

## Maloney, Mike

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**From:** gighitao@videosparkproductions.com  
**Sent:** Tuesday, February 12, 2019 11:00 AM  
**To:** Judy Kennedy  
**Cc:** Adams, Nancy; Jones, Jessica; De La Rosa, Raissa; Streeter, Patrick; Sprinkle, Rob; \_PLANCOM - Planning Commission; Dennis DeBiase; Laura Fennell; Lois Gause; Bob Ruiz; Karen Macken; Jack Cabot; Mark Neely; Murphy MJ; Kelley Singleton; Eric Anderson  
**Subject:** Re: BIKE PED MASTER PLAN AND STATION AREA PLAN AND SANTA ROSA CORRIDOR PLAN

Hello all interested neighbors:

I add my thanks to Judy Kennedy for bringing this up, again. Judy has always been a tireless advocate for our neighborhoods - Burbank Gardens and Juilliard Park. However, her opinions do not always represent the consensus of all neighbors, and, just like you and me, she is not always right.

The two alternatives for the Santa Rosa Avenue Redesign of 2010, looked very carefully at the exact width of the road, where parking existed and could exist, various pedestrian walkway and bicycle path widths, and, most importantly, the effects on traffic at the two main intersections - to the north, at SR Ave and Sonoma Ave, and to the south, both at SR Ave and Bennet Valley Road and SR Ave and Maple/South A St.

Another main consideration was the need for buses to get through to the transit mall when heading north, and the needs of police, fire and ambulances to get through to emergencies, heading south.

Although never coming to a consensus, there were many people, including city department heads, who had good reasons for the 4 lane alternative. Nonetheless, it never hurts to review the logistics, given current conditions.

I will be at the Planning Commission meeting on Feb 14, but, not to make public comments, because I will be in the media room, operating the TV cameras, as is my job, as a part time city employee.

I urge all of you on this email list to attend, at City Hall 4 PM, and to speak up, but, please, do your homework, so you understand the details of the issues.

Peace, out...

Gig Hitao

Quoting Judy Kennedy <quinkenn@sonic.net>:

> Dear Friends of Master Plans, Station Area Plans and Corridor Plans,  
>  
> Ten years ago the Burbank Gardens and Juilliard Park neighborhoods  
> came before the Planning Commission with a plan for a road diet on  
> Santa Rosa Avenue between Maple Avenue and Sonoma Avenue. This  
> "neighborhood alternative" included one lane each north and south with

> a left turn-lane in the middle, similar to Montgomery Drive and Sonoma  
> Avenue. Our plan included 6-foot wide bike lanes, street parking on  
> both the west and east sides of Santa Rosa Avenue as well as 10-foot  
> wide sidewalks with street trees, benches, bus stops and other street  
> furniture.

>

> At that time the Planning Commission voted unanimously 7-0 for the  
> "neighborhood alternative." Unfortunately, City Council was persuaded  
> by various city staff to vote for a four-lane plan that has bike lanes  
> at the minimum width of 5 feet, eliminates retail parking on the west  
> side of Santa Rosa Avenue, digs up 2800 square feet of Juilliard Park  
> for street parking and offers no sidewalk improvements.

>

> One of the reasons Council was hesitant to vote for the road diet was  
> because traffic was at 22,000 cars daily. Public Works stated that  
> streets with excess of 20,000 cars were not conducive to the road  
> diet. Hoen Avenue at 22,000 was an example given of a road diet that  
> caused problems on neighborhood streets and with buses.

>

> The traffic numbers for Santa Rosa Avenue have decreased since the  
> Corridor Plan was adopted in 2010.

>

> \* 2009 totals 22,600

> \* 2012 totals 21,542

> \* 2016 totals 21,208

>

> With these numbers in mind, I would like the City of Santa Rosa to  
> re-think the Santa Rosa Ave Corridor Plan along with the Downtown  
> Station Area Plan and make it possible for the road diet to be  
> implemented at this important entrance to our city.

>

> The Santa Rosa Avenue Corridor Plan was initiated by the neighborhoods  
> in order to establish a foundation for the development of a walkable,  
> neighborhood-friendly retail area along with increased housing only a  
> 15-minute walk from the transit mall and Courthouse Square or a short  
> bike ride to the SMART station.

>

> I will attend the Planning Commission meeting on February 14 to ask  
> all involved to look at the Corridor Plan with new eyes and a fresh  
> vision based on new traffic numbers and the renewed effort to make  
> Santa Rosa a more transit-friendly, pedestrian-friendly and  
> bike-friendly city.

>

> Thank you,

>

> Judy Kennedy

>

> Judy Kennedy

> quinkenn@sonic.net

> (707) 528-0736

## Maloney, Mike

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**From:** Gaisers <rgaiser@aol.com>  
**Sent:** Tuesday, February 12, 2019 8:20 AM  
**To:** NancyAdams@aol.com  
**Cc:** eris@bikesonoma.org; ken.tam@sonoma-county.org; jeffknowles@altaplanning.com; Jones, Jessica; \_PLANCOM - Planning Commission  
**Subject:** SOUTHEAST GREENWAY COMMENTS ON SANTA ROSA BPMP UPDATE  
**Attachments:** 2018 08-31 SC Reg Parks BPMP comments.pdf; 2017-04-18 FinalPreferredAlternativeMap.pdf

Nancy

Attached and below are comments by the Southeast Greenway Campaign Committee on the Final Draft of the Bicycle and Pedestrian Master Plan Update 2018.

Bob Gaiser, CoChair

February 12, 2019

Nancy Adams, Transportation Planner  
City of Santa Rosa  
Department of Transportation and Public Works  
69 Stony Circle  
Santa Rosa, CA 95404

Re: **COMMENTS ON FINAL DRAFT OF THE CITY OF SANTA ROSA  
BICYCLE AND PEDESTRIAN MASTER PLAN UPDATE 2018**

The Southeast Greenway Campaign is pleased to submit comments on the Final Draft of the Bicycle and Pedestrian Master Plan Update 2018 (BPMP). We commend City staff and the consultant for moving this project ahead and believe that it does well at achieving its stated purposes to establish a long term vision for improving walking and bicycling in Santa Rosa and provide a strategy to develop a comprehensive bicycling and walking network.

We request the Planning Commission to consider the following comments that are aimed at maintaining consistency of the BPMP with the Southeast Greenway project and helping create a safe circulation system for walkers and bicyclists in the entire community. We support most of the proposals included in the Final Draft but do request some changes in BPMP map designations and project descriptions in the Southeast Greenway area and along the connecting routes in the community.

**CONSISTENCY WITH THE SOUTHEAST GREENWAY PROJECT:** We request that the BPMP be as consistent as possible with the "Preferred Land Use and Circulation Alternative" that was developed with extensive public engagement and two joint study sessions of the City Council and Planning Commission. This Greenway concept plan is proposed to be incorporated into the General Plan Land Use and Livability Element as part of a General Plan amendment and EIR that is now being considered by the Commission.

We are very pleased to see that the Final Draft BPMP that came out last week includes a "Class I Shared-Use Path" designation for the entire length of the proposed Greenway multi-use path from east end of Vallejo Street to Spring Lake Park and for the proposed three multi-use "cross-paths" that provide access to the Greenway and connect the neighborhoods to the north and south.

Our only remaining request within the Greenway project area is to have the BPMP's maps of "Crossing Locations" on Figures 5-13 and 5-18 designate a "Preferred Crossing Enhancement Location" on each of the four major street crossings along the Greenway multi-use path. In the Revised Draft EIR for the Greenway project, these crossings at Hoen Avenue, Franquette Avenue, Yulupa Avenue and Summerfield Road are described as essential mitigation measures in the following language approved by City staff.

**" Impact TRANS-6a:** The proposed multi-use pathway crossings could result in pedestrian and bicyclist safety concerns.

**Mitigation Measure TRANS-6a.1:** The mid-block multi-use pathway crossings on Summerfield Road and Yulupa Avenue shall include, at a minimum, an active pedestrian warning system (such as, but not limited to, pedestrian-activated flashing beacons or rapid rectangular flashing beacons) as well as high-visibility crosswalk markings.

**Mitigation Measure TRANS-6a.2:** The mid-block multi-use pathway crossing on Franquette Avenue shall include, at a minimum, high-visibility crosswalk markings and signs.

**Mitigation Measure TRANS-6a.3:** The multi-use pathway crossing at the Hoen Avenue/Hoen Avenue Frontage Road-Cypress Way signalized intersection shall include, at a minimum, new high-visibility crosswalk markings and signal phasing to serve pedestrians and bicyclists, as well as signage (such as "Yield to Bikes" signs) alerting drivers to the presence of bike crossings.

**Mitigation Measure TRANS-6a.4:** The ultimate configuration of multi-use pathway street crossing designs, including selection of warning devices if appropriate, shall be determined by the City's Traffic Engineer, in consideration of the physical characteristics of each site and best design practices that exist at the time the design is initiated.

**Significance With Mitigation:** Less than significant. "

We are committed to help fund the design and development of the Greenway through grants, donations and other funding sources. In order to assure maximum funding support from these sources, the Greenway plan, BPMP and other City plans need to consistent.

**CONNECTING ROUTES IN THE COMMUNITY:** We request Planning Commission consideration of the following changes or clarifications to BPMP proposals that would connect the larger community:

- **Cooper Creek Path:** We strongly support the proposed new Class I Shared-Use Path from Taylor Mountain Regional Park to Bennett Valley Road, but this project should include the improvements needed for safe movement from the north end of the path at Bennett Valley Road through the Farmers Lane area to the Southeast Greenway and Montgomery High School. At present, there are no sidewalks on Bennett Valley Road from the path end east to the Farmers Lane intersection, no north-south crossings at that intersection, and inconsistent bike lanes on Farmers Lane.
- **Bike Path through Spring Lake Park:** We support the BPMP designation of a Class I route east from the Greenway through Spring Lake Park on the existing multi-use paths, but, since these paths appear to be too narrow for the use in some areas, the BPMP should add a "Future Study" to request Regional Parks to consider options for widening the paths and new paths in the unused freeway corridor through the Park.
- **Bike Path to Highway 12:** We support the BPMP designation of a Class II bicycle route on Los Alamos Road from Montgomery Drive to Highway 12 and "Future Study" study of a Class I route through the development area east of Los Alamos Road. However, the "Future Study" should be widened to also consider a route through the development area west of Los Alamos Road, reflecting the Class I options developed by the Sonoma County Regional Parks Department's recent study.
- **Connections to West:** We support the following BPMP proposals:
  - **Vallejo Street:** Class III Bicycle Route designation for all of Vallejo Street.
  - **Prince Memorial Greenway:** Class I Shared-Use Path from Sonoma Avenue to the Class path on the north side of the Prince Greenway.
  - **SMART Train and Path:** Establishing a high priority on completing the Class I Shared-Use Path along the SMART rail line between the Prince Memorial Greenway and Sixth Street.
  - **Brookwood Avenue and E Street:** Class II bike lanes on these two busy central streets, including intersection and sidewalk improvements as needed between Vallejo Street and Sonoma Avenue.

Finally, we must express our support and appreciation for the BPMP's designating the Southeast Greenway project as a "First Phase" implementation project in Table 6-4. The City's strong support of this project has been a key factor in bringing the project to this point, and we look forward to continuing to work with the City and the community in developing the non-motorized circulation system.

Sincerely,

Thea Hensel, Co-Chair

Bob Gaiser, Co-Chair

cc: Santa Rosa Planning Commission  
Sonoma County Bicycle Coalition  
Sonoma County Regional Parks

Att: Southeast Greenway Preferred Alternative Map



February 12, 2019

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Thea Hensel, Co-Chair



Bob Gaiser, Co-Chair

cc: Santa Rosa Planning Commission  
Sonoma County Bicycle Coalition  
Sonoma County Regional Parks

Att: Southeast Greenway Preferred Alternative Map

## Maloney, Mike

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**From:** Maloney, Mike  
**Sent:** Tuesday, February 12, 2019 4:31 PM  
**To:** \_PLANCOM - Planning Commission  
**Cc:** Adams, Nancy  
**Subject:** Questions Regarding Items 10.3 and 10.4

PLEASE TO NOT REPLY ALL

Chair Cisco and Members of the Commission:

The purpose of this e-mail is to respond to questions received from Commissioners regarding items 10.3, the Southeast Greenway Revised Draft Environmental Impact Report (EIR), and 10.4, the Bicycle and Pedestrian Master Plan Update 2018.

### **10.3 – Southeast Greenway Revised Draft EIR**

1. *Are the complete EIR documents available on the iLegislate app or otherwise accessible on-line?*

The original Draft EIR, dated August 21, 2017, and the Revised Draft EIR, dated January 28, 2019, are both available on the City's website for the Southeast Greenway project (<https://srcity.org/2571/Southeast-Greenway>), as well as the project website ([www.planthegreenway.com](http://www.planthegreenway.com)).

The Planning Commission package for the September 14, 2017 public hearing, which was conducted to receive comments from the Commission and the public on the original Draft EIR and proposed amendments and Rezoning, is available on Legistar on the City's website (<https://santa-rosa.legistar.com/Calendar.aspx>). The public hearing package includes the staff report and associated attachments; minutes and video for that meeting are also available.

2. *Are PC comments to be entered into the record at the hearing or are we only taking public comments?*

The purpose of the public hearing on the Revised Draft EIR is to receive both comments from the public and from the Planning Commission. The public hearing is being held during the 45-day public comment period (which runs from January 28, 2019 through March 13, 2019) as an opportunity for the public and the Commission to provide verbal comments in a public setting. Written comments will be accepted through the end of the 45-day period.

### **10.4 – Bicycle and Pedestrian Master Plan Update 2018**

1. *The Commission has received a number of comments regarding the Draft Bicycle and Pedestrian Master Plan Update, many of which ask for changes to the Draft Plan. What are the Commission's responsibilities? Does the Commission need to vote on what is presented, or is there an opportunity to suggest changes to the Plan?*

The Planning Commission is a referral body for the Draft Bicycle and Pedestrian Master Plan Update 2018, and as such has the role of making a recommendation to the City Council for action. The recommendation does not need to be what is presented to the Commission on February 14<sup>th</sup>, it can include recommended changes to the maps or text. Any recommended changes to the Draft Plan will be forwarded to the Council, who will consider the totality of all comments and suggestions to date, including but not limited to the Commission's comments.

This process will be similar to past draft plans that have been presented to the Commission, the most recent of which was the Roseland Area/Sebastopol Road Specific Plan. As with other plans, the Commission recommended changes to the Specific Plan, which were presented to Council, who then adopted the document incorporating requested changes from the Commission and the public.

**Jessica Jones | Supervising Planner**

Planning & Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404

Tel. (707) 543-3410 | Fax (707) 543-3269 | [jjones@srcity.org](mailto:jjones@srcity.org)

