 Maintain geometry, pavement surface condition, debris removal, markings, and signage on Class II and Class III bikeways to the same standards and condition as the adjacent motor vehicle lanes.
- 9.2 Develop a maintenance reporting system with a central point of contact that can be used to report, track, and respond to routine bicycle and pedestrian maintenance issues in a timely manner.
- 9.3 Require that road construction projects minimize their impacts on bicyclists and pedestrians through the proper placement of construction signs and equipment, and by providing adequate detours.
- 9.4 Require that routine maintenance of local roads consider bicycle and pedestrian safety and at a minimum includes the following activities:
 - A. Trim vegetation to provide a minimum horizontal clearance of 4 feet from the edge of pavement and a minimum vertical clearance of 8 feet.
 - B. Clear debris from road shoulder areas to provide space for walking.

Objective 10.0: Funding

Maximize the amount of funding for bicycle and pedestrian projects and programs throughout Sonoma County, with an emphasis on implementation of this plan.

Policies

- 10.1 Work with federal, state, regional, and local agencies and any other available public or private funding sources to secure funding for the bicycle and pedestrian system.

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- 10.2 Encourage multi-jurisdictional funding applications to implement the regional bicycle and pedestrian system.
- 10.3 Promote the availability of adequate regional, state and federal funding sources for bicycle and pedestrian transportation projects.

Relationship to Other Plans and Policies

Implementation of the Cotati Bicycle and Pedestrian Plan will require coordination, consistency, and cooperation among numerous jurisdictions and agencies with varied interests that share policy decisions within and immediately adjacent to Cotati. There are myriad relevant federal, state, regional, county, and local agencies that have developed plans, programs, directives, policies, and regulations related to funding, planning, designing, operating, maintaining, and using bicycle and pedestrian facilities. These agencies and their plans, policies, etc., have been evaluated for coordination, consistency, and conformance with this Plan. Brief summaries of local plans and policies are provided below. Summaries of regional, state, and federal plans, policies, and other relevant resources are provided in the Overview section.

Cotati General Plan

The Cotati General Plan is a long-range comprehensive planning document required by state law and adopted by the City in 1998 to set policy and guide future growth, development and conservation of resources. The General Plan was designed to guide development through 2015. An update to the plan is currently underway and near completion. While the policies and goals contained in the 1998 General Plan still apply, given the anticipated adoption of the General Plan Update in the near term, the draft update was evaluated for the purpose of this review.

The following General Plan goals are relevant to bicycle and pedestrian improvements in Cotati.

Goal 2 – Develop a system of transportation facilities and services that provides safe and efficient access to all parts of the City, including Thomas Page School, Sonoma State University, and the region, and reinforces the desired land use pattern.

Policies and Implementation:

Objective 2.2

Develop a safe and efficient system of bicycle and pedestrian routes that connect neighborhoods with commercial centers, transit facilities, parks, and Thomas Page School, the City of Rohnert Park, and the County of Sonoma.

Policies and Implementation

- 2.2.1 Establish and maintain continuous clearly identifiable bicycle routes and facilities on Old Redwood Highway, East Cotati Avenue, Gravenstein Highway, and West Sierra Avenue.
 - A. Through a Capital Improvement Program the Public Works staff shall maintain and develop bike lanes along arterial streets with clearly marked lines and visible signs. (see General Plan Map 5)

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- B. Planning staff shall work with Sonoma County Transit to create an effective Rider Awareness Program that will educate the public on the existing transit systems.
 - C. The Planning Commission shall prepare a Bicycle and Pedestrian Master Plan which will include a regular maintenance schedule for bikepaths, sidewalks, and walkways.
 - D. Provide safe and continuous pedestrian, vehicular, and bicycle access to park-and-ride facilities.
 - E. Complete the Laguna Bikepath which connects Commerce Blvd. to Lancaster Avenue as shown on General Plan Map 5.
- 2.2.2 Maintain and develop a network of walkways and sidewalks along arterial and collector streets to provide for safe and efficient travel.
- A. Where appropriate, the City shall use the Street and Highways Code (for assessment purposes) to construct sidewalks. In addition, establish a schedule for installing sidewalks along arterial streets, using other funding sources should they be available (see Map 6). The City Engineer shall review all plans for sidewalk construction to ensure that existing trees are circumvented by the new sidewalk. Public Works shall ensure that existing trees are properly protected during construction.
 - B. In areas where sidewalks and walkways are needed, special assessment of affected property owners may provide the funding for installation.
 - C. For all new residential and commercial development, developers shall be required to install sidewalks and walkways on and off-site as dictated by the location of transit stops and common pedestrian destinations. The Planning Department and the Building Inspector shall monitor plans for compliance with these requirements. Exceptions may be made for the residential area immediately surrounding the Hub area when it can be shown that the sidewalk will be at odds with the neighborhood aesthetic and the historic nature of the area.
 - D. Emphasis shall be placed on creating safe pedestrian and bicycle travel to and from Thomas Page School.
- 2.2.3 New development shall provide the rights-of-way for bicycle and pedestrian facilities.
- A. Developers shall be required to provide land dedication or provide fees in order to provide bikepaths, sidewalks, and walkways. The Planning Department and Building Inspector shall monitor plans for compliance with these requirements.
- 2.2.4 Priority shall be given to upgrading and maintaining existing bicycle and pedestrian routes before new routes are established.
- A. The Planning Department shall prepare a Bicycle and Pedestrian Master Plan which will include a regular maintenance schedule for bikepaths, sidewalks, and walkways.
- 2.2.5 Continue to provide secure bicycle racks in the Hub, future and existing commercial areas, park-and-ride transit facilities, schools, and multiple unit residential developments.

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- A. Developers shall be required to provide secure bicycle racks in multiple unit and commercial developments. The design review process shall monitor this requirement.
- 2.2.6 Provide curb cuts and ramps at the intersections along Old Redwood Highway and East Cotati Avenue and throughout the community, to serve the needs of the mobility-impaired.
 - A. Through a Capital Improvement Program the Public Works Department shall install curb cuts at intersections and along Old Redwood Highway and East Cotati Avenue.
- 2.2.7 Identify streets on the west side of Highway 101 where reduced pedestrian facilities, such as an asphalt path, would more closely support the rural character.
 - A. Planning staff shall indicate streets with reduced pedestrian facilities on the Pedestrian Facility Needs Map (See General Plan Map 6).
- 2.2.8 Establish pedestrian facilities under the Gravenstein Highway and West Sierra Avenue interchanges to facilitate safe and efficient pedestrian and bicycle travel throughout Cotati.
 - A. Planning staff shall pursue with Caltrans the installation of sidewalks under Highway 101 at both interchanges.
- 2.2.9 Enhance the safety of pedestrian crossings in the Hub area while ensuring a delightful downtown experience.
 - A. The City shall retain the viewpoint of the pedestrian as the primary perspective when identifying Hub-related traffic improvements.

Draft Citywide Traffic Improvement Plan, March 15, 2005

Alternative Transportation Modes

Based on a review of the 1998 General Plan, other studies, and field review, alternative transportation mode traffic improvements were developed.

Bicycle Facilities

Criteria provided by Caltrans in the Traffic Manual denote a Class I bicycle facility as a separate path, Class II facilities are bike lanes, and a Class III facility is one on which bicycle traffic is promoted but where there is no separate lane or path. Within the City of Cotati, there are existing Class II facilities on Old Redwood Highway, E. Cotati Avenue, and Gravenstein Highway.

- It is recommended that continuous bike lanes on Old Redwood Highway, E. Cotati Avenue, Gravenstein Highway and W. Sierra Avenue be created and maintained within the City of Cotati. Currently, there is a gap in the Class II lanes on Gravenstein Highway between Redwood Drive and Old Redwood Highway.

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- The Laguna bike path that connects Commerce Boulevard to Lancaster Avenue should be completed.

Pedestrian Facilities

Pedestrian activity areas within the City of Cotati are primarily focused in the hub area of downtown. There is also moderate pedestrian activity along E. Cotati Avenue, Old Redwood Highway, and W. Sierra Avenue. These corridors are generally served by concrete sidewalks. However, there are intermittent sections without sidewalks due to adjacent undeveloped parcels. A number of the residential neighborhoods and industrial areas on the fringes of the community do not have any sidewalks, walkways or shoulder area for pedestrian traffic. In addition, the City has recognized an unwritten policy that supports using a more rural type of pedestrian path rather than the typical curb, gutter and sidewalk in some locations on Cotati's west side.

- Gaps in the sidewalk system should be addressed, especially on Old Redwood Highway between Gravenstein Highway and the hub, on Old Redwood Highway between the hub and Valparaiso Avenue-Myrtle Avenue and on West Sierra Avenue between U.S. 101 and Valparaiso Avenue.

Enhanced pedestrian crossings, including warning lights, pedestrian signage and striping, and medians or bulbouts, should be provided at uncontrolled crossing locations including:

- East Cotati Avenue at the Laguna trail crossing, east of Charles Street
- East Cotati Avenue at Charles Street
- W. Sierra Avenue at La Plaza (west)
- W. Sierra Avenue at Henry Street-Olaf Street
- Old Redwood Highway at La Plaza (north)
- Old Redwood Highway at Page Street

City of Cotati Downtown Specific Plan, Draft, February 20, 2006

Chapter I: Introduction

Local Context

I.2 - Relationship to Cotati General Plan

The Draft Downtown Specific Plan implements several policies of the Cotati General Plan by providing for new mixed-use and commercial development on vacant and underutilized land north of La Plaza, and for the continuing economic development of the historic downtown area south of La Plaza. The Specific Plan also addresses General Plan circulation policies by effectively accommodating multiple transportation modes. Applicable General Plan policies include, but are not limited to the following:

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Community Development

- 1.4.14 The area along both sides of Old Redwood Highway, north of La Plaza and south of the Highway 101 northbound on-ramp, shall be developed in an integrated manner assuring a vibrant, mixed-use and pedestrian-oriented extension of the downtown.
- 2.2.1 Establish and maintain continuous clearly identifiable bicycle routes and facilities on Old Redwood Highway, East Cotati Avenue, Gravenstein Highway, and West Sierra Avenue.
- 2.2.2 Maintain and develop a network of walkways and sidewalks along arterial and collector streets to provide for safe and efficient travel.
- 2.2.3 New development shall provide the rights-of-way for bicycle and pedestrian facilities.
- 2.2.4 New priority shall be given to upgrading and maintaining existing bicycle and pedestrian routes before new routes are established.
- 2.2.9 Enhance the safety of pedestrian crossings in the Hub area while ensuring a delightful downtown experience.
- 2.4.1 Seek alternatives to traditional traffic solutions; these measures could include traffic signals, street widening, and stop signs. Traffic calming measures, which decrease environmental impacts, slow vehicular speed and encourage pedestrian and bicycle modes of transportation, including pedestrian and cyclist amenities such as bike racks and street furniture/signage, shall be given the highest priority above the traffic improvements recommended below.

Economic Vitality

- 11.1.4 Provide safe walking areas for pedestrians, allow safe on-street parking and provide adequate street width for fire safety vehicles in the Hub.

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4. The Local Bicycle and Pedestrian Transportation Network

The City of Cotati bicycle and pedestrian resources map is shown in Figure I. The map includes both existing and proposed bicycle and pedestrian facilities.

Existing Conditions

Bicyclists and Bicycle Conditions

The existing bicycle network in Cotati consists of Class I pathways and Class II bike lanes. Nearly 1.5 miles of the Laguna de Santa Rosa trail have been improved over the past decade providing nearly continuous access through the community with connections to parks and neighborhoods, including several pedestrian bridges, and a planned trail crossing of East Cotati Avenue. Approximately 2.8 miles of Class II bike lanes are provided in Cotati. Class II bike lanes extend east-west through the City on East Cotati Avenue and West Sierra Avenue, however, the public noted that deteriorating pavement conditions on East Cotati Avenue are a deterrent to commuters and existing striping and stencils are in need of maintenance. Class II bike lanes are provided on Lancaster Drive and Redwood Drive, and shoulders are provided on Gravenstein Highway South. A segment by segment breakdown of existing bikeways is listed in Table 3.

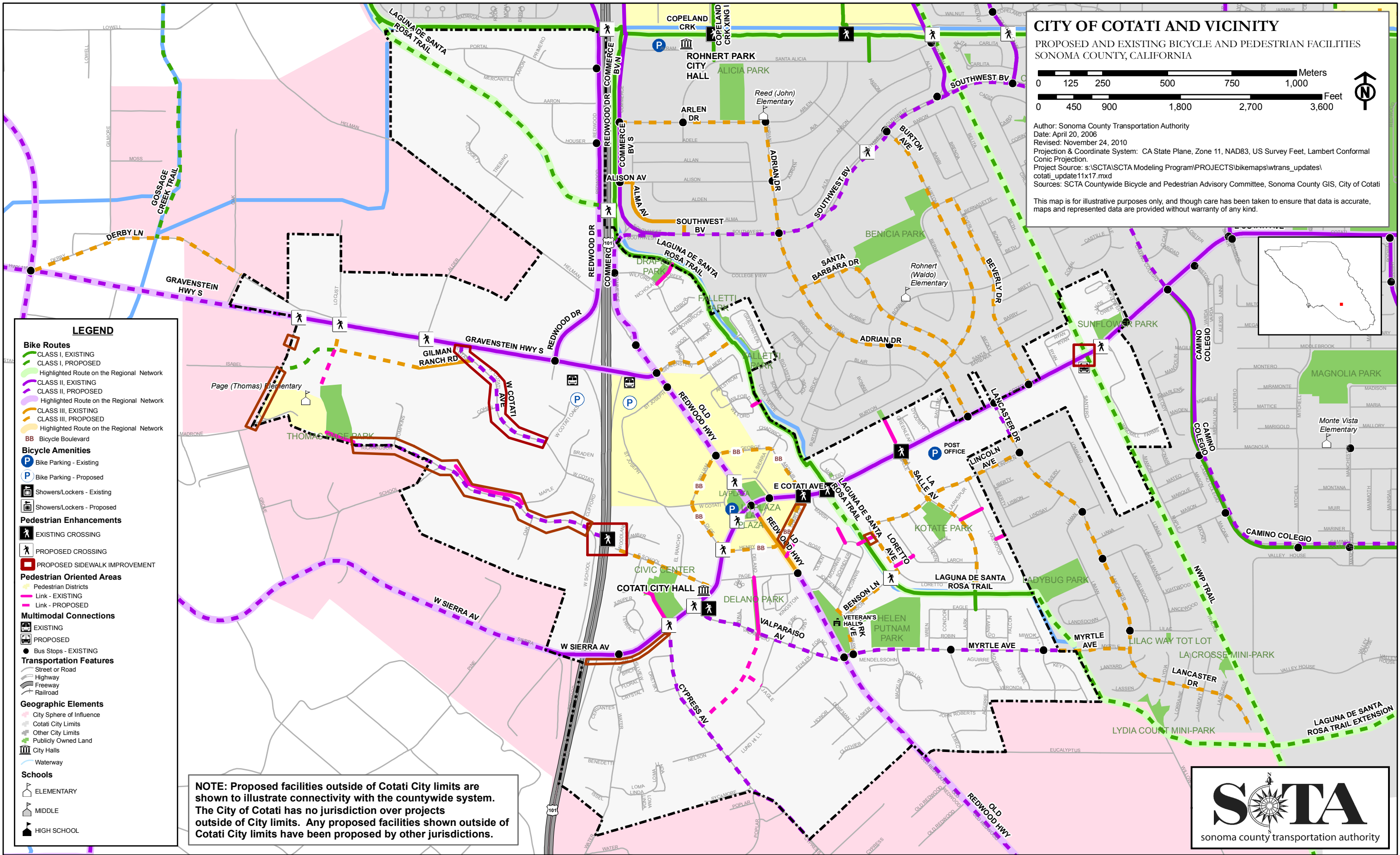


Pedestrians, Pedestrian Districts, and Pedestrian Conditions

The Old Redwood Highway/Gravenstein Highway pedestrian corridor extends from Highway 101/Gravenstein Highway), through the downtown, to roughly Park Avenue south of the Hub, and contains the bulk of Cotati's retail and commercial resources. Pedestrian enhancements are proposed for the intersections of Old Redwood Highway at La Plaza and at Page Street, south of the Hub. The Downtown Specific Plan envisions a mixed-use, pedestrian-oriented extension of downtown along this corridor, north of La Plaza. Long term plans include realigning Old Redwood Highway to allow through-traffic to avoid this pedestrian-oriented district.

The West Sierra Avenue pedestrian corridor extends west from the Hub to West School Street, and provides access to City Hall, Cotati Middle School, and residential areas including a mix of single and multi-family units. The Citywide Traffic Improvement Plan calls for enhanced pedestrian crossings—including warning lights, pedestrian signage and striping, and medians or bulbouts—on West Sierra Avenue at La Plaza and at Henry/Olaf Streets. The need for crossing improvements has also been identified on West Sierra Avenue at Cypress and Valparaiso avenues.

Cotati's schools also attract large numbers of pedestrians, particularly at certain times of day. (See Safe Routes to Schools discussion, below.)



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**Table 3
Existing Bikeways**

Project Corridor/ Street	Begin Point	End Point	Class	Length (Miles)	Local (L) Regional (R)	Primary Network	SF Bay Area Regional Route	Use	Notes
Commerce Blvd	Rohnert Park/Cotati City Limits	Old Redwood Highway	I	0.10	R	No	No	Trans	
Laguna de Santa Rosa	Commerce	Ladybug Park	I	1.46	R	Yes	No	Trans/Rec	
Laguna de Santa Rosa Bridge & Connector Trail	Loretto Avenue	Eagle Drive	I	0.07	L	No	No	Trans/Rec	
West Sierra Avenue	Cotati City Limits	Old Redwood Highway	II	0.68	R	Yes	No	Trans	
Gravenstein Hwy South	Madrone Avenue	Old Redwood Highway	II	0.88	R	Yes	No	Trans	
Lancaster Drive	East Cotati Avenue	Cotati/Rohnert Park City Limits	II	0.09	R	No	No	Trans	
Redwood Drive	Cotati/Rohnert Park City Limits	Gravenstein Highway (except portion described in Table 4)	II	0.2	R	Yes	No	Trans	
E Cotati Ave	Old Redwood Highway	Cotati/Rohnert Park City Limits	II	1.00		Yes		Trans	
				Class I	1.63				
				Class II	2.85				
				Class III	0.0				

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The primary challenges to walking in Cotati include pedestrian crossings of Gravenstein Highway (particularly at Alder and Locust streets and Madrone Avenue, near Thomas Page Elementary School); Old Redwood Highway; East Cotati Avenue; and West Sierra Avenue. Filling in sidewalk gaps is also a priority (see following section), as is connecting the parts of town east and west of Highway 101. An existing under-crossing of US 101 connects the east and west sides of Cotati on East and West School streets and improvements are proposed for the Gravenstein Highway interchange. Caltrans will also be improving the SR 116/US 101 interchange, including sidewalks, curb ramps and bicycle lanes as part of the US 101 widening project. Pedestrian-level lighting is needed throughout Cotati, particularly at roadway crossings, as is a strategy to allow bicyclists and pedestrians to coexist, particularly on multi-use paths and on streets where bulbouts are envisioned. Policies to guide the use of motorized scooters, such as those most frequently used by the elderly, and Segways (which typically attract younger users) on streets, sidewalks and multi-use paths should be a part of this strategy.



Sidewalk Inventories

Cities track sidewalk locations and their condition in order to identify gaps in the pedestrian network, to prioritize maintenance, and to take advantage of maintenance and upgrade opportunities, such as those provided by new development or utility trenching.

Although the City of Cotati does not have a sidewalk inventory *per se*, an overview of sidewalk gaps is included in the 2005 Citywide Traffic Improvement Plan. The Plan reveals intermittent sections of East Cotati Avenue, Old Redwood Highway and West Sierra Avenue—the City’s primary pedestrian corridors—without sidewalks, due to adjacent undeveloped parcels. The Plan recommends addressing gaps on Old Redwood Highway between Gravenstein Highway and the Hub and between the Hub and Valparaiso Avenue/Myrtle Avenue; and West Sierra Avenue between US 101 and Valparaiso Avenue. The Plan also mentions a number of residential neighborhoods and industrial areas on the fringes of the community that do not have sidewalks, walkways or shoulder area for pedestrian traffic. Finally, the Plan describes the City’s unwritten policy that supports using a more rural type of pedestrian path in the West Cotati area, rather than a typical curb, gutter and sidewalk.

Disabled Access – ADA

The Americans with Disabilities Act (ADA) was enacted in 1990, providing rights and protections to individuals with disabilities. To comply in the realm of the pedestrian network, local governments must bring sidewalks, curb ramps and roadway crossings up to a set of specified standards when constructing new facilities or making modifications within existing public rights-of-way. According to ADA, additions and alterations to existing facilities shall comply with R202.³ Alterations include, but are not limited to, renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths or vehicular ways, or changes or rearrangement of structural parts or elements of a facility. Pavement

³ US Access Board, Revised Draft Guidelines for Accessible Public Rights-of-Way, R202 Alterations and Additions to Existing Facilities

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patching and liquid-applied sealing, lane restriping, and short-term maintenance activities are not alterations.

In addition to providing individuals with disabilities with accessible sidewalk, curb ramp and crossing facilities, many ADA requirements help other populations as well. For instance, in addition to serving people who use wheelchairs or other mobility aids, curb ramps facilitate travel by those pushing strollers and inexperienced bicyclists who are not yet ready to ride in the street. Wide sidewalks, and a lack of obstructions, create a nicer environment for all pedestrians. These improvements can also reduce demand for paratransit services (demand-responsive transit for people whose disabilities prevent them from using public transit) by allowing some people with disabilities to access public transit stops.



Transit and Multi-Modal Access

Convenient multi-modal connections for bicyclists and pedestrians that are well-integrated into the transportation system are a vital component of the bicycle and pedestrian network. Transit has the potential to extend trip ranges for bicyclists and pedestrians to nearby communities and destinations outside of Sonoma County. This is especially important for Cotati and Sonoma County in general, considering existing barriers to bicycle and pedestrian travel such as distances between communities, gaps in the existing bicycle and pedestrian networks between urban areas, heat during summer months and rain during winter months. While these obstacles likely serve as deterrents to existing and potential trips by bike or by foot, convenient multi-modal access can help to address these issues and extend trip ranges. Front loading bicycle racks, which typically accommodate three bicycles, are provided on all fixed route transit buses that operate in Sonoma County. Bicycle rack spaces are available on a first come, first served basis. When the front loading racks are full, drivers can accommodate bicycles inside the bus at their discretion, however, in the event that it is the last scheduled bus of the day, bicycles are permitted inside the vehicle.

Park and Ride Lots – Cotati has two park and ride lots. A Caltrans lot is located on the east side of US 101 on St. Josephs way just south of the US 101/Gravenstein Highway interchange. The facility is served by Golden Gate Transit, provides bike racks and a bus shelter, and includes 185 vehicle parking spaces. The City of Cotati has long range plans to remove this facility from the immediate downtown area. For this reason, a second lot is provided on the west side of US 101 on Redwood Drive south of Gravenstein Highway. The facility is served by Sonoma County Transit, no bike racks or transit amenities are currently provided, but there are more than 100 spaces.

Sonoma County Transit – Three Sonoma County Transit routes serve the City of Cotati. Route 48/48X travels daily between Santa Rosa and Petaluma, and serves Rohnert Park and Cotati (on Old Redwood Highway). On weekdays, the local Route 26 travels between Sebastopol and Sonoma State University, serving the Cotati Park & Ride lot on the west side of Highway 101 along the way. The Route 10 offers local service between Old Redwood Highway in Cotati and Rohnert Park's shopping areas, Sonoma State University and, on school days, to Rohnert Park primary and secondary schools. Sonoma County Transit maintains five shelters at Cotati bus stops.

Golden Gate Transit – Golden Gate Transit Routes 70/80 and 75 serve the Cotati Hub, with service to San Francisco (via Marin County cities) and San Rafael, respectively.

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Sonoma Marin Area Rail Transit (SMART) – The SMART District is a regional transportation district that was established in 2003 by the California Legislature with the passage of California State Assembly Bill 2224 (Nation, District 6). The SMART District was established to oversee the development and implementation of passenger rail service in Sonoma and Marin counties along the Northwestern Pacific Railway. The District holds over seventy miles of railroad right-of-way in public ownership between the cities of Cotati and Larkspur, and is charged with planning, engineering, evaluating and implementing passenger train service and corridor maintenance from Cotati to Larkspur. Additionally, the development of a multi-use bicycle and pedestrian pathway within, or adjacent to, the rail corridor is included in the project. The voters of Marin and Sonoma Counties recently voted to increase the sales tax to develop the SMART corridor.



The SMART passenger train would serve passengers at fourteen existing or planned multi-modal train stations between Cotati in Sonoma County and the terminal in Larkspur in Marin County, where a connection can be made to San Francisco via the existing ferry service. There is a SMART rail station proposed for the southeast corner of the intersection of East Cotati Avenue and the railroad tracks which will operate as the Cotati intermodal facility and park-n-ride lot. SMART also proposes to provide a critical north-south transportation route for bicyclists and pedestrians, with approximately 70 miles of multi-use pathway located along or adjacent to the right-of-way between Cotati and Larkspur. The SMART Path project will provide a continuous north-south route through Sonoma County comprised largely of Class I multi-use pathway along with short segments of Class II bike lanes or Class III bike routes, where right-of-way constraints occur, to connect seven of the County's nine cities: Cotati, Healdsburg, Windsor, Santa Rosa, Rohnert Park, Cotati, and Petaluma. <http://www.sonomamarintrain.org/>

Support Facilities and Bicycle Parking

End-of-trip support facilities include bicycle parking, areas to change clothes and shower, and facilities for storing clothes and equipment. Bicycle parking in Cotati is provided at the Caltrans park and ride lot on St. Josephs Way, Cotati Civic Center, downtown, at numerous transit stops, and at shopping centers. There are no existing shower or locker facilities designated for bicyclists, and none are proposed at this time.

Safety and Security

Safety is a major concern of both current and potential bicyclists and pedestrians. For those who walk or bicycle, it is typically an on-going concern or even a distraction. For those who avoid walking and/or bicycle riding, concern about safety is one of the most compelling reasons not to do so. In discussing bicycle safety, it is important to separate perceived dangers from actual safety hazards.

Riding a bicycle on the street is commonly perceived as unsafe because of the exposure of a lightweight, two-wheeled vehicle to heavier and faster moving motor vehicles including autos, trucks and buses. Actual accident statistics, however, show that bicyclists face only a marginally higher degree of sustaining an injury than a motorist, based on numbers of users and miles traveled. Death rates are essentially the same for bicyclists as motorists. Collisions between bicycles and vehicles are much less likely to happen

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than bicycle-with-bicycle, bicycle-with-pedestrian, or collisions caused by roadway facilities. Additionally, the majority of reported bicycle crashes show the bicyclist to be at fault; generally, this involves younger bicyclists riding on the wrong side of the road or being hit broadside by a vehicle at an intersection or driveway.

Local Enforcement Responsibilities – *The Cotati Police Department enforces the California Vehicle Code and traffic laws in Cotati, including bicycle and pedestrian violations.*



Existing and Proposed Safety and Education Programs – *Currently there are no existing safety and/or education programs for bicyclists and pedestrians taught in Cotati.*

Collision Analysis

The collision history for Cotati was reviewed to determine any trends or patterns that could indicate safety issues. The collision data for 2002-2006 was obtained from the California Highway Patrol (CHP) as published in their State Wide Integrated Traffic Records System (SWITRS) reports. The CHP Accident Investigation Unit maintains SWITRS. It was developed as a means to collect and process data from collision scenes. The program ensures that local police departments and the CHP utilize and maintain uniform data collection tools and methods to collect and compile meaningful data and statistics that can be used to improve roadway conditions and monitor the effectiveness of enforcement efforts.

It is important to note that SWITRS only includes reported collisions, so may not reflect all conflicts that occur. A comprehensive review of the data was performed to help understand the nature and factors involved in bicycle and pedestrian collisions. A better understanding of these factors may help planners and engineers address some of the physical environments that contribute to these incidents. For example, if it is determined that a high incidence of collisions are occurring in the evening, lighting improvements may help to correct the situation. Conversely, a high incidence of collisions attributed to bicycle riding in the wrong direction or those involving children may be addressed through education and/or enforcement activities.

The following types of data were reviewed with an emphasis on the conditions indicated to better understand the factors that may have contributed to the reported collisions:

- Collisions:** This information includes an analysis of the major causes of each collision, the locations of collisions, and the seasonal variation of collisions.
- Conditions:** Environmental conditions at or near the collision site at the time of each crash were examined. This included an analysis of weather conditions, lighting conditions, and types of traffic control devices present.
- Demographics:** This included a determination, by gender and age, of collision rates for bicyclists and pedestrians.
- Locations:** This portion of the analysis includes a citywide map of bicycle and pedestrian collisions and other spatial analyses of different collision types.

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For the five-year period reviewed, a total of 379 collisions were reported in Cotati, including 11 bicycle collisions and seven pedestrian collisions. The numbers of bicycle and pedestrian collisions by year are included in the charts below.

Chart 1
Bicycle Collisions per Year

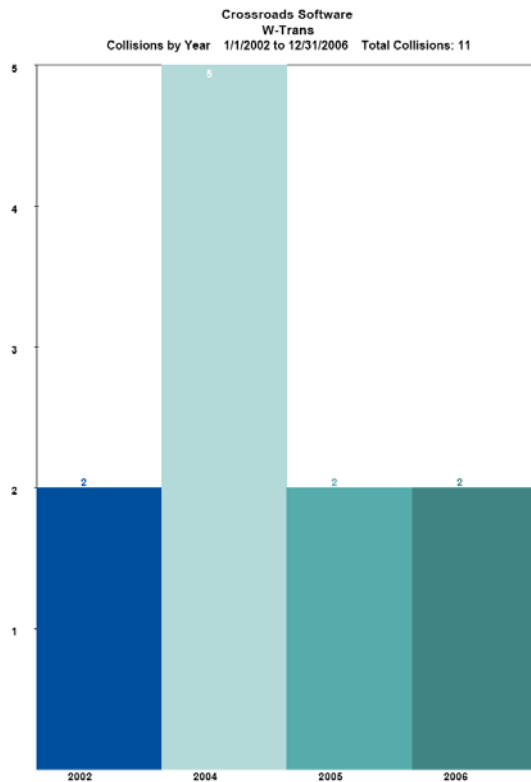
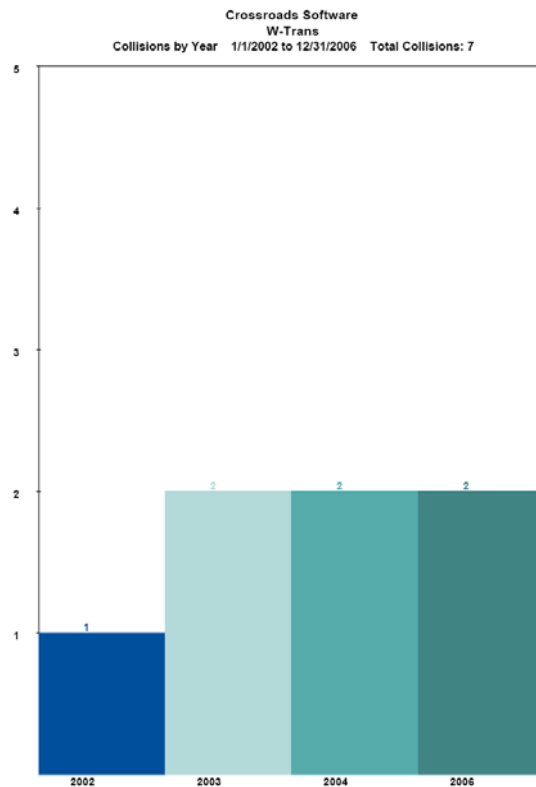


Chart 2
Pedestrian Collisions per Year



According to a review of the California Office of Traffic Safety Collision Rankings for 2004 – 2006, Cotati's bicycle and pedestrian collision rates rank in the mid-range of the average number of collisions per year by population for their population group; cities with a population of 10,000 persons or fewer (which consists of 80 cities in California).

Bicycle Collisions

There were 11 reported bicycle collisions in Cotati in the five-year study period. Five bicycle collisions were reported in 2004, and two per year were recorded for the remaining years in the review period. The cyclist was at-fault in almost 65 percent of these collisions. In 2 reported collisions, the bicyclist was riding the wrong way on the street. Most collisions were broadsides and 10 of the 11 occurred on arterial or major collector streets. September and December were the most common months for vehicle-bicycle crashes, similar to vehicle-vehicle crashes that occurred most commonly in September and October in Cotati. All collisions occurred during daylight hours and clear or cloudy weather conditions. While there is a steady decline in the total number of collisions in Cotati, the bicycle

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collision rate remained fairly constant: on average there were two bicycle crashes for each of the five study years.

Pedestrian Collisions

Over the five-year review period 7 pedestrian collisions were recorded in Cotati. One pedestrian collision was recorded in 2002, and two more were recorded for each of the remaining years in the review period. Two collisions occurred in the months of February and May, the remaining three occurred in June through August. All collisions occurred in daylight, so darkness was not a factor. Three of these crashes occurred on a Friday, though most of the collisions were found to be the pedestrian's fault. No fatalities occurred, though one pedestrian sustained severe injury.

Proposed Improvements

Bikeways

A segment by segment breakdown of the proposed bikeways including facility type, length, estimated cost of improvements, project priority, and other criteria are listed in Table 4. The proposed bikeways network has been developed to provide bicycle access to destinations throughout Cotati. The network consists of primary routes that connect through the City and provide access to neighboring jurisdictions, as well as local bikeways that provide access to neighborhoods and destinations throughout Cotati. While the projects in this Plan have received a preliminary feasibility evaluation, engineering and environmental studies will be required prior to project implementation to determine project specific issues such as right-of-way impacts, traffic operations, parking impacts, and environmental issues.

Approximately 4.5 miles of bikeways are proposed in Cotati, including a 0.6 mile extension of the Class I Laguna Pathway, 2.6 miles of Class II bike lanes on Myrtle Avenue, Old Redwood Highway, and Redwood Drive, and 1.3 miles of Class III bike routes which will improve local access on many of Cotati's local streets including Benson Lane, Gilman Ranch Road, Lincoln Avenue, and others. Improved bicycle access is planned as a component of long-term solutions proposed on Gravenstein Highway, including under US 101, and the US 101 undercrossing at East School Street. Additionally, a signing campaign of warning signs and destination based 'wayfinding' signs is proposed. Approximately 15-20 signs placed strategically at community gateways, route junctions, and regular intervals along the primary network would provide coverage for the entire community. The total cost of the bicycle facility improvements proposed in this plan is estimated at approximately \$900,000.

Pedestrian Facilities

Proposed pedestrian improvements in this Plan are focused on crossing enhancements at various intersections on Gravenstein Highway, East and West Cotati Avenues, US 101 at the existing East School Street undercrossing and the Laguna De Santa Rosa Bike Path along with proposed sidewalk infill projects on West Cotati Avenue, West Sierra Avenue, and Madrone Avenue.

Pedestrian District – The Cotati downtown area has been identified as a 'pedestrian district.' This district is one which experiences frequent pedestrian activity and street crossings. Therefore, the City should identify future pedestrian facilities and amenities in this district to serve this need.

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Table 4
Proposed Bikeways, Project Priorities, and Funding Opportunities
Including Proposed Project with Unknown Costs

	Project Corridor/ Street	Begin Point	End Point	Class	Length (Miles)	(L)ocal (R)egional	Primary Network	SF Bay Area Regional Route	Use	Cost	Priority	Impl'g Agency	Project Partner	Potential Funding Source	Notes
1	East Cotati Ave at RR	Santero Way	Windmill Farms Dr	II	0.1	R	Yes	Yes	Trans	\$225,000	H		NCRA SMART	NCRA SMART	Construct sidewalks & rehabilitate bike lanes & pavement at the RR crossing
2	Old Redwood Hwy	Gravenstein	La Plaza	II	0.8	R	Yes	Yes	Trans	\$57,483	H	Cotati		Local Funds RBPP, TFCA, TDA, BTA	Design in process
3	W. School Street	W. Sierra	Richardson Ln	II		L		No	Trans	Unknown	H	Cotati			Includes Thomas Page School bike /pedestrian path
4	Laguna de Santa Rosa	East Cotati Ave	Lincoln Bridge	I	0.2	R	Yes	No	Trans/Rec	\$96,580	L	Cotati	Laguna Foundation	SCAPOS, RBPP, TLC, TDA	
5	Bicycle Parking Program	Citywide							Trans/Rec	\$5,000	H	Cotati	SCTA	TDA, RBPP	
6	Commerce	Old Redwood Hwy	Rohnert Park/ Cotati City Limits	II	0.1	R	Yes	Yes	Trans	\$7,500	H	Caltrans	Cotati/RP	Caltrans RBPP, TFCA, TDA	Part of hwy 101 imp.
	East School Tunnel	East School St	West School St	I	0.1	L	No	No	Trans	\$75,000	H	Cotati	Caltrans	CDBG RBPP, Caltrans	Construct sidewalk & pathway entry improvements on East School & West School Streets
8	Laguna de Santa Rosa Trail	Redwood Dr			0.0	R		Yes	Trans/Rec	No Cost	H	Cotati	SCWA		Remove gate to allow access
9	NWP Trail	Cotati City Limits	Cotati City Limits	I	0.4	R	Yes	Yes	Trans/Rec	\$235,189	H	Cotati	SMART	SMART, Measure M, TDA, Developer Fees, BTA	Will be completed by SMART
10	Redwood Dr	Helman Lane	Laguna de Santa Rosa	II	0.6	L	No	No	Trans	\$48,174	M	Cotati		RBPP, TFCA, TDA, BTA	
11	Laguna de Santa Rosa Trail	Copeland Creek	Redwood Dr	I		R			Trans/Rec	Unknown	M	Cotati	SCWA	SCAPOS	
12	Myrtle Ave	Old Redwood Hwy	Rohnert Park/ Cotati City Limits	SW @ PARK + II	0.5	L	No	No	Trans	\$38,951	L	Cotati		TDA	

Cotati Bicycle & Pedestrian Master Plan

Table 4 Proposed Bikeways, Project Priorities, and Funding Opportunities Including Proposed Project with Unknown Costs															
	Project Corridor/ Street	Begin Point	End Point	Class	Length (Miles)	Local (L) Regional (R)	Primary Network	SF Bay Area Regional Route	Use	Cost	Priority	Impl'g Agency	Project Partner	Potential Funding Source	Notes
13	West Cotati Ave. bike lane	Hwy 116	West Cotati Oaks Court	II		L			Trans	Unknown	L	Cotati			
14	West Cotati Ave Sidewalks	Hwy 116	W Cotati Oaks Ct	SW	0.5	L	No	No	Trans	\$1,375,250	L	Cotati	Developer	Local Funds, RBPP	Sidewalk Infill
15	West Sierra Ave Sidewalks Crosswalk at bus stop	Water Rd	East School St	SW	0.1	R	Yes	No	Trans	\$185,000	M	Cotati		CDBG	Sidewalk Infill
16	Madrone Ave Sidewalks	Hwy 116	Thomas Page Elementary	SW	0.3	L	No	No	Trans	\$715,000	L	Cotati	Sonoma	Safe Routes to Schools, Local	Construct sidewalk on the east side of street
17	Wayfinding program (Warning & Dest. Signing)	Citywide							Trans/Rec	\$6,500	M	Cotati	SCTA, County	TDA, RBPP	
18	Benson Ln	Park Ave	Loretto Ave	III	0.2	L	No	No	Trans	\$2,586	L	Cotati		TDA, Local Funds	
19	Gilman Ranch Rd	West Cotati Ave	Hwy. 116	III	0.3	L	No	No	Rec	\$4,847	L	Cotati		DA, Local Funds	
20	Lincoln Ave	Lancaster Dr	Loretto Ave	III	0.4	L	No	No	Trans	\$6,078	L	Cotati		TDA	
21	Loretto Ave	Lincoln Ave	Benson Ln	III	0.1	L	No	No	Trans	\$1,901	L	Cotati		TDA	
22	Old Redwood Hwy	La Plaza	Charles St	III	0.1	R	Yes	Yes	Trans	\$1,307	L	Cotati		TDA, Developer Fees, RBPP, BTA	
23	Park Ave	Cotati Veterans Hall	Myrtle Ave	III	0.2	L	No	No	Trans	\$2,414	M	Cotati		TDA	
				Class I Class II Class III Sidewalks				0.7 2.7 1.3 0.9			Total		\$3,135,212		
											Bicycle Costs		\$ 859,962		
											Pedestrian Costs		\$2,275,250 (Exclusive of Unknown Costs)		

Cotati Bicycle & Pedestrian Master Plan

Table 5 Additional Important Proposed Bikeways, Project Priorities (Lacking Data)															
	Project Corridor/ Street	Begin Point	End Point	Class	Length (Miles)	Local (L) Regional (R)	Primary Network	SF Bay Area Regional Route	Use	Cost	Priority	Impl’g Agency	Project Partner	Potential Funding Source	Notes
1	Valparaiso Ave	West Sierra	Old Redwood Highway	II		L		N	Trans	Unknown	H				
2	Cypress Ave	W Sierra Ave	City limits	II		R		N	Trans	Unknown	M				
3	Arthur	E Cotati Ave	E Sierra	III		L		N	Trans	Unknown	L				
4	Charles	Old Redwood Hwy	E Cotati Ave	III		L		N	Trans	Unknown	L				
5	East School Street	Hwy 101	West Sierra	III		L		N	Trans	Unknown	L				
6	George	E Sierra	Old Redwood Hwy	III		L		N	Trans	Unknown	L				
7	Gravenstein Way	Old Redwood Hwy	Laguna de Santa Rosa	III		L		N	Trans	Unknown	L				
8	Henry	W Sierra	Old Redwood Hwy	III		L		N	Trans	Unknown	L				
9	La Salle	E Cotati Ave	Laguna de Santa Rosa	III		L		N	Trans	Unknown	L				
10	Bike Path	Gilman Ranch Rd	Madrone	I		L		N	Trans	Unknown	L				
11	Bike Path	Valparaiso Ave	Cypress Ave	I		L		N	Trans Rec	Unknown	L				INCLUDE LINK AT JAGLE
12	Olof	W Cotati	W Sierra	III		L		N	Trans	Unknown	L				
13	William	Old Redwood Hwy	W Cotati	III		L		N	Trans	Unknown	L				
14	Laguna de Santa Rosa Trail	Lincoln Bridge	Lincoln Ave.	I		L		N	Trans	Unknown	L				PROVIDE INGRESS AND EGRESS ON THE LINCOLN SIDE OF THE BRIDGE

Cotati Bicycle & Pedestrian Master Plan

5. Project Costs and Funding

Costs

Project costs for the improvement projects identified in this Plan are identified in Table 4.

Past Expenditures

Cotati has invested an average of approximately \$65,000 per year on bicycle and pedestrian improvements throughout the City over the past ten years.

Funding Sources

The number of grants available for non-motorized transportation projects has been growing in recent years. Specific funding opportunities for the proposed facilities are shown in Table 6 while a summary of these programs is included in the Overview section.

Cotati Bicycle & Pedestrian Master Plan

Appendix A Caltrans Checklist

	Location
a. The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	Section 2: Demographics and Commute Patterns
b. A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	Section 2: Setting and Context
c. A map and description of existing and proposed bikeways.	Map – Section 2: Text – Section 4: Description and List of Bicycle and Pedestrian Projects
d. A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	Map – Page 8: Text – Section 4: Support Facilities and Bicycle Parking
e. A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Map – Section 2: Text – Section 4: Transit and Multi-Modal Access
f. A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Map – Section 2: Text – Section 4: Support Facilities and Bicycle Parking
g. A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.	Section 4: Safety and Security
h. A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.	Section 1: Introduction
i. A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.	Section 2: Relationship to Other Plans & Appendix B of the Countywide Plan
j. A description of the projects proposed in the plan and a listing of their priorities for implementation.	Section 4: Project Priorities
k. A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Section 5: Costs and Implementation Strategies

Cotati Bicycle & Pedestrian Master Plan

Appendix B – Bicycle and Pedestrian Count Locations

City of Cotati

<i>#</i>	<i>Primary Street</i>	<i>Cross Street</i>	<i>Notes</i>
1	Old Redwood Highway	Gravenstein Highway (SR 116)	Primary Network / Community Gateway
2	Old Redwood Highway	West Sierra Ave	Downtown District / Primary Network
3	East Cotati Ave	Lancaster	Primary Network / School Commute Route
4	Laguna Path	East Cotati Avenue	Intersection of Primary Network and Regional Pathway
5	Laguna Path	Commerce Boulevard	Primary Network / Community Gateway
6	Old Redwood Highway	Myrtle	Primary Network / Community Gateway
7	Redwood Drive	Gravenstein Highway (SR 116)	Primary Network / Community Gateway
8	School Street	West Sierra	Local Bikeway

Cotati Bicycle & Pedestrian Master Plan

Appendix C – Definitions

Standardized definitions change over time. The definitions included in this appendix are for informational purposes only. The City will always rely on the current generally accepted definition.

Bicycle Boulevard

Purpose of a Bicycle Boulevard

The purpose of a bicycle boulevard is to improve bicycle safety and circulation (compared to other streets) by having or creating one or more of the following conditions:

- low traffic volumes (or bike lanes where traffic volumes are medium);
- discouragement of non-local motor vehicle traffic;
- free-flow travel for bikes by assigning the right-of-way to the bicycle boulevard at intersections wherever possible;
- traffic control to help bicycles cross major streets (arterials); and
- a distinctive look and/or ambiance such that cyclists become aware of the existence of the bike boulevard and motorists are alerted that the roadway is a priority route for bicyclists.

Possible tools to create a Bicycle Boulevard:

The strategies are grouped into two categories as to where and how they would be placed on a bicycle boulevard. The first category is called Basic Tools. These strategies are recommended for all bicycle boulevards. These include:

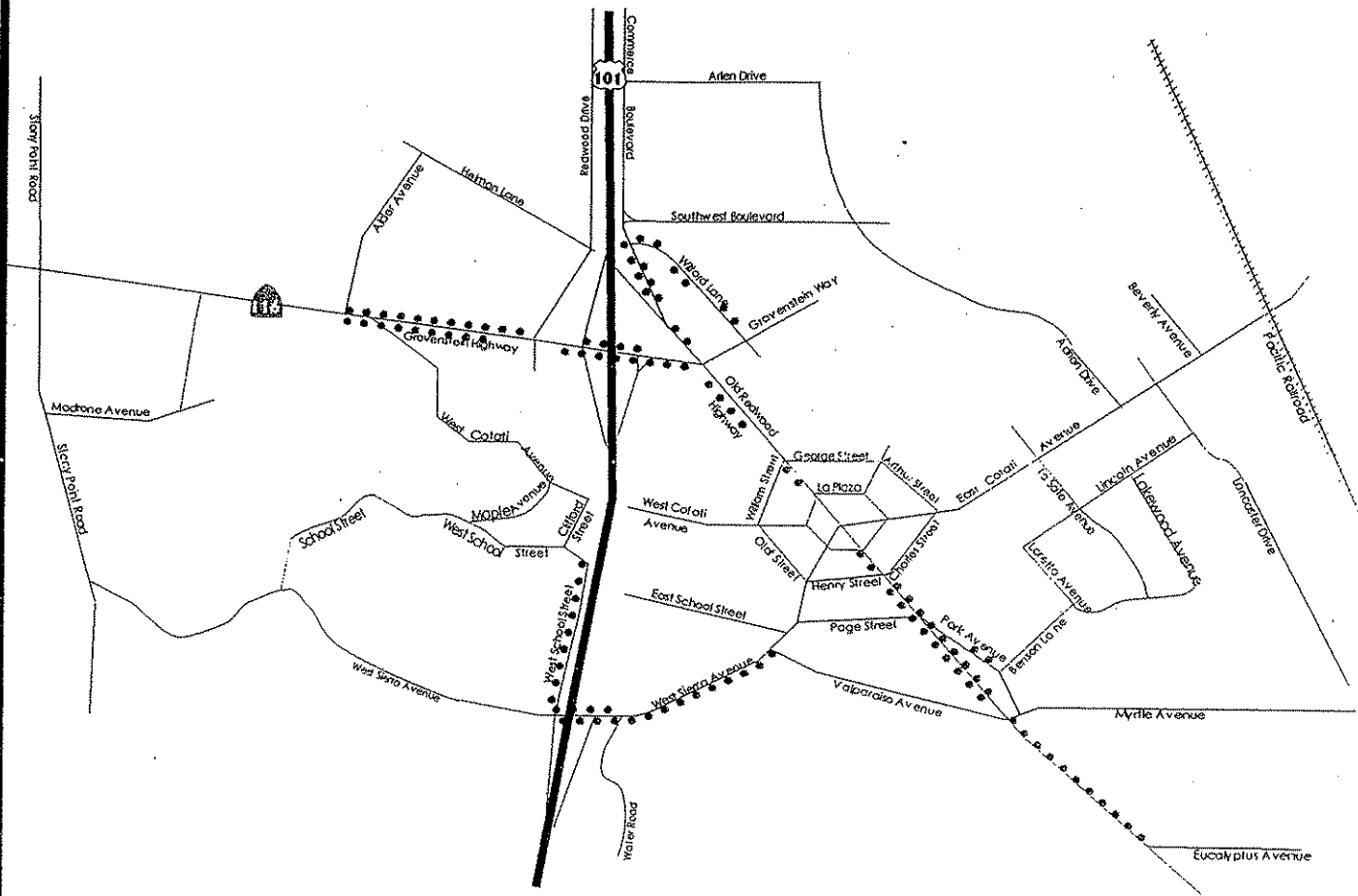
- Signage
- Unique pavement
- Pavement legends
- Landscaping/street trees

The second category is called Site Specific Tools. These would only be used to address a site specific issue. Which specific tool to use would be determined in collaboration with local residents. Examples of site specific tools are:

- Traffic circles
- Bulbouts
- Diverters
- Traffic signals
- High-visibility crosswalks

Bikeway Classifications

- Class I – Provides bicycle travel on a paved right-of-way completely separated from any street or highway.
- Class II – Provides a striped and often stenciled lane for one-way travel on either side of a street or highway. To provide bike lanes along corridors where insufficient space is currently available, extra room can be provided by removing a traffic lane, narrowing traffic lanes, or prohibiting parking.
- Class III – Provides routes through areas not served by Class I or II facilities, or to connect discontinuous segments of a bikeway. Class III facilities are shared with motorists on roadways and are identified only by signage.



North
Not to Scale

1998 COTATI GENERAL PLAN UPDATE

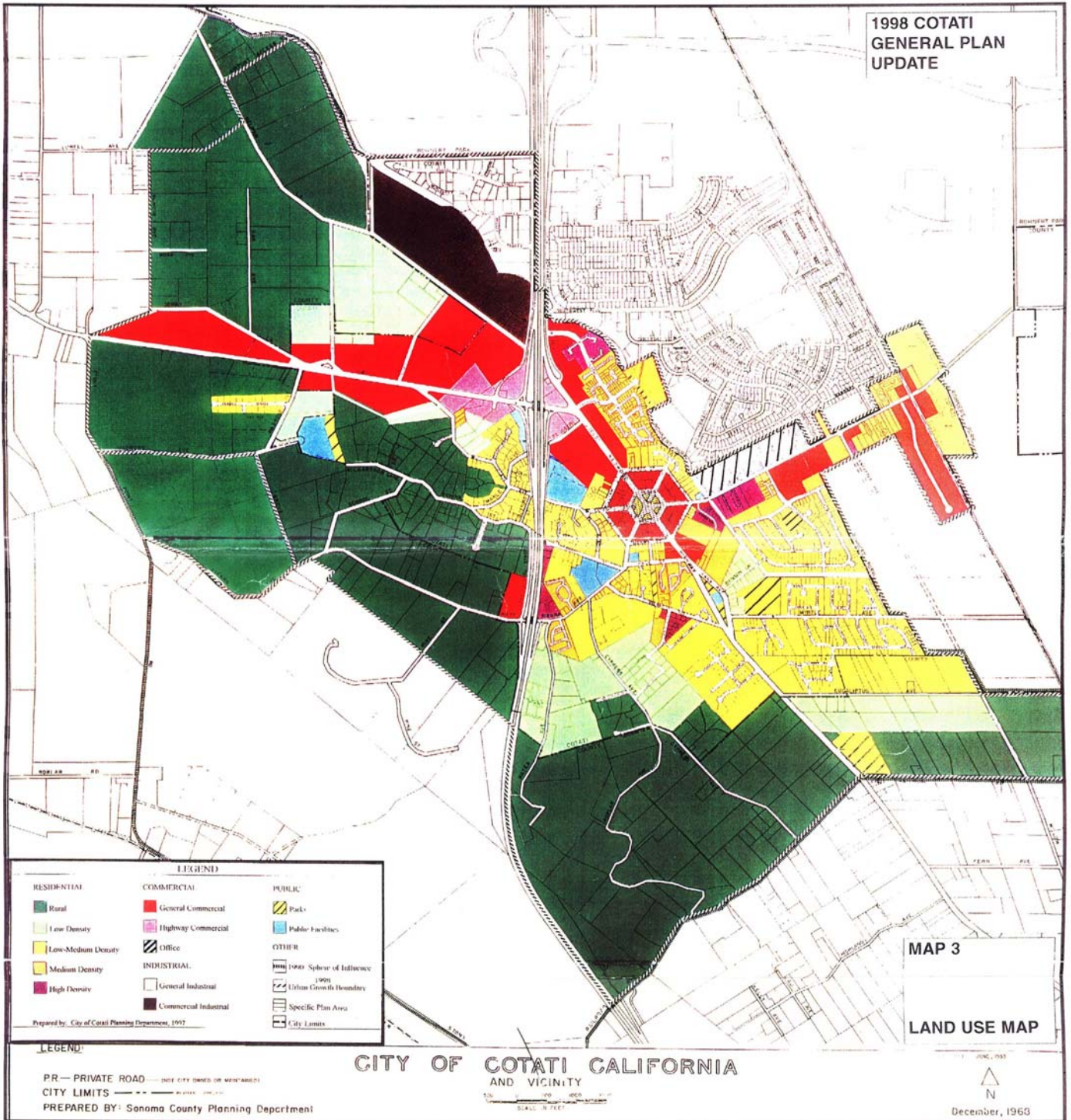
LEGEND

.....
SECTIONS WITHOUT
SEPARATE PEDESTRIAN
SIDEWALK OR WALKWAY

MAP 6

PEDESTRIAN
FACILITY NEEDS

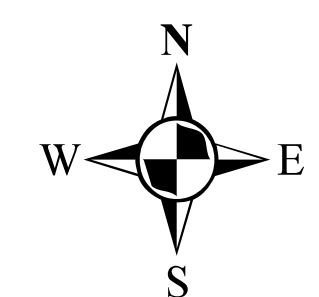
1998 COTATI
GENERAL PLAN
UPDATE





ZONING MAP

- Creeks
- City Limits
- OSC - Open Space - Conservation
- OSR - Open Space - Recreation
- RR - Rural Residential
- RVL - Residential Very Low Density
(1.5 Acre Minimum Lot Size Unless Otherwise Noted)
- NL - Neighborhood, Low Density
(0.5 Acre Minimum Lot Size Unless Otherwise Noted)
- NM - Neighborhood, Medium Density
- NU - Neighborhood, Urban
- CE - Commercial, East Cotati Corridor
- CG - Commercial, Gravenstein Corridor
- CD - Downtown Commercial
- CI - Commercial/Industrial District
- IG - General Industrial District
- PF - Public Facility District
- SPSW - Specific Plan, Santero Way
- SPD - Specific Plan, Downtown
- CP - Coordinated Planning Overlay
- MHP - Mobile Home Park Overlay



0 500 1,000 2,000 3,000
Feet

