

Maloney, Mike

From: Bryan Mischke <mischke@hotmail.com>
Sent: Friday, February 8, 2019 9:46 AM
To: _PLANCOM - Planning Commission
Subject: Bicycle & Pedestrian Master Plan

Planning Commission,

Thank you for the important work your group is performing for our community! I am a Safe Routes to School School Champion in Santa Rosa Charter School for the Arts so I have a vested interest in increasing pedestrian and bicycle trips in our city. I meant to bring a concern to a master plan open house but I wasn't able to make one. Specifically I'm concerned with the Santa Rosa Mall parking lot exit driveway that crosses sidewalk and the bike lane on the west side of B st between 7th and 5th st, directly across from Ross st. It's a dangerous design for pedestrians, cyclists and cars alike with inadequate signage and no striping, I've seen numerous close calls there recently, even today as I was walking to the transit mall. It seems like there are some simple solutions to making it safer for all modes of transportation, hopefully this finds your commission in time for your consideration.

Thank you,
Bryan Mischke
707-206-8167

Maloney, Mike

From: Eris Weaver <eris@bikesonoma.org>
Sent: Monday, February 11, 2019 12:07 PM
To: _PLANCOM - Planning Commission
Subject: Bicycle & Pedestrian Master Plan
Attachments: SR Bike Ped Master Plan 2018 comments.pdf

Dear Commissioners:

In advance of this Thursday's meeting, I am attaching for your review our comments on the draft Bicycle & Pedestrian Master Plan.

Thanks for your consideration!



Eris Weaver, Executive Director
Sonoma County Bicycle Coalition
eris@bikesonoma.org • 707-545-0153



Promoting the bicycle for transportation and recreation

BOARD OF DIRECTORS

President
Alex Mallonee
Vice President
Ken Quinto
Treasurer
John Murphy
Secretary
Jenny Bard

Genevieve Franklin
Chris Culver
Bob Stender

EXECUTIVE DIRECTOR

Eris Weaver

ADVISORY BOARD

Pam Davis
Jim Keene
Patrick Slayter
Ross Shafer
Ken Wells
Shirlee Zane

OFFICE:

750 Mendocino Avenue
Santa Rosa, CA 95401

MAIL:

P.O. Box 3088
Santa Rosa, CA 95402

PHONE:

707-545-0153

FAX:

707-573-0147

EMAIL:

General inquiries:
info@BikeSonoma.org
Events:
events@BikeSonoma.org
Safe Routes to School:
saferroutes@bikesonoma.org
Street Skills Classes:
skills@BikeSonoma.org

WEB:

www.bikesonoma.org

February 11, 2019

Santa Rosa Planning Commission
100 Santa Rosa Avenue
Santa Rosa, CA 95401

Dear Commissioners:

Thank you for this opportunity to comment on the proposed Bicycle & Pedestrian Master Plan Update. We applaud the extensive opportunities for public engagement that were provided throughout the process of its creation. We particularly appreciate how responsive the team has been in incorporating public comments and continually making updates to the draft, even at this late date.

We fully support the program and policy recommendations contained in the Plan; the four E's of Education, Encouragement, Enforcement, and Evaluation are very well covered:

- Hiring of a bike/ped program coordinator
- Annual evaluation with creation of a report card
- Media campaigns to educate drivers
- "Adopt a trail" program
- Funding & support for Smart Cycling classes and Safe Routes to School
- Valet bicycle parking at large events
- Participation in Bike to Work Day

That said, it is the E of Engineering – transforming the built environment – that has the highest potential impact in converting the 50-60% of riders who are "interested but concerned." The city's share of bicycle mode from 2012-2016, cited in Table 3-4, increased a negligible one tenth of one percent increase. Smart Cycling class attendance and better bike parking may not be enough to get someone on her bike if she perceives the route between home and workplace as unsafe. Adding Class II or III striping may not do it either. The Plan's ambitious goals for increasing the number of Santa Rosans who commute by bike can only be met by constructing more Class I and Class IV paths, physically separated from motor vehicles.

Less than one third of the proposed bicycle project miles are Class I and Class IV. The first phase projects in this category will definitely fill in some

important gaps, and we appreciate the inclusion of Class IV paths in the plan. It could be useful to use Class IV pathways as pilot projects in some of the study areas. In particular, we'd love to see the Sebastopol Road Class IV path prioritized earlier.

Of greatest concern are some of the projects listed in the First Phase Studies category, particularly Stony Point Road, Roseland Creek Trail, College Avenue, Montgomery Drive, and Fourth Street. These are all identified as high injury areas, and the Plan calls for studies to be completed by 2040. Page ten of the Plan states that "What fails to be measured fails to get done." One could add that what fails to be envisioned fails to get done. The twenty-year goal for these areas that are the most unsafe – have the highest collision rates – some of which happen to be in the lower socioeconomic neighborhoods – is a study. Transportation projects understandably take time: studies must be done, interventions designed, and funding sought before construction can begin. But people are dying there now, and it's not quite good enough to say that all we will do in the next twenty years in those areas is do studies. We need more aspirational language in the Plan, and perhaps some short-term quick fixes (Temporary barriers? Different traffic light timing?) to address cyclist and pedestrian safety NOW.

Thank you for your time and consideration.

Sincerely,



Eris Weaver
Executive Director