



December 15, 2018

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Department of Transportation and Public Works  
69 Stony Circle  
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**Re: COMMENTS ON DRAFT BICYCLE AND PEDESTRIAN MASTER PLAN**

The Southeast Greenway Campaign is pleased to submit comments on the Draft Bicycle and Pedestrian Master Plan (BPMP). These comments reflect some of the input that we previously provided in our June 1 and August 10 letters for the BPMP Update. Our objectives in making these comments are to:

- Maintain consistency of the BPMP with the Southeast Greenway land use concept plan and EIR.
- Carry out our continuing role as a partner with the City and other agencies in the creation of a safe circulation system for walkers and bicyclists.
- Plan the system for all projected future development and usage levels.
- Improve connections as needed to form a regional trail system.

**Proposals within the Southeast Greenway:**

- **Class I designation:** The BPMP map designation for the proposed Greenway path from the end of Vallejo Street to Hoen Avenue should be "Class I Shared-Use Path" to match the "Multi-use Path" that is proposed in the land use concept plan and EIR developed by City staff and Placeworks and being considered by the Planning Commission. The Draft BPMP appears to show this connection as an extension of Vallejo Street and its Class III Bicycle Route designation, but there are no plans to extend Vallejo Street to Hoen Avenue. The proposed Greenway path here will be an off-street multi-use path crossing through property proposed for development between the end of Vallejo Street and Hoen Frontage Road.

- **Separate Paths:** Instead of the "Class I Shared-Use Path" designation now shown in the BPMP for all off-street paths, we recommend that the BPMP add a special "Class I Multi-Paths" designation where the Greenway and other off-street path routes are wide enough to have separate paths and lanes for walkers and bicyclists.
- **North-South Paths:** The three bicycle-pedestrian paths crossing the Greenway that are shown as "Multi-use Paths" in the Greenway plan and EIR should be designated as Class I Shared-Use Paths in the BPMP. The cross path along Sierra Park Creek is a designated Class I path in the Draft BPMP, but neither the cross path from the Friedman Center to Hoen Avenue nor the cross path connecting Wanda Way and Camden Court are designated at all. Both of these paths are in the middle of long blocks between the major street crossings and follow existing footpaths across the existing State highway right-of-way to nearby schools and shopping.
- **Greenway Mid-Block Crossings:** The BPMP should show the three new mid-block locations where the Greenway multi-use paths are proposed to cross public streets. Summerfield Road and Yulupa Avenue are multi-lane, high-traffic streets where the crossings will require some type of signalized crossing, and Franquette Avenue is often busy with vehicle traffic from peak-time commuting and Montgomery High School activities.
- **Other Greenway Street Crossings:** Significant improvements for pedestrian and bicycle movements should be shown in the BPMP along the two public streets to be crossed by the Greenway multi-use paths. First, there are no existing sidewalks or bike lanes along Franquette Avenue between Hoen Avenue and the north side of the Greenway, despite the vehicle traffic and Class III bike route designation on Franquette Avenue. Second, the Greenway Multi-use Path is proposed to cross Hoen Avenue on the north side of the intersection of Hoen Avenue and Hoen Frontage Road, where currently there is no marked street crossing. We see both of these situations as existing gaps or deficiencies in the pedestrian-bicycle network that deserve City attention now and are critical to the future movement of walkers and bikers on the Greenway.
- **Priority Project:** We appreciate and support the Draft BPMP's inclusion of the Southeast Greenway project as a "First Phase" implementation project in Table 6-4.

#### **Connections to East:**

- **Bike Path through Spring Lake Park:** We support the Draft BPMP's clear designation of a Class I path from the east end of the Greenway through Spring

Lake Park to the east side of the Park. The designated route appears to use the existing roads and paved paths in the Park, but it should be noted that the existing multi-use paths appear to be too narrow for the number of users in some areas and that options may exist for new paths along the abandoned freeway route through the Park that has not been developed with park facilities.

- **Bike Path to Highway 12:** It is disappointing that the Draft BPMP does not show any new off-road Class I connection in this area and instead uses a Class II bike lane on Los Alamos Road between Montgomery Drive and Highway 12. The Sonoma County Regional Parks Department spent a lot of effort developing options for an off-road Class I bike route to connect Spring Lake Park to State Highway 12 East. These options include a route through a possible development area west of Los Alamos Road and the route proposed by the BPMP for future study in the development area east of Los Alamos Road.
- **Bike Connection to Oakmont:** We previously requested the BPMP maps show a Class I, II or III bike route connecting Channel Drive to at least one public street in the Oakmont area. The draft BPMP does not show any definite connection into Oakmont from Channel Drive but does designate two routes for "Study" that lead from Channel Drive to Stone Bridge Road, the main collector street in western Oakmont. One route appears to use the existing narrow pedestrian bridge over a creek near the former sewage disposal ponds. The other route is along the eastern edge of the property proposed for development that borders Oakmont's western boundary. We support these studies and any effort by the City to establish safe bicycle connections between the Oakmont area and the rest of Santa Rosa.

#### **Connections to West:**

- **Vallejo Street:** We support the Draft BPMP proposal to extend the BPMP Class III Bicycle Route designation for Vallejo Street east of Farmers Lane to the Greenway Class I paths.
- **Prince Memorial Greenway:** We support the Draft BPMP proposal to maintain a Class I Shared-Use Path from Sonoma Avenue to the Class I path on the north side of the Prince Memorial Greenway.
- **SMART Train and Path:** We support the Draft BPMP proposal to designate as a high priority the proposed completion of the Class I Shared-Use Path along the SMART rail line between the Prince Memorial Greenway and Sixth Street with a clear connection to the Railroad Square station.
- **Brookwood Avenue and E Street:** Because these Class II bike lane streets are busy and narrow, installing intersection and sidewalk improvements on both

streets between Vallejo Street and Sonoma Avenue should be a high priority to maintain safe circulation in the central part of the city for all users.

**North-South Connections:**

- **Franquette Avenue:** The narrow existing bridge over Spring Creek for bicycles and pedestrians along this Class III route should be designated a "Trail Bridge" and widened to improve access to the high school and the Greenway.
- **Bridges Over Santa Rosa Creek:** We support the Draft BPMP proposal for a Class I Shared-Use Path from the north end of Summerfield Road across a new "Trail Bridge" over Santa Rosa Creek to the Class I path on the north side of the Creek.
- **Farmers Lane South:** We support the Draft BPMP proposal for a Class I Shared-Use Path, the "Cooper Creek" path, along the route of the proposed Farmers Lane Extension south of Bennett Valley Road that will connect the Greenway and Farmers Lane area with the residential areas, Taylor Mountain Regional Park and Santa Rosa Avenue to the south. When this new Class I path is designed and implemented, the project should include the improvements needed for safe movement from the north end of the path at Bennett Valley Road through the busy Farmers Lane area to the Southeast Greenway and Montgomery High School.

The requested revisions will help the City of Santa Rosa to improve the connections in the community transportation system and achieve the City's goal of making the system bicycle and pedestrian friendly. We are available at your convenience to meet and discuss these comments.

Sincerely,



Thea Hensel, Co-Chair



Bob Gaiser, Co-Chair

cc: Alta Planning and Design  
City of Santa Rosa Bicycle and Pedestrian Advisory Board  
Sonoma County Bicycle Coalition  
Sonoma County Regional Parks

Attachment: Southeast Greenway Land Use Concept Plan Map