

7 Circulation

The Circulation Element identifies goals, policies, and programs that will implement Rohnert Park's vision for the citywide transportation system and its connection to regional transportation facilities. The Circulation Element also provides the goals, policies, and implementation actions that will support the City's compliance with the State-mandated requirements to consider and make efforts to reduce the vehicle miles traveled (VMT) in the community.

What is VMT?

Vehicle Miles Traveled (VMT) is a measurement of the total annual miles of vehicle travel divided by the total population in a state or in an urbanized area.

How Can VMT be Reduced?

VMT levels can be lowered when people can have their daily needs met in proximity to where they live and work. VMT rates are lower in communities that are more walkable and compact and in communities that have strong public transportation systems. Increased population density is also associated with lower VMT per capita. Some strategies that have shown success include:

- Public transportation expansion and service improvement
- Active transportation infrastructure (sidewalk, ADA and bikeway improvements and connections)
- Higher parking fees
- Placing higher-density and more affordable housing closer to transit, employment, and services
- Balancing the number and type of jobs in the community with the type and range of housing costs
- Discouraging low-density development in more remote areas without services that requires vehicle use

(Source: ChangeLab Solutions, 2007; U.S. EPA, 2013).

Figure 7-3 Existing Transit System

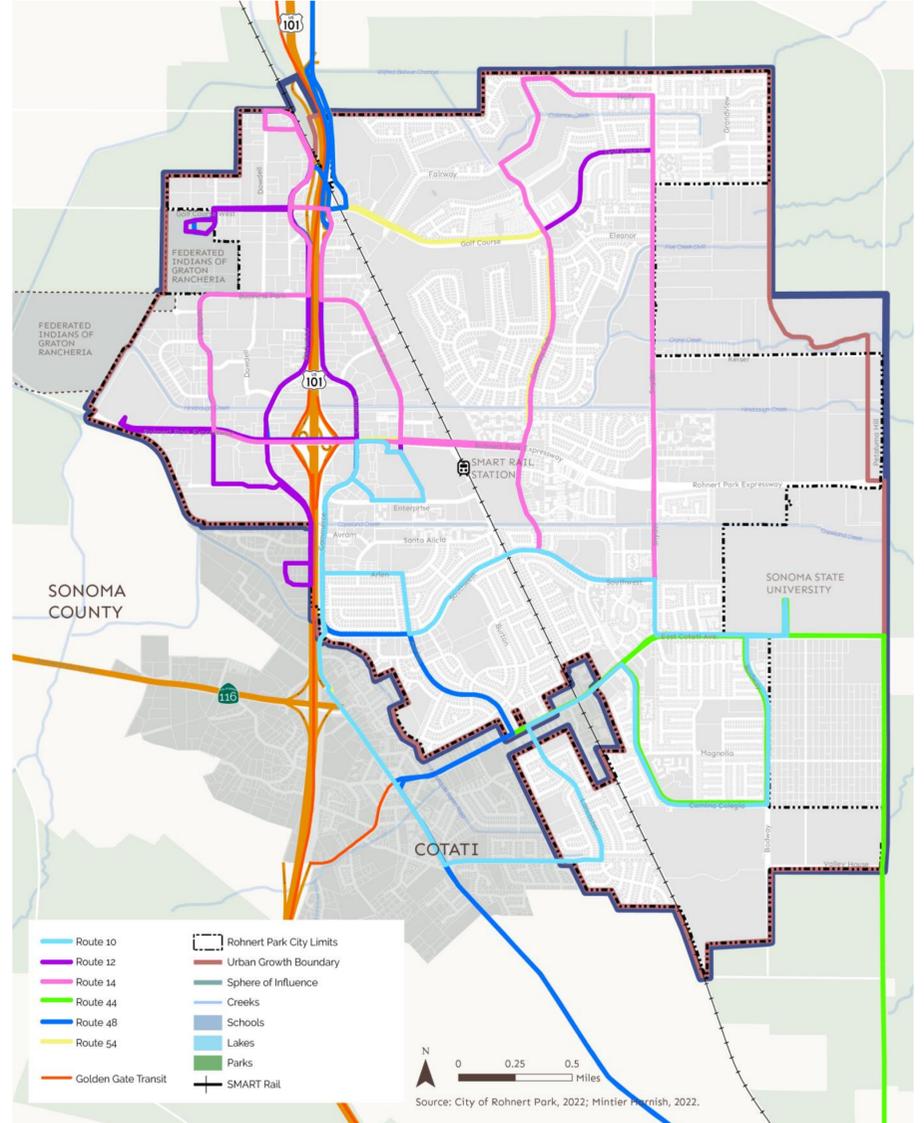
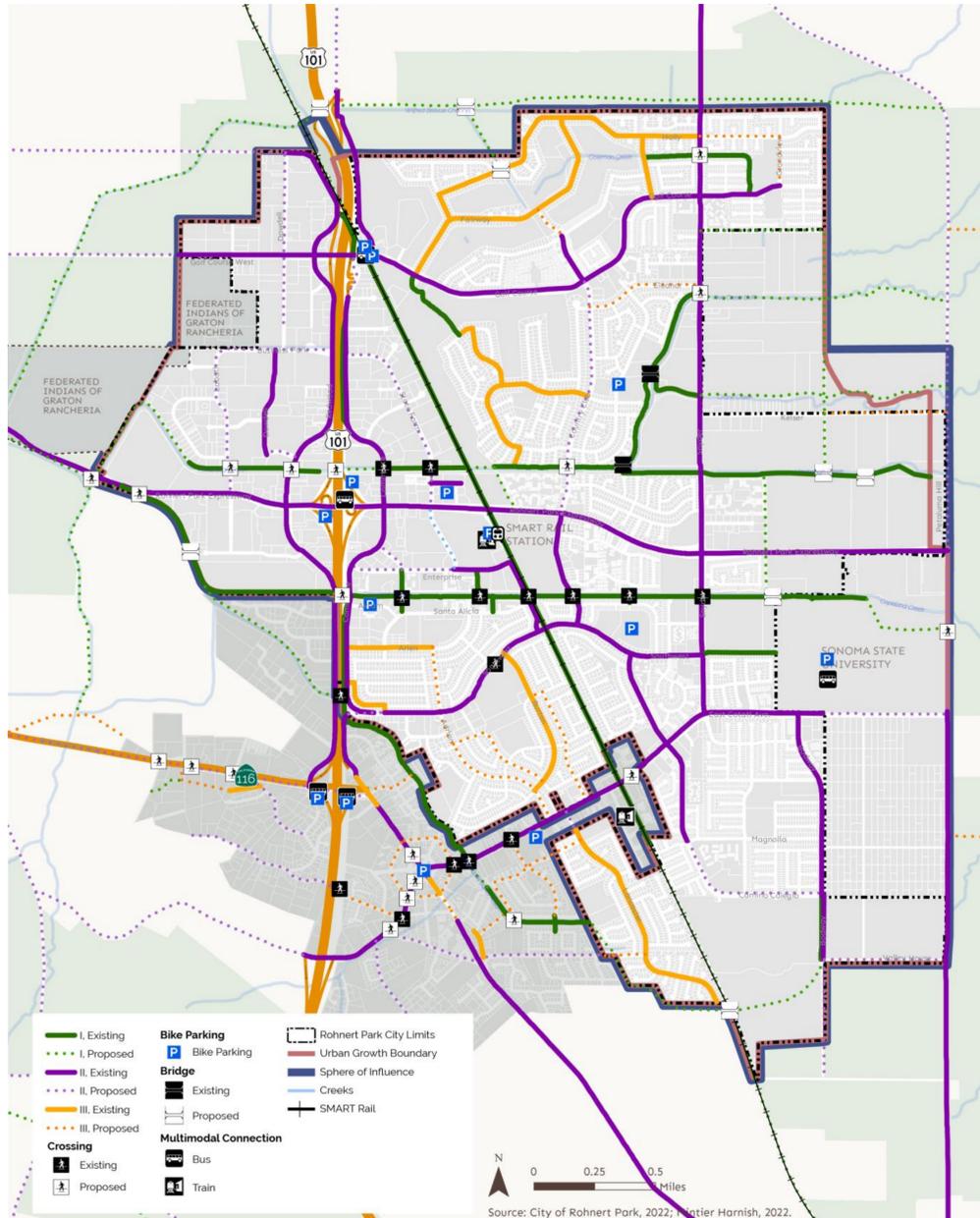


Figure 7-2 Bicycle and Pedestrian System



Bikeway Classifications:

- **Class I Bikeways (Multi-Use Paths)** provide a completely separate right-of-way designated for the exclusive use of bicycles and pedestrians, with minimal street crossings. Rohnert Park's Multi-Use Paths are generally located adjacent to creeks and the SMART right-of-way.
- **Class II Bikeways (Bicycle Lanes)** are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are typically five feet wide. Adjacent vehicle parking and vehicle/pedestrian crossflow are permitted.
- **Class III Bikeways (Bicycle Route)** are designated by signs or pavement markings for shared use with pedestrians or motor vehicles but have no separated bike right-of-way or lane striping. Bicycle routes serve either to a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors.
- **Class IV Bikeways (cycle tracks or "separated" bikeways)** provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers, including, but not limited to, grade separation, flexible posts, inflexible vertical barriers such as raised curbs, or parked cars.