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March 2019 eNews



**Please Submit Your
Comments by 5 p.m. on
March 13, 2019**

Mail to:

Jessica Jones
Supervising Planner
City of Santa Rosa
100 Santa Rosa Ave, Rm 3
Santa Rosa, CA 95404

Email to:

jjones@srcity.org
"Southeast Greenway EIR" in
the subject line.

Detailed information
is available at

[www.planthegreenway.com/
documents](http://www.planthegreenway.com/documents). You will find the
documents under the heading,
**Revised Draft Environmental
Impact Report**, and an
Executive Summary near the
beginning of the document.



Make Your Public Comment Due March 13th!

Thanks to the many supporters who attended the February 14th Planning Commission Meeting. That evening we heard the staff report on the Revised Draft Environmental Impact Report for the SE Greenway Project as well as comments from the public and planning commissioners. Chair Patty Cisco noted that commission members recognized the many Greenway supporters in our green shirts. Our presence does make a difference!

Suggestions for Public Comment on the Revised Draft EIR (DEIR)

Several of our supporters have asked for suggestions on what to say in a public comment since the Revised DEIR is so technical. Below you will see a summary of the Draft EIR findings and ideas for public comment.

Findings on Project Impacts

Farmers Lane is a part of State Highway 12. The DEIR analysis of traffic conditions makes it clear that traffic volumes and delays along this major arterial have already reached high levels and will continue to grow in the future, whether or not Farmers Lane is extended to the south. The Revised DEIR projects the following impacts:

- The afternoon peak hour delay at the Farmers Lane/Fourth Street intersection is projected to increase to 78.5 seconds in the future, whether or not the Farmers Lane Extension is built. The full development of the Greenway would add 2.9 seconds to the delay.
- The afternoon peak hour delay at the intersection of Farmers Lane/State Route 12 eastbound offramp and Hoen Frontage Road is projected to increase to 66.8 seconds without the Farmers Lane Extension. The Greenway project would add 8 seconds to the delay.

Ideas for Public Comment

Where Does the Traffic Originate?

- The Draft EIR estimates that less than 20% of total vehicle trips generated by the Southeast Greenway Project will come from the proposed 47 acres of biking and walking paths, recreational facilities, gardens, orchards, and open space that we call the Southeast Greenway.
- Over 80% of the estimated project-related traffic will be generated by the residential and commercial uses proposed on 9.7 acres of Caltrans property adjacent to the actual Greenway. These estimates do not appear to consider that these developments will be located where residents can use public buses, walk to shopping, schools, and services, walk and bike on the Greenway, and reduce their vehicle use.

Reducing Vehicle Trips

The Southeast Greenway is a traffic reliever, not a traffic burden. The Greenway will offer protected bicycle and pedestrian paths, providing a corridor for safe, non-motorized travel to work, places of worship, schools, and shopping. Five schools are located within ½ mile of the Greenway!

Future Traffic Modes

Transportation planning should be based on future circulation patterns. Getting from place to place will change with the growth of SMART, the revised City bus plan, more safe cycling routes, walkable neighborhoods, and electric cars and bikes.

Thank you for taking the time to support the Southeast Greenway!

Sonoma Land Trust, a 501(c)3 public charity, is the fiscal sponsor of the Southeast Greenway Campaign. Contributions to the Southeast Greenway Campaign are fully tax-deductible to the extent allowed by law.

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