

ATTACHMENT 1
PUBLIC COMMENTS

Page #	Commentor (from)	Date	Comment
i	Gavin	03-20-2025	This tool is horrible to interact with. The PDF is too small with the frames of the SR website.
2	Chris G.	03-29-2025	Happy to have this clear goal front and center in the plan. Could we also say COMPLETE?
3	Annora	03-28-2025	Thank you for keeping priorities like equity and sustainability in your plan despite the federal government's recent turn against these important concepts.
3	Chris G.	03-29-2025	Yes!! A thousand times YES!
4	Elizabeth Ridlington	03-16-2025	The city has explicit goals for reducing GHG emissions, I think. Can we reference those here?
4	angel	03-06-2025	Is this documentation and public process equally available in Spanish?
4	Julie Ruth	03-16-2025	A big problem negativity affecting Santa Rosa streets is cars running through red lights - this puts all streets' users at risk including bicyclists, pedestrians, and car drivers. Please advocate for short delays between the red light coming on in one direction and green coming on in the crossing direction. A delay of 1-2 seconds - where no direction has a green light - would increase safety ... and would certainly increase THE PERCEPTION of safety. For reference, I'm a pedestrian, bicyclist, and car driver living and moving around in Santa Rosa.
4	Gavin	03-20-2025	This is out of vogue now.
4	Eric Wright	03-25-2025	The cycling parking by the movie theater is great. Need to discourage theft of bicycles
4	Eric Wright	03-25-2025	I wish one day to be able to ride my bike to the smart station, commute to my job in Healdsburg Smart station, and ride my bike to work. Need to encourage this communting style to reduce traffic clogging up the 101.
5	Tom Bahning	03-20-2025	Would this be the place to detail the qty of trips within SR based on length? That is, the number of trips under 2 Mi, under 5 Mi, etc.
7	Gil R	03-28-2025	There is quick mention of transit but no word about merging / consolidating some of the local public transit systems. Even more importantly there is no mention of unifying all the transit systems to service a single/same location; like bringing the Amtrak and Groome Bus to the downtown Santa Rosa Area. If not to the transit center; the parking lots around the mall. Or the parking lot where the post office / library is at. Or near the SMART train station are some examples of where
7	Al Wellman PE		There is presently rather poor connectivity between SMART and the local bus routes -- especially for people with disabilities affecting mobility. In the long term, it would be advantageous to move the downtown transit mall from its present location into the vacant lot west of the downtown SMART depot, with buses approaching westbound on 3rd street and leaving on 6th street. A short term connectivity improvement would be to open a small waiting platform on the west side of the SMART tracks served by a shuttle bus leaving the SMART platform east on 6th, south on Davis, east on 3rd, and south on Santa Rosa Avenue to the transit mall; and leaving the transit mall north on B and west on 3rd to the SMART
8	Gavin	03-20-2025	I think it's silly that the "transit mall" isn't at the smart station. Major oversight.
8	Chris G.		"In light of this issue, I'd like it if this document and/or perhaps the General Plan included a long-term vision for a safe, comfortable bike and walking route between SMART and the Transit Mall, preferably as part of opening up the middle of the mall to be a pedestrian plaza reconnecting downtown and Railroad Square.
9	Gavin	03-20-2025	Add a streetcar line down Santa Rosa Ave feeding the SMART station
9	Tom Bahning		There are new electric streetcar designs being developed in China that run on rubber tires, quick charge at stops, and follow an embedded wire under the pavement - no need for rails and overhead wires - maybe someday
9	Gil R	03-30-2025	It's good see to the city recognize various part of the city as Equity Priority Areas. As a person of color myself, I happen to live in the EPA area near the downtown Train Station. Also good that the MTC sees the area of downtown as a very high need area for transit, housing, and other community services.
9	Gil R	03-30-2025	If a third SMART station is ever built in Santa Rosa I would think Hearn Ave would probably be the best location because it would be the only real place with a pedestrian overcross to go over Hwy 101.
10	Robin North	03-12-2025	This is a great way to move thru Santa Rosa. But it needs TREES and shade.
10	Robin North	03-12-2025	Tree planting must be included in new and existing sidewalk projects. Adding urban trees and shading will encourage people to get out and walk and roll
10	Minona H		Larger tree wells are needed for street tree to grow and thrive. Where there is space for larger tree wells such as bulb out locations, trees could be planted instead of rocks."
10	Gavin		native Trees please
10	Gavin	03-20-2025	Pedestrianize 4th street!
10	Minona H		Yes! and tree planting to create shade on the sidewalks and bike paths..
10	eric	03-25-2025	This is fantastic, I just hope the gaps get sorted out soon! would love to see a dedicated cycle lane north and south to our neighbors at RH and Windsor.
10	Annora	03-30-2025	I don't know if "rolling" here is referring to roller skating, skateboarding, wheelchair use, walker use, roller blading, etc. But I just want to note that some of those things are more challenging to do in certain areas because of the material used in the sidewalks. Figure 4 is a great example of a sidewalk that's easy to walk on but not so easy to roll on.
11	Carol	03-06-2025	Newanga Avenue is not safe for pedestrians and cyclists and heavily used for Spring Lake.
11	Stepi		please impliment southeast greenway bike and pedestrian plan for east/west access, and, please re-strip busy roads, like summerfield road ,with striping to protect bikes, with the order of lane striping as follows: cars, parked cars, bikes, then
11	eric		yes, and montgomery drive on the north side of spring late. How do you have a protected cycle lane, and then it vanishes, and then reappear again! are you encouraging cyclists or are you not? Dangerous road to cycle on!
13	Gavin	03-20-2025	I would feel uncomfortable letting my 10yo bike in this BS lane. These need to be Class IV or better!! This graphic shows that SR is giving lip service to active transportation by building inadequate infrastructure. Paint doesn't prevent collisions!
13	Eric		"Its better than nothing, paint helps with collisons. I would feel alot more comfortable than a "cyclists share the road" sign.
13	Tom Bahning		Increased safety for cyclists is going to hinge on how much Class IV gets installed. Similarly, an increase in the number of cyclists will depend on the amount of class IV built - class III is best for experienced adult cyclists.
13	eric	03-25-2025	Keep up the good work!
13	Anonymous	03-25-2025	I hope we get to see more of these class 4s
13	Anonymous	03-28-2025	The recent reduction in speed on various streets has had an unintended consequence of people using the side streets as a work around. regularly see folks zooming down west 8th street as a short cut for west 9th street.
13	Minona H		Engineering and enforcement to reduce vehicular speeds on all streets within the city boundaries would make it safer, healthier, and more pleasant for everyone that lives, walks, or bikes in Santa Rosa.
13	Chris G.		"Agreed, let's add modal filters and other strategies to address this.
13	Annora	03-30-2025	Can confirm! I tried to bike to work for a while, but I'm not an experienced cyclist and I had to cross Farmer's Lane and bike down Hoen before the bike lanes were added. Ultimately I didn't feel safe and stopped.
13	Marvin	03-29-2025	Speed reduction or making these side streets not traffic through could solve this issue.
14	Gavin	03-20-2025	All of this red needs to be green!
14	Alexander	03-28-2025	On Sebastopol Rd from Timothy to the Smart tracks there are no bike lanes.

14	Anonymous	03-28-2025	Ben Smith This little stretch of Dutton needs to be made more safe for bikers. It would allow for so many connection possibilities (along 3rd street, the Creek Trail, etc.).
14	Ben Smith	03-28-2025	The stretch of Dutton from 3rd up to College really needs to be more bike and pedestrian friendly. It is such a crucial corridor to get the the Creek Trail, 3rd Street, and College.
14	GiGi		I agree with Ben. It would be terrific if there could be a consistent stretch of both bike lanes, sidewalks, barriers on West College, College, Mendo, & connections to the Smart train stations/bus stops. Thank you!
14	GiGi	03-28-2025	I would appreciate a wide consistent sidewalk/bikelane on West College. Evening Shuttle services to the JC from the Smart Train would be terrific!
14	GiGi	03-28-2025	This area does not feel safe to walk and is not accessible to all people.
14	Genevieve Albers	03-28-2025	What is sorely needed is connectivity between paths. Gaps in pathways are often total barriers to functionality. All quadrants of SR should have uninterrupted pathways with at least some protection from automobiles, running between outer areas into city center/train station.
15	Minona H	03-30-2025	Shade trees are an important part of comfort for pedestrians. Larger tree wells should be planned to be installed with new sidewalks, and trees adapted to the local climate should be planted to improve the pedestrian experience. Mature street trees have been shown to reduce summer temperatures, and encourage people to linger, visit, and shop.
16	Carol	03-06-2025	Pedestrian level of traffic stress for Newanga should be reassessed to a 3 or 4.
16	Thea Hensel		no sidewalks, no visibility, narrow road"
16	Rick		Agreed! Pedestrians are required to walk on the street with no separation on Newanga. The traffice stress needs to be elevated to a 4, or at least a 3. There is a significant amount of traffic on Newanga since that is the entrance to Spring Lake Park. The City should prioritize a new entrance for Spring Lake off of Summerfield Rd down the newly acquired SE Parkway.
16	Robin North	03-12-2025	Intersection of College and Cleveland is a nightmare for cars and pedestrians. And the crossing on College to go under Hwy 101 is a death trap. Add additional safeguards such as lighted crosswalks or change the timing on the traffic lights to create a lag between when traffic is stopped or started and pedestrian crossing.
16	Rick	03-12-2025	Newanga traffic stress needs to be elevated to a 4 since there is no separation of pedestrians from vehicles. There is a significant amount of vehicle, bike, and pedestrian traffic since this is the primary entrance to Spring Lake. A new, safer entrance to Spring Lake from Summerfield down the SE Greenway corridor should be a priority given the narrow constraints of Newanga
16	Rick	03-12-2025	This segment of 4th St. can be a 2
16	Douglas Mondell	03-16-2025	The southern portion of Ridley Avenue doesn't have any sidewalks and pedestrians are forced to walk on a narrow stretch of road that is not well lit and on which cars travel at a minimum of 35mph. This does not meet the definition of a PLTS 2 and should be reclassified as PLTS 3. Moreover, Ridley Avenue is also located in a high-need Equity Priority Area. All of these factors support addressing this need quickly.
16	Eric	03-25-2025	Pretty sad to see how "stressed" it is to communte between cities or anywhere for that matter. And I am talking about commuting - not a leisurely ride around the block.
16	Ben Smith	03-28-2025	This stretch right here is a real nightmare. Cars go so fast here. The sidewalk on the east side gets littered with the parts of cars! They drive so fast that their undercarriage hits the road in two spots (at the bridge over the Creek, and at a little dip just north of 3rd street). Despite the danger, this stretch is well-used by folks on bikes, scooters, and pedestrians.
18	Carol	03-06-2025	Bicycle level of traffic safety on Newanga should be reassessed to a 3.
18	Iris	03-15-2025	Humboldt Street is a "bicycle boulevard" which apparently means, extra wide with street parking on both sides. It is not much of an improvement over any of the parallel streets.
18	Alexa F		I agree with Iris and Tom. I would love to see some modal filters. For the safety of pedestrians, I also wonder if we put raised crosswalks at intersections where through traffic is allowed (currently all of them, but hopefully not in the future).
18	Tom Bahning		The Humboldt BB design needs to be revisited. As the longest str in the JC, it is a natural overflow for Mendo Ave. Needs some scheme of traffic diverters or blocks as is done in Berkeley. The block just south of Pacific is particularly problematic - narrow due to all of the parked cars from nearby apts
18	Eric	03-25-2025	Should be reassesed to a 5. main road leading into spring lake has blind spots of cars! There have been deaths on this road! Cant have a class 2 bike path go into a Class 3 bike path with blind corners - unsafe!
18	Ben Smith	03-28-2025	The horror of this stretch of road for bikes and scooters can't be overstated.
18	GiGi	03-28-2025	Requesting a safe, fully accessible, and consistent bike, walk, bus, and shuttle services from the Smart Station to major community/commercial centers (JC, the Mall, Downtown, the bus station, Howarth, Annadel Park, Montgomery Village, Charles Shultz Airport, and Human Services buildings (Calfresh/Medi-Cal)). Thank you!
18	Mark F.	03-31-2025	Please stop using words like "comfortable" and "stress" to trivialize the real and deadly danger from mixing fast moving cars with bicycles. Per mile traveled, cycling in the US is more dangerous than driving, and that problem should not be glossed over. People are dying as a result of poor planning decisions and indifference towards people not in cars.
18	Chris G	03-29-2025	Not sure if this is for West 3rd or Dutton, but I'm for improving both!
19	Annora	03-30-2025	I know what you mean here, but it would probably come across more clearly if you said you had a particular focus on addressing those areas. As it's written, it sort of sounds like there's a loose academic interest in what are devastating community tragedies rather than the strong commitment to eliminating traffic deaths that the plan refers to in other areas.
19	Elizabeth Ridlington	03-16-2025	I'm not sure what the denominator is here. These two facts add up to more than 100%.
19	Lyzzie Pickering	03-27-2025	The barriers built on 4th to college are a hazard and unsafe for cyclists, pedestrians, and drivers. Remove them and please evaluate interventions timely and update if they cause an increase in issues. Also please make sure there is somewhere
20	Angel	03-06-2025	Wow, better get that highway overcrossing in there ASAP!
21	Elizabeth Ridlington	03-16-2025	Would be helpful to add to this figure heading the date range (2017-2021?).
21	Tom Bahning		Agreed - is it possible to state the actual number of deaths?
21	Gavin	03-20-2025	Make the road diet pilot permanent.
26	Anonymous	03-27-2025	Did not get to leave this comment before on the map: I feel like I will pass away anytime I try to cross the Hwy12 / S Boas Dr intersection as a pedestrian or a car. I'm sure biking is the same. This is by 5090 Hwy 12. Crossing to the bus stop or to get to Safeway on Calistoga Rd feels incredibly unsafe as I would prefer to use the side of hwy 12 with finished sidewalk from Mahonia Glen. Would prefer any type of change here since there are also some blind spots for cars due to the
27	Immune compromised citizen	03-06-2025	I haven't been coming because I am immune compromised and no covid precautions such as masks, air filtration, etc., are ever announced. I would attend virtual meetings or meetings with a virtual component for accessibility but to date that is never offered any time I have checked.
29	Annora	03-30-2025	These really seem to align with the comments people have left on previous pages too. Which would to me imply that these are the right takeaways!
33	Annora	03-30-2025	As a reader, I'd be interested to know here how many miles of those pathways are considered high priority.
34	Bob Wieck	03-14-2025	I find your draft difficult to zoom in on to read the detail I am seeking, so please move this comment to the appropriate section. I live off Fulton Road between West College and Guerneville. All three of these roads carry heavy commute traffic in both am and pm and reducing lanes will be intolerable. Any improvements need to maintain at least two vehicle lanes in each direction, plus center turn lanes. Traffic calming tactics like lower speed limits and narrowed pedestrian crossings are good as long as at least 5 traffic lanes remain on Fulton, Guerneville, and West College.

34	Jennifer Laporta		"The zoom in feature does not work. Can barely read the small print as it is. CROSSWALKS: We could use two painted crosswalks on Dutton Meadows near Bellevue Av. One for the paved trail crossing; one for the unpaved trail crossing. This is the area where bright yellow signs were recently installed indicating Yield to Pedestrians
34	Anonymous		I agree, reduce the lanes and make commuters use a bicycle. They'll be less fat that way too.
34	angel	03-06-2025	These are awful, is there a more modern design that allows people who need ramp access to not have to take non-intuitive routes to cross the street?
34	Chris G.		Could we add a picture of a raised crosswalk, in order to increase awareness?"
34	Anonymous		I don't think invalidating someone's comment is productive Andy, why not just say nothing? https://nacto.org/publication/urban-street-design-guide/intersections/raised-intersections/
34	Gavin		Yes, a raised crossings, also known as raised crosswalks or raised intersections. This should be the standard, not curb ramps. C'mon SR, get with the times! Car centric even in the ATP.
34	Elizabeth Ridlington		Can the city's street design guide revisions include narrower turning radii and a requirement that corners have a ramp in each direction of travel?
34	Andy	03-15-2025	Relax. They aren't awful.
34	Douglas Mondell	03-18-2025	Automatically activating pedestrian walk signs at intersections, without requiring pedestrians to push a button, would condition drivers to always remain alert for pedestrians when making turns.
34	Gavin		This is standard in more civilized parts of the world.
34	Gavin	03-20-2025	Pedestrianize Fourth Street.
34	Marvin	03-29-2025	I agree!!
34	Gil R	03-28-2025	I don't think some people realize how bumpy, beat up and broke a lot of the sidewalks are. Also just how narrow some parts can be. People think the roads are bad. Imagine them being like sidewalks where there constantly trash, broken glass and so many other obstacles. In some places sidewalk just ends and there is no smooth cement path. Also the lack of ramps, something I really only noticed because I walk with a hand cart and can see the service lack of curb ramps in many
34	Annora	03-30-2025	YES! As an ambulatory wheelchair user, I'm lucky enough to be able to stand up and move my wheelchair over a huge tree root that's broken the sidewalk or an abrupt change in the level of the sidewalk. But many wheelchair users can't do that, and it means they either can't go places or they take their wheelchair into the road.
34	Annora	03-30-2025	Just wanted to emphasize the value of a landscaped buffer like the ones in the photo. It's lovely to look at and it increases the sense of pedestrian safety.
35	Elizabeth Ridlington	03-16-2025	Would be great to have an example in this toolbox of quick-build curb extensions, too
35	Gavin	03-20-2025	Expensive and "tech-centric" but not as effective as reducing vehicle speeds. Using facilities like the curb extensions.
35	Tom Bahning	03-20-2025	Agreed - Flashing lights on each side of the street (and several feet back from the curb) are not noticeable at speeds over 25-30 mph. Slower speeds are best as well as a centered overhead light.
35	Gavin	03-20-2025	These are not enough! Use the Dutch design manual if you need more ideas. You can literally cut and paste from there. Flashing lights aren't enough, and are an example of how your car-centric thinking has permeated this document.
35	Mark F.	03-31-2025	This would be a good place for the Albert Einstein quote: "We cannot solve our problems with the same thinking we used when we created them." Perhaps Santa Rosa should consider hiring a design firm from Europe where they actually implemented successful active transport networks.
35	Tom Bahning	03-20-2025	Please provide the criteria for a refuge island here. Presume it involves width and speed limit. Can these be done as a quick build?
35	Tom Bahning	03-20-2025	The wider the road, the less effective these sidewalk mounted lights are. Why does SR not use embedded lights? Has their durability been improved? Have seen them is use for years alone the Oholne Greenway in El Cerrito.
35	Annora	03-30-2025	I quite like the overhead flashers that extend across the road on Sonoma Ave between Santa Rosa Ave and E St. They're not the most beautiful to look at, but I feel safer crossing because I feel like cars can see the lights even when they're not
35	Annora	03-30-2025	These are also great in providing access to disabled folks who might not be able to make it across the full width of the street in the time period designated by the walk sign.
36	angel	03-06-2025	Love these.
36	Chris G.	03-29-2025	Agree with Victor.
36	Victor	03-16-2025	These are very confusing. There's too many instructions for drivers to read, and the double flashing red is the same as those in railroad crossings, but means something else. It'd be much simpler to use a traditional red/yellow/green light.
36	Anonymous	03-20-2025	Is this a joke? So jim bob with his bullshit lifted pickup can bypass the speed bump? Get real, tell the fire dept they can slow down. Less pedestrian accidents means they don't have to work as much and can sit around the fire station BSing.
36	Gavin	03-20-2025	These are expensive reminders for cars to follow the law. And drivers routinely ignore them. Spend the money on passive speed reduction instead. Maybe this crossing shouldn't a strode.
36	Tom Bahning	03-20-2025	I've actually seen large pick-up trucks speed up for these. Suspect these worked better before today's SUV/Pick-up popularity.
36	Tom Bahning	03-20-2025	What criteria is used to determine when a hard red stop light is used (pictured) vs. the flashing yellow?
36	Gil R	03-29-2025	These types of crosswalks need to be everywhere they can be. It's so helpful to be able to enter the crosswalk / road ahead of cars. I've seen crosswalks where the green light changes rather quickly; like if I wasn't walking at a fast steady pace there's no way I would make it before the light changes, it's like how is an older person, or disabled person suppose to cross the street so fast. The other thing I would add is that I would say less than half of crosswalk prioritize pedestrians. Would I mean is there are crosswalks that if you push the button it really doesn't take long for it to make the red light happen so you can cross the street. Some you push the crosswalk button and think okay there is no traffic so it will change fast but no you're just waiting and waiting there; by the time it changes there are so many cars that ended having to stop at the red light so I can cross. Like shouldn't it know to turn red quickly so I can cross and not interrupt the flow of traffic.
37	Robin North	03-12-2025	High intensity activated crosswalks and Leading Pedestrian Interval desperately needed at College and Cleveland and College Undercrossing of 101
37	Thea Hensel	03-17-2025	Why is there a planned buffered bike lane on Hoen between Summerfield and Cypress if there is a Greenway with a Shared use path a few hundred feet north of the road designated as a high priority?
37	Mark F.	03-31-2025	Buffered bike lanes are pretty much a joke. When car drivers see a wide open street with no barriers they react by speeding up! And the paint on the ground will provide ZERO protection against a speeding five ton vehicle.
37	Ben Smith	03-28-2025	This stretch of Pierson desperately needs sidewalks. I'm glad to see that it's a part of the plan. There are tons of pedestrians, dog walkers, etc. that come along here, due to the Creek Trail and to get access to the train.
37	Chris G.		Would like to see improved lighting and crossing options at the bottom of Pierson, across 3rd. It's a nightmare in the dark.
38	angel	03-06-2025	This section of sidewalk is much needed! Completely missing on a high traffic road.
38	angel	03-06-2025	This section of missing sidewalk on one side is a low priority. The only thing there is a public facility, which I have never seen accessed by pedestrians. What is very much needed here is a crosswalk (or at least pedestrian crossing signs) for crossing Cleveland Avenue. People do it all the time, but the cars never even slow for them.
38	Adrian Covert	03-16-2025	Sidwalks need to be widened throughout downtown and RR square. Particularly 4th between Davis and Wilson, and Davis between 3rd and W 9th. There's too much infrastructure crowding from signs and utility poles to navigate pedestrian traffic, especially for families with strollers and wagons, etc.
38	Alexa F.	03-29-2025	I agree that wider sidewalks are needed both for safety and sense of place.
38	Gavin	03-20-2025	Or how about you pedestrianize Fourth Street already?
38	Adrian	03-16-2025	Sidewalks downtown need to be widened across the board.
38	Adrian	03-16-2025	The city should look into pedestrianizing 4th on the RR Square side. Would be a major incentive to take SMART and boost small businesses in RR square.
38	Gavin	03-20-2025	Pedestrianize both sides (and get rid of that crappy mall - ugly and horrid to be in. I'll bet \$5 that's was a low income neighborhood before).

38	Anonymous	03-20-2025	North St at Spencer is substandard - too wide for twin flashing lights, no refuge island, and high speeds
38	Gil R	03-29-2025	It would be incredible if somehow the mall could be torn open at the bottom so people can cross through at any hour of the day. If the old sears building is taken down to build a convention center or hotel I really hope an open public corridor walkway could be built in-between there. At the very least I hope the city could persuade the mall to leave their doors open much earlier and much later so people to pass through safely and comfortably. Especially if a grocery store is ever built around downtown, people do not want to walk around the whole mall to get there.
39	Daniel Levitis	03-14-2025	This section of W. Steele has both many residents with kids and hundreds of thousands of visitors each year (primarily families with kids) going to the Schulz Museum, the Children's Museum, and the ice rink. Safer ways for pedestrians to cross between Range and Coffey are urgently needed.
39	Collette Michaud	3/15/2025	W. Steele lane is very busy and needs to have a cross walk installed near the driveway of the Children's Museum. With almost 200,000 visitors to the Children's Museum a year and limited parking options, visitors are forced to park on the street for special events. It's also located in a densely populated, primarily low-income residential area where many children and families walk to the cultural resources along the street. Finally, it is within a half mile of the SMART Train station, with many children and families who walk to the Children's Museum from there. The Children's Museum, Schulz Museum, and Snoopy's Ice Arena are economic drivers for Santa Rosa and deserve to be as accessible as possible for many reasons, but especially for safety.
39	Adrian	03-16-2025	Need slow street improvements (bulb outs, speed bumps, etc) on Davis between 8th and W 9th to slow cars down near the Kid Street Charter School
39	Douglas Mondell	03-18-2025	Please consider a crosswalk on College between Ridley and Stony Point, too many kids are crossing the street here to get to Finley Park - the high traffic volume and rate of speed on this road makes this extremely unsafe.
39	Amy	03-16-2025	This intersection could really use a crosswalk. I see a lot of people jay-walking to get to Finley Park.
39	Cris	03-16-2025	The dearth of sidewalks on Roundbarn make crossing the street hazardous for pedestrians, especially near the medical and other office facilities near the west entrance to Roundbarn
39	Cris	03-16-2025	Crosswalks on the section of Mendocino between Administration Drive and Mendo OC are few and far between. So people jaywalk, risking their lives.
39	Adrian	03-16-2025	Cars absolutely fly down W 9th under the 101 overpass. The street there is the width of the highway and cars that park on W 9th between Wilson and Davis are always pull their vehicles' passenger side tires up onto the curb, presumably out of fear they're going to get clipped by fast cars from beneath the freeway. Please narrow W 9th and enforce the on-curb parking.
39	Janet Barocco	03-19-2025	Build an at -grade crossing at Jennings Avenue Car-free, pedestrian crossing would provide safe,efficient pedestrian,bike, wheelchair access to stores, library, restaurants west and east of the tracks. Current detour in place since 2016 lengthens pedestrian roundtrip by 1/2 mile and 25 minutes. CPUC approved in 2016 and has broad support of the community and the City of Santa Rosa.
39	Richard Heinberg	03-29-2025	Jennings Crossing at-grade rail crossing is essential! SMART has dragged its feet for a whole decade! BUILD THIS CROSSING and re-unite our neighborhood!!!!
39	Minona H	03-30-2025	Improve approach to the Downtown SR SMART station for cyclists. Bike to SMART could be an alternative commute option if there was a clear bike route going to the Downtown station.
39	Johanna James	03-30-2025	This long -- 0.4 mile -- block of Lance Drive was already identified for sidewalks on both sides in the “2018 Bicycle and Pedestrian Master Plan ” but over six years later we still don’t have even a simple blacktop walkway, let alone sidewalks both sides. Many parts of the street have nowhere to walk but in the roadway, especially on a hazardous blind curve just north of W. College Avenue where there is a ditch on both sides, and no shoulder. There is more density on the street than before, and more through traffic as well. Do we have to wait until a pedestrian is seriously injured, or worse yet killed, before we can even get a walkway here!?
39	James L Duncan	03-30-2025	Lance Drive between Jennings Avenue and West College is largely unimproved. A continuous paved pedestrian walkway on the west side was planned by the City years ago but has not yet been built. The southern end of Lance Drive is particularly hazardous with blind curves that limit how far ahead pedestrians and drivers can see, open ditches on both sides, and nowhere to walk but in the roadway. A pedestrian walkway on this blind curve is especially urgently needed to provide needed public safety.
39	James L Duncan	03-30-2025	The CPUC-approved at-grade rail crossing at Jennings Avenue is an essential crossing for the neighborhood. For example, there is senior and low-income housing to the east and there is Santa Rosa Community Health and other services to the west. It is also a key part of the Jennings Bicycle Boulevard which is planned to connect to an overcrossing of the 101 freeway. But the fenced off unimproved crossing discourages active transportation in the neighborhood and beyond. Reopening the Jennings Avenue rail crossing should be designated as highest priority improvement.
40	Elizabeth Ridlington	03-16-2025	Carr Street between Orchard and Wright Street lacks sidewalks on one or both sides, depending on the block.
40	Dan Levitis	03-14-2025	Santa Rosa High School becomes a grades 7-12 school starting this summer. For younger kids to cross Mendocino Ave safely, all the crosswalks in this area should be improved and a crosswalk and traffic light should be considered at Bear Cub
40	Elizabeth Ridlington	03-16-2025	Improvements in this stretch need to be a priority as enrollment at Santa Rosa High increases.
40	Adrian	03-16-2025	Annadel is a world class cycling destination. We should prioritize allowing cyclists to comfortably access it by bike via SMART by ensuring the two are connected via a combination of Class I and Class IV paths.
41	Rich Collins	03-14-2025	Much of Stony Point Road is very dangerous for cyclists, primarialy due to high speed limits. Slowing traffic would improve safety and reduce accidents. This should be a priority.
41	Alexa F	03-29-2025	I agree with Rich. I would emphasize that there should be a direct crossing across Summerfield on the JR trail, preferably with a refuge island in the middle.
41	Gavin	03-20-2025	Build the roundabout!
41	Gavin	03-20-2025	This section is the worst to cycle through. This section of the trail needs to be fixed. Even with the detour the sidewalks and bike lanes are poorly maintained and horrible to use.
41	Gavin	03-20-2025	Prioritize bike crossing at the trail and road. Cylcle lights as soon as the bike button is pressed.
41	Gavin	03-20-2025	The junkies and bums make this an uncomfortable place to be. Tax the winery owners and provide these people some services. Then cleanup the place and get rid of the ridiculous rocks.
42	Elizabeth Ridlington	03-16-2025	Is there any possibility of adding a sidewalk to one side of this section of Brookwood?
42	Thea	03-17-2025	There are two street crossings north of Hoen. One of them needs to be at the north side of the Greenway trail.
42	Mark F.	03-31-2025	There currently are not any good ways to get from central Santa Rosa down to the abundant shopping and housing located around Kawana Springs Road. One possible quick fix would be make crossing from the SMART Trail over to Marketplace shopping area possible via Hearn Ave. I have not seen the recent improvements to Hearn, but I doubt they included protected bike lanes. In that event, perhaps the sidewalks could be converted to shared use paths.
42	Thea	03-17-2025	Installation of the sidewalk will also require some flood control since that street is frequently in need of runnof management
42	Chris Bowen	03-22-2025	For the street crossing that will be needed for both pedestrians and bikes where the SE Greenway crosses Summerfield, will there also need to be additional measures to slow vehicular traffic?
42	Alexa F	03-29-2025	Thanks for asking this Chris! It seems to me that raising the crosswalks, or raising the road the entire width of the greenway (maybe with some pretty brick work?), so cars on the road know they are entering a pedestrian/bike right-of-way is essential to making the Greenway a greenway, rather than a series of chopped-up linear parks.
42	Alexa F	03-29-2025	Raised crosswalks to get people on bikes, foot, scooters, wheelchairs, strollers, etc safely across Summerfield, Yulupa, and Franquette should be foundational in the Greenway plan.
42	Adrian	03-16-2025	We need to make sure the SE Greenway is connected to the Prince Memorial Greenway/Creek Trail via a fully separated class I shared path!
42	Carla	03-17-2025	With MHS going 7-12 we need wider sidewalks, better crosswalks (flashing lights) and safer biking in and around the area. Hahman is particularly affected and crossing Farmers is a nightmare.

42	Thea	03-17-2025	When a new street crossing is installed ther ill need to be City sidewalk installed n the east side or Yulupa, west of the Greenway
42	Chris G.	03-29-2025	Would also really like to see a raised crosswalk across Yulupa to connect the two main sections of the Greenway property and make clear to drivers that they are passing through a park.
42	Thea	03-17-2025	A pathway connecting Hoen to Mayette has been created which will probably become permanent along the Sierra Park Creek at Mayette. This needs a crosswalk for children attending Sierra Park Middle School and Village school
42	Mark F.	03-30-2025	There needs to be a HAWK installed at the Hwy 12 on ramp at Farmers. This is the ONLY connector to Farmer Lane Shopping Center and Bennet Valley Rd for about a mile in each direction. Currently cars start hitting the accelerator as soon as they see the on ramp and pay no attention to people trying to cross to go shopping.
43	Thea Hensel	03-17-2025	There are 2 street crossings south of the Greenway at Hoen and Mayette but not one at the actual Greenway crossing. Seems like it needs or better yet a roundabout.
44	angel	03-06-2025	More of these, please!
44	Mark F.	03-30-2025	I agree with Stepi's comment. It is a lot safer if the cyclists is not sandwiched between deadly fast moving cars and drivers opening their car doors into the path of cyclists. If you must use valuable street space for car storage, have it provide a safety buffer for pedestrians & cyclists. Class II bike lanes don't increase the adoption of cycling -- just look at all the empty Class II lanes Santa Rosa currently has. Protected bike lanes are what the city needs.
44	Stepi	03-28-2025	lane order: cars, parked cars, bikeway, pedestrian
45	Alexa Forrester	03-14-2025	More of these please!
45	Anonymous	03-28-2025	Make sure the road is wide enough to do this in the first place. It is dangerous to be in a car and have a big truck coming at you on Armory. It really isn't wide enough for the features you included.
45	Tom Bahning	03-20-2025	Please prioritize curbs, either cast-in-place or staked in, plus parked cars and planters. Thinking of how these different design elements are interspersed on Milvia St in Berkeley where they seem to work well.
45	Gavin	03-20-2025	Plastic straws are a poor example. How about an actual curb to prevent the drunks from hitting the cyclists so easily?
45	Victor	03-16-2025	Yes!!!
45	Victor	03-16-2025	Class III (sharrows) have very little usefulness, and are not a replacement for other bike infrastructure.
45	Serenity	03-25-2025	Class III's + street parking creates an almost nonexistent bike corridor. Not ideal - even with the traffic-calming features.
45	Tom Bahning	03-20-2025	Class IIIB is only as good as the number of traffic calming features used.
45	Gavin	03-20-2025	Class I and class IV are the ONLY real options. The rest of this paint is just another example of how car-centric thinking permeates this document.
45	Mark F.	03-31-2025	It can't be said enough: "Paint is not protection!"
45	Anonymous	03-25-2025	yes, agreed, however, Class 2 is a step towards the right way.
45	Tom Bahning	03-22-2025	Thank You for including this informative footnote regarding Class III speed limits.
45	Stepi	03-28-2025	lane order should be: cars, parked cars, bikeway, sidewalk
45	eric	03-25-2025	I just do not understand the different class names and why they are named that way.
46	Cris	03-16-2025	This section of Mendocino is scary for cyclists. Cars jockey to get ahead as Mendo merges from one lane into two. They often veer into the bike lane in an effort to pass cars on their left.
46	angel	03-06-2025	Oh thank goodness, this is a much-needed improvement
46	Cris	03-16-2025	Need a bike sensor at the northwest corner of this intersection. I have been stranded here due to lack of one.
46	Cris	03-16-2025	Yes to protected bike lanes on Dutton!
46	Anonymous	03-28-2025	The City already dropped the speed limits on various streets around town with little to no effect. Do not tank N. Dutton for the less then 10 % of residents that have participated in these surveys. There are far safer routes to the same locations. Smart trail is parallel only a few blocks over and is dedicated to bikes and pedestrians. Most people will not complain until you already spent the money for the improvements.
46	Cris	03-16-2025	Just adding that there are many health clinics and businesses on North Dutton so protected bike lanes would be great.
46	Elizabeth Ridlington	03-16-2025	The southbound bike lane on Mendocino south of Pacific is impassable because of flooding after rain, and the flooding takes days to clear.
46	Gavin	03-20-2025	Very little driver awareness of cyclists here. Dangerous place to cycle.
46	Ben Smith	03-28-2025	I want to signal my support for a separated bike lane from 3rd street up to College on Dutton.
46	Alexander	03-28-2025	Hahman from the creek to Sonoma should be class IV
47	Gavin	03-20-2025	This trail street crossing should prioritize cyclists, not automobiles.
47	Anonymous	03-28-2025	I have waited for a very long time at this signal only to have the junkies pushing the button and walking away. Don't change the priority.
47	Tom Bahning	03-22-2025	Re New Buffered Bike Lane on 4th: Saw a west bound pick-up truck cut this right hand curve well into the bike lane at a high rate of speed after dark today. Suggest adding staked in curbs and delineators on curves such as this. In this case, start curbs and delineators back at
47	Mark F.	03-31-2025	You need a HAWK at 13th & North Street. Cars on North pretty much regard it as a private speedway and are not slowing down for anyone crossing. Using Benton/13th Street for East-West travel is much is a much safer route than College. Furthermore, there is grade school on Benton that would greatly benefit from the safety improvement -- kids don't drive and need safe ways to get to school.
47	Mark F.	03-31-2025	This section of street needs to be top priority. During the outreach in downtown, I noticed lots of people were flagging this area with dots. It is the ONLY connector between East and West Santa Rosa for about a mile in each direction, yet currently lacks any kind of effective infrastructure for cycling. Also, it connects directly to the SMART trail making a safe route here even more useful. "Shared-Use Path" will be great, but it needs to be done soon, as this is a bottleneck that impedes the rest of the plan.
47	Victor	03-16-2025	This short stretch is great. Hope to see more separated bikeways like this!
47	Gavin	03-20-2025	Demolish this building to reconnect 4th street. Or charge a tax for the building blocking the right of way.
47	Gavin	03-20-2025	You wont get full utilization of this trail for commuting until you get rid of the junkies.
47	Dana	03-21-2025	Reconnect downtown and railroad square via an open air passage through the mall on 4th Street.
47	Elizabeth Ridlington	03-16-2025	This stretch of Ridgway desperately needs something better than sharrows that mix cyclists with teen drivers.
47	Elizabeth Ridlington	03-16-2025	The public right-of-way connecting Slater to Santa Rosa Ave should be paved and lit so that it makes an easy connection for cyclists and pedestrians to get to the light at Ridgway to safely cross Mendocino
47	Elizabeth Ridlington	03-16-2025	Bike safety could be improved here by removing a few parking spaces on 6th Street west of Davis so bikes don't have to immediately merge into traffic when traveling westbound
47	Gavin	03-20-2025	There is already an informal trail here, why not prioritize this?

47	Mark F.	03-31-2025	I'm surprised this stretch did not get more attention, since 2nd street is about the only sane way to get from the Memorial Hospital/Montgomery neighborhoods to downtown using active travel. Given that 2nd & 3rd are a block apart, consider making one good quality bike boulevard rather than two half-assed ones. Car traffic is already much heavier on 3rd, and if we could de-prioritize car storage on 2nd there would be room for protected bike lanes. Streets are for transport, not storing private property.
47	Anonymous	03-20-2025	True. I know several woman who will not ride on this trail section.
48	Alexander	03-13-2025	Pine Meadow is a neighborhood street that is used as a cut through. Speeding often occurs. Add as a Bicycle boulevard so something can be done about the constant speeding and reckless drivers on this neighborhood street. Two cats have been killed on this street in the last year from drivers driving to fast and not paying attention.
48	Ana S	03-20-2025	Agreed. Also Coffey Lane road bikers need more protection from the speeding cars. It is nice to be able to bike to Coffey Park without fearing for limbs
48	Gavin	03-20-2025	Make all of these crossings under the street.
48	Adrian	03-16-2025	This section of Guerneville Rd should be a top priority for a either a shared use path or a separated bikeway given its proximity to SMART, Coddington, and the large new housing development at Lance Drive.
48	Alexander	03-25-2025	Add Class II to Coffey Lane here
49	Anonymous	03-28-2025	All I hear are complaints about people trying to get to work and no longer having the lanes needed to do so. Not one of them said they saw a bike.
49	Mark F.	03-31-2025	Car traffic in a city does not act like water in a pipe. What slows down cars on College are the the numerous traffic lights, which bring traffic to a full stop. The number lanes for cars does not have much of an effect when there is a hard limit to what can get through multiple intersections per hour. So complaints losing a car lane should be ignored, they are not based on reality.
49	Chris G.	03-29-2025	I ride frequently on this section of 4th Street and find it much safer and more comfortable since the changes were made. And, over time, I've seen hundreds more cyclists and pedestrians using the street. What I have not seen is a traffic jam.
50	Gavin	03-21-2025	Improve this trail intersection for cyclists. Replace bollards along the trail with some more suitable for cyclists to bypass and wide enough to accomodate cargo bikes.
50	Gavin	03-21-2025	Build this extension right away.
50	Gavin	03-21-2025	Send mailers to Sebastopol Residents and Santa Rosa residents that The Joe Rodota trail is a commute alternative to driving. And show the routes.
50	Gavin	03-21-2025	Improve wayfinding signage for the creek trail so cyclists and walkers know which ramps to go up to get to certain destinations.
50	Gavin	03-21-2025	Add covered bike parking at SMART station and relocate busses to SMART station. Busses should be timed to meet each arriving train. Train frequency should increase.
50	Ben Smith	03-28-2025	The proposal for separated bike lanes along Pierson and 3rd and Dutton is great. As the SMART pathway to Rohnert Park opens up, the bike and scooter traffic here is going to ramp up.
50	Angel	03-06-2025	The right hooks on this section are dangerous. The green dashes make it worse because they imply to the drivers that they can cut off the bicyclists.
50	Chris G.	03-29-2025	A well-designed separated lane on this corridor would ideally address this.
50	Gavin	03-20-2025	SR ave needs a major upgrade, separated bike lanes and a streetcar feeding to the smart station
50	Gavin	03-21-2025	Improve this crossing by making the bike path not go through the island. Make the pedestrian button instantly responsive to being pressed by cycling the lights right away. Put markings on pavement and signage to indicate that this is the Joe Rodota Trail, increasing awareness that it is a commute option.
50	Mark F.	03-31-2025	Joe Rodota Trail/Stony Point is a particularly dangerous intersection. Between the cars coming off 12 too fast, and cars accelerating to get on the freeway -- transit planners are forcing people to run the gauntlet. I sometimes opt to cross one block down at Stony Point Plaza since this eliminates much of the danger associated with the freeway. However, there needs to be crosswalk added at the north side of this intersection to really make this safety detour practical.
50	Gavin	03-21-2025	Improve intersection for cyclists on trail.
52	angel	03-06-2025	These should be equivalent. In Portland, one can double one's travel distance by taking the bicycle boulevards if the distance is short (2 miles to travel a mile as the crow flies), or, if it's further, it'll still add several miles to the trip. Safe
53	Tom Bahning	03-20-2025	Re Humboldt BB: Suggest that traffic counts be done as is and then repeated after any future improvements are done. Also, does Humboldt qualify today as a BB based on this traffic volume criteria?
53	Serenity	03-25-2025	These are dangerous no matter what. If we can have ClassIIs or higher only in this city that would be ideal. Humboldt Boulevard feels like a joke with its bike signage and all that street parking. Even with the low traffic speeds, it's so tight between parked cars and moving vehicles, squishy biking humans are at risk of being sideswiped.
53	Mark F.	03-31-2025	Kinetic energy goes up with the square of velocity, so for a for a bike boulevard to be safe and comfortable, car speeds need to be kept down to 20mph. I find the speed "cushions" are not very effective at accomplishing this on Humboldt. I find it safer and more enjoyable just to take a parallel street that has only fraction of the car traffic.
54	Victor	03-16-2025	Daylighting + bike parking is very much appreciated, and it makes the street more welcoming to all users.
54	Victor	03-16-2025	These are very important for the safety of cyclists, as intersections have so many conflict points with cars, especially for cyclists turning left. They have the added benefit of slowing down cars turning right, which improves pedestrian safety.
54	Gavin	03-20-2025	Bro, how is this hardened? You can see the truck marks on the plastic straws.
54	Gavin	03-20-2025	This should be standard. Plant some native shade trees too.
55	Adrian Covert	03-16-2025	This is hugely important. I've been stranded in the middle of intersections with my child on my bike because the light didn't detect us. Felt very unsafe.
55	Gavin	03-20-2025	And this is why you have idiot drivers being unsafe everywhere.
55	Tom Bahning	03-20-2025	Not all in pavement sensors are indicated with paint. One must guess based on the grid lines.
55	Elizabeth Ridlington	03-30-2025	And in some intersections, such as at Pacific and Humboldt, the paint is in the wrong place.
55	Elizabeth Ridlington	03-16-2025	Please add an option in the MySantaRosa app to make it easier to report signals that don't detect cyclists. Right now, there isn't an obvious appropriate category
55	Chris G.	03-29-2025	Making the app faster and more intuitive in general would help drive more use and engagement, which could yield more data for the City.
55	Victor	03-16-2025	Agreed. And if you submit it under the "wrong" category, they will often close it without addressing the issue.
55	Gavin	03-20-2025	Look at this squishy language! A traffic engineer with a giant SUV wrote this. Ban all right on reds.
55	Chris G.	03-29-2025	If you do this on a case-by-case basis, I do wonder what criteria will be used to determine if a given case warrants it.
55	Gavin	03-20-2025	Making safety the default option would be a complete ban on this unsafe practice.
55	Gavin	03-20-2025	Again with the squishy language. This should be the STANDARD at EVERY intersection. Until you stop giving yourselves "outs" in your policy documents, you will keep having people killed.
55	Elizabeth Ridlington	03-16-2025	Can we also investigate the possibility of using traffic cameras to enforce this?
55	Al Wellman PE	03-29-2025	Since right turn on red is assumed to be the default situation, motorists may fail to notice signs forbidding the practice. It may be useful to install a red arrow signal lamp which may be more frequently noticed by motorists focusing on traffic

56	Gavin	03-20-2025	"May"? It is proven time and again in the data that there is a direct correlation between speed and death.
56	Elizabeth Ridlington	03-30-2025	Lowering speed limits near schools seems like such an obvious thing to do that I would like a stronger recommendation here.
56	Elizabeth Ridlington	03-30-2025	This should say "Expand and protect the city's tree canopy" and the recommendation should include an education campaign for property owners and landscapers/gardeners in proper tree pruning. So many mature trees have been butchered with bad pruning. Other cities have educational materials that we probably could crib from. This doesn't feel entirely like a TPW staff job, though. Maybe there's a partnership opportunity?
56	Tom Bahning	03-20-2025	SR has many miles of Class II bike lanes on streets (Fulton Rd comes to mind) with speed limits way over the CL II limits stated in various design standards (NACTO, FHWA, others). Suggest these be converted to CL IV or removed.
56	Elizabeth Ridlington	03-30-2025	Yes please! What currently slows us down on doing this? Money, I know, but what else? Old default design standards? Lack of staff?
56	Mark F.	03-31-2025	California is supposed to cut greenhouse emissions by 50% by 2030. It's going need to be QUICK BUILD by default. We don't have a decade to debate projects to death and kowtow to NIMBYs.
56	Elizabeth Ridlington	03-30-2025	Are bike boxes at intersections supposed to be painted green? Seems like a good ideas, and not all of them currently are
56	Annora	03-30-2025	I think this is a great idea. I genuinely think that some people don't realize they're not supposed to park in these locations, and the red curb would help give them that information.
56	Annora	03-30-2025	I'm not an urban planner, so I'm stepping out of my lane a bit here. I know it's more expensive to re-engineer roads, but reducing the speed limit without changing how it feels to drive on that road doesn't strike me as a functional long-term solution. Whereas increasing the edge friction on roads will make me WANT to driver slower even if I'm not worried about getting a ticket.
56	Annora	03-30-2025	This would be great, as both a pedestrian and a driver.
56	Elizabeth Ridlington	03-30-2025	Can the design update include a standard approach for limiting car lane widths on roads with ultra-wide swaths of pavement? E.g., Guerneville Road eastbound between Coffey Lane and Range, where the road is really wide but the bike lane gets its usual 5 feet (including gutter) and the right lane is 15 feet wide. In situations like that, can we get a paint-buffered bike lane by default, even if it is just for a block? Same thing on Franklin Ave between the south edge of Franklin Park and Silva Ave. I'm sure there are other places like this in town, too
56	Elizabeth Ridlington	03-30-2025	Please can we update the corner radius standard to be much tighter for all types of roads?
56	Elizabeth Ridlington	03-30-2025	How much funding do we have for staff training? What specific resources and/or conferences does Alta recommend? Can we budget for this?
56	Elizabeth Ridlington	03-30-2025	I know that enforcement isn't the answer to many vehicle violations, but enforcement seems like it might helpful here. Do we have a good system in place for allowing people to report violations of daylighting and does Parking Enforcement understand the value of prioritizing enforcement at intersections? And can we create a way for the public to request red paint at intersections where cars repeatedly park close to the corner?
56	Elizabeth Ridlington	03-30-2025	I thought I already commented on this but now I don't see it, so apologies if this is a repeat. We absolutely should be dropping speed limits near schools. I'd like a stronger recommendation here
57	Annora	03-30-2025	I think this is potentially more useful from a disability access perspective, but it would likely be difficult to confirm you're getting it to the right audience. There are a lot of people who aren't completely unable to walk but who are unable to walk or bike for long enough to really get around effectively.
57	Elizabeth Ridlington	03-30-2025	Until we have a lot more funding for all bike/ped issues, this seems like a low priority.
57	Angel	03-06-2025	Establish an educational program to teach the crossing guard company that pedestrians have right of way, and that it is not the responsibility of a crossing guard to make sure cars don't back up when there's pedestrian traffic, as long as it's safe to cross. For example, if there is a flashing beacon and there is a pedestrian waiting to cross, do not prevent the pedestrian from crossing so that cars can go for 120-180 seconds in between ped crossings. (This is written and effective policy at ACMS, the school crossing guard company used in the region, but I'm pretty sure it's illegal for crossing guards to be doing this.)
57	Angel	03-06-2025	My previous comment is about pedestrian equity but could also belong in the education section below.
58	Annora	03-30-2025	I loathe the way this is written. Unhoused people aren't shrubs you need to cut back from the trail. They're some of the most vulnerable people in our community -- which is something this plan previously centered as a priority. Unhoused people are vulnerable community members using. the. pathway. The audacity of listing equity as one of your guiding principles and then writing this section is staggering. Trail maintenance???
			If unhoused people are consistently using shared use pathways for encampments maybe you should ask them what about the pathways makes them a good location and figure out ways to meet those needs for folks who aren't ready or willing to come into shelter rather than talking about shoohing them away like gnats.
58	Gavin	03-20-2025	Agree
58	Gavin	03-20-2025	I cannot see why SR has a Silver, the consideration for active transportation over automobiles in SR is very poor.
58	Mark F.	03-30-2025	I could not agree more. Growth in cycling for transportation has been moribund thanks to Santa Rosa's "cars over people" priorities. We are still waiting for that pedestrian/cyclist bridge over 101 near the JC, which as been discussed and
58	Anonymous	03-20-2025	These programs are not effective.
58	Mark F.	03-30-2025	I've never seen any cycling infrastructure to indicate that such a program exist in Santa Rosa. As far as I can tell "Safe Routes to School" is something official like to champion without taking any meaningful action.
58	Gavin	03-20-2025	Give the junkies a safe place to use too.
58	Gavin	03-20-2025	There needs to be more protected, secure, covered bike parking, especially in downtown, at the SMART station and transit mall.
58	Annora	03-30-2025	Temporarily closing streets is great! And also I'd love to see the city consider pedestrianizing some areas completely.
58	Elizabeth Ridlington	03-30-2025	This list feels both incomplete and padded. "Waste bin placement" doesn't feel like a matter of "encouragement." Missing is anything about helping people figure out good routes to get where they want to go. What they see from a car window suggests that they'd be a fool to ride a bike, but those of us who do bike know of many side streets, etc., that make biking somewhat reasonable. How do we help fix that gap in knowledge?
60	Elizabeth Ridlington	03-30-2025	Can this description include mention of tracking our progress toward our Vision Zero goals?
60	Gavin	03-20-2025	Until active transportation funding approximates car funding, there will be no meaningful shift. Tighten up this language to make active transportation maintenance a higher priority
60	Mark F.	03-31-2025	Automobile owners enjoy government subsidies far in excess of anything ever received by either public transit or active transport. Start taxing private automobiles the true cost of car infrastructure and we will have no shortage of money.
60	Anonymous	03-28-2025	This has not been a city priority and continues to be unfunded. Read City policy regarding Sidewalks. The burden of sidewalk maintenance is being placed on the property owners.
63	Robin North	03-12-2025	Please add trees to our sidewalks. We need shaded to get out and use them
64	Gavin	03-20-2025	Prioritize. Or convert to bicycle parking.
64	Tom Bahning	03-20-2025	Do not understand this. When the creation of a viable active transportation network is in conflict with the continued existence of allowing the storage of private property on public streets, the network takes precedence.
64	Elizabeth Ridlington	03-30-2025	Removing parking is almost always technically feasible. We're not talking about tearing down a parking garage. That said, one legitimate concern I've heard about parking restrictions in residential neighborhoods with limited off-street parking (Burbank Gardens, Julliard Park) is from disabled folks who worry that they won't be able to park near their home. The city should adopt a policy that disabled placard holders can have a designated parking place with a blue-painted curb and signed parking restrictions. It doesn't mean they get it in the middle of a bike lane, but it could be place at the closest allowable location to their home. Santa Barbara does this.
65	Minona H	03-30-2025	Since School Access is a stated priority, it would be helpful to show school locations on this map. If you need to keep the legend the same length, you could remove "Waterbodies" from the legend. I think people can figure that out without

66	Gil R	03-28-2025	Connection the SMART pathway to the Santa Rosa Creek Trail and Joe Rodota Trail should be on top of the list. I imagine it's SMART that suppose to provide the funding but I hope the city does it's best to streamline the permitting process and so forth. Nice to see the Pierson St / Santa Rosa Creek trail as a opportunity project. I would had hoped and wished for W 6th St to have been included since there is also no sidewalk on one side. Also turning the A St Stairs at the Santa Rosa Creek Trail into a long ramp.
66	Gavin	03-20-2025	Closing 4th street and old courthouse square to cars should be your top and highest priority
66	Gil R	03-28-2025	Extending the Santa Rosa Creek Trail past Santa Rosa Ave in the east direction, all the way as noted on the map would be really neat to see someday.
66	Gil R	03-29-2025	What is the plan, if any, with the land that is here? Other than the Stewart Cannery Apartments the area has been the same since probably anyone could remember. I feel like a well sized park could go here. Or a drop off pickup waiting zone. Along with a transit station stop so buses could pull up close to the SMART station.
66	Gil R	03-28-2025	If Santa Rosa Middle School ends up closing I would hope the area can be turned into a large park with walkways and bike paths. Since Juilliard, Doyle and Franklin parks are further away from people in the area. It would go well with connecting to Fremont Park and connecting to fourth street if it were closed to traffic. I feel at the very least fourth street should be closed to east to west / west to east traffic. But could remain open for cars to pass north to south / south to north.
66	Elizabeth Ridlington	03-30-2025	E Street in front of Santa Rosa Middle should get the same parking/bike lane design as the city has done on Steele Lane in front of Steele Lane Elementary. With the current design, drivers block the bike lane during school drop off and pick up
66	Elizabeth Ridlington	03-30-2025	Whoops. Should have put this in the bike section
67	Amy	03-16-2025	Please consider switching this to high priority. Its unsafe for my kids to walk or bike to Helen Lehman Elementary school without sidewalks. It would also be safer for those in the neighborhood to access Finley Park and W College Ave.
67	Douglas Mondell	03-18-2025	As discussed on page 16, Ridley Avenue should be a high priority given the street conditions, low comfort level for pedestrians, and proximity to an elementary school and major park.
67	Minona H	03-30-2025	Can you add school locations to these maps? I think they are as high if not higher priority for bike and pedestrian access as parks and City buildings.
67	Anonymous	03-28-2025	Once sidewalks are installed will it be the property owners responsibility to maintain them if they did not exist before the 2008 council Policy.
67	Elizabeth Ridlington	03-30-2025	Multiple intersections in this stretch of Mendocino have drainage problems that make it hard for pedestrians to cross the street AND that cause car traffic to splash water on anybody on the sidewalk. Same issue on the north sides of the first blocks of Pacific and Silva east of Mendocino during heavy rain. The sidewalks become impassable
67	Anonymous	03-28-2025	Will the cost related to the fact that the grade on the street is higher than the surrounding right of way be taken into account. In order to put a sidewalk on this dead-end street and not create little dams on private property the street elevation will have to be dropped. that is likely the case with all of the old town streets.
67	Elizabeth Ridlington	03-30-2025	One of the things that makes this area very stressful to navigate on foot is the number of driveways. Sometimes the problem is drivers blocking the sidewalk. Other times it's drivers making fast turns across the sidewalk. What are current design rules about where driveways are allowed? Do those rules need to be updated? Do driveways in this area comply? Could any driveways be closed/modified, such as limiting which direction drivers are allowed to turn?
67	Elizabeth Ridlington	03-30-2025	Residents of Lance Drive have repeatedly urged the city to prioritize adding sidewalks here.
68	Floyd Wilson	03-24-2025	I have reported on MySantaRosa about the new crosswalk warning signal on North Dutton Ave and El Cerrito Dr / El Cerrito Ct because there are a lot of people who cross there to get to Guerneville Rd and to the SMART Santa Rosa NORTH Station and some pedestrians are getting injured. There needs to be some TAPCO Flashing LED PED XING signs, in-roadway flashing LED Crosswalk Lights and Polara iNX APS Buttons saying "CROSS STREET WITH CAUTION, VEHICLES MAY NOT STOP" in English and Spanish so that pedestrians can cross with caution and that would help a lot.
68	Floyd Wilson	03-24-2025	I have also reported on MySantaRosa about the new crosswalk warning lights on North Dutton Ave and Guaymas Ct / Guaymas St and there are a lot of pedestrians who are having trouble crossing North Dutton. There need to be some RRFB Flashing Lights and Polara iNX APS Buttons saying "YELLOW LIGHTS ARE FLASHING" in English and Spanish so that pedestrians would notice that they are crossing Dutton Ave while the lights are on and that would help a lot.
68	Floyd Wilson	03-24-2025	I reported about pedestrian flashing lights at the crosswalk of North Dutton Ave and Tesconi Cir (SOUTH) because pedestrians crossing to get to different buildings are not warning drivers and that is not good. There need to be some Round Flashing Beacons and Polara iNX APS Buttons saying "WARNING LIGHTS ARE FLASHING, CROSS STREET WITH CAUTION, TRAFFIC MAY NOT STOP" so that they can cross with caution and that would help a lot.
69	Elizabeth Ridlington	03-30-2025	South Ave should be a high priority for improvement. It's one of relatively few east-west streets in this area and it lacks consistent sidewalks and has puddles after rainfall. This means pedestrians have to navigate around the puddles and also try to avoid getting splashed. Neighborhood advocates met with Bikeaable a few years ago to point out this street's shortcomings.
70	Alexa F	03-29-2025	Sonoma Ave between Hahman and Farmers is a nightmare. On my ride home last week, I passed a man whose tire had popped on a pothole, and the uneven pavement in front of the bus stops is so uneven it feels unsafe. Given how many people on bikes use this east-west connector, it needs immediate attention!
70	Mark F.	03-31-2025	I find the the entire length of Sonoma to be unusable during week days. On one side you have car doors opening into your path, and on the other cars ripping by at 35-50mph (fun fact: a car going just 40 mph is overwhelming likely to kill any cyclist it hits). Speed kills. I take the parallel street Magowan when I need to get to the lakes, it is much safer and actually enjoyable.
71	Minona	03-30-2025	It is difficult to read the difference between Bike Facilities and Opportunity Project. Is there a way to make the line coloring more distinctive for existing facilities?
71	angel	03-06-2025	yes
72	Gavin	03-20-2025	Why haven't you prioritized Joe Radota trail improvements?
72	Ar	03-27-2025	Joe Rodóta needs least improvement of any part of plan area
72	Anonymous	03-28-2025	Can you finish the SMART Trail and fix the Sanat Rosa creek trail before you close 4 lanes of N. Dutton to build two rarely used bike lanes.
72	Minona	03-30-2025	Glad to see bike connection to SMART is a high priority! :)
73	Anonymous	03-28-2025	Teh proposed plan for North Dutton will create a further traffic nightmare. Given the age of the people in some of these areas they will never ride a bike again. Why do this for the few over the many. This map shows every major north south street being reduced to accommodate bike traffic that is minimal at best. You want people to walk then move the grocery stores into the neighborhoods.
73	Alexa F	03-29-2025	I fully support the planned road diet on Dutton. But I also agree with this commentator that land use planning like moving amenities into neighborhoods will help more people choose biking and walking. IMO, both are needed.
74	Thea	03-17-2025	Thank you for making the bike/ped ATP a priority
74	Floyd Wilson	03-24-2025	There needs to be a crosswalk on Middle Rincon Rd because somebody has already reported it and they cannot cross at all with no crosswalk. There need to be some RRFB Flashing Lights installed and Polara iNX Audible Pedestrian Push Buttons saying "YELLOW LIGHTS ARE FLASHING" so that pedestrians would cross Middle Rincon Rd carefully and that would help a lot.
74	Minona	03-30-2025	With the Middle School joining Santa Rosa High School and the SRJC campuses, reducing vehicular speeds and improving bicycle and pedestrian safety should be an extra high priority for this stretch of Mendocino Ave. Thru traffic should go on the Hwy 101, if it is rush hour either Cleveland Ave or Armory Drive could be used as an alternative route. This stretch of Mendocino should really prioritize pedestrian and bicycle safety and comfort to support our students and local businesses.
76	Elizabeth Ridlington	03-30-2025	How is this high priority? What more is to be done here, since all the construction?
76	Jacob	03-25-2025	Something is wrong with this light. Since the construction of the bike-lane north of this, the light has a mind of its own and the timer/sensor system is almost embarrassingly incompetent.
78	Gavin	03-20-2025	Too expensive. Spend the money on reducing vehicle speeds instead.
78	Mark F.	03-31-2025	I find that the HAWKs significantly increase the safety of crossing a road. They are well worth the money, and not especially pricey for car infrastructure.

78	Alexa F	03-29-2025	My experience with the HAWK flasher on Mendocino by the JC has been mostly negative. Even after over a year, neither cars nor pedestrians seem to know what to do. The gap between when the light starts flashing for the cars and when the pedestrian signal tells them to start walking creates confusion. Also, I've seen a couple pedestrians run up and begin crossing (following someone else who had already crossed) when cars had already begin to accelerate through, and the walkers almost got hit. Also, often a car that is stopped and thinks they have to wait until the light goes entirely off will be brutally honked at behind someone behind them. I cross the road here on my bike 5 times a week, and 2 or 3 times a week I witness something super stressful happening. Let's do ROUND ABOUTS instead! (Or a full traffic light.)
79	Anonymous	03-20-2025	Money talks and bullshit walks...
79	angel	03-06-2025	These temporary bollards last about 5 minutes. They need either a maintenance schedule or to be made of sturdier stuff.
79	Gavin	03-20-2025	Concur! Make the plastic straws permanent.
84	Tom Bahning	03-21-2025	Should be Table 13, not Table 12 on pages 84,85,86, and 87. (?)
89	Tom Bahning	03-21-2025	Should be Table 14, not Table 13 on pages 89,90, and 91. (?)
89	Ben Smith	03-28-2025	I'm really disappointed to see that the bike lane ends here at 3rd. The map of bike improvements shows that the length of Dutton up to College is a high priority. Yet, I don't see any bike (or pedestrian) improvements along this corridor. This is a terrifying corridor to bike or walk along! And, it is widely used to connect to the Creek Trail, the 3rd Street bike like (to SMART), etc. As the SMART Pathway commute to Rohnert Park comes online, this area is going to get more and more dangerous.
90	Anonymous	03-28-2025	When traffic is backed up, folks are using Hewett as a pass through to West 3rd street and they don't slow down. This will just make the problem worse.
93	angel	03-06-2025	A gas tax was an effective fundraiser in Portland, Or.
93	Rachel	03-10-2025	Some of the graphic design of this thing is a bit superfluous, but the content in here is very good and much-needed.
93	Gavin	03-20-2025	Tax billionaires
N/A	Jennifer		the metal ballards (3' high round metal pieces) at corner of Bellevue and Dutton Meadows have been knocked over (by cars). So they sit horizontally now. Looks junky and no protection for the grassy strip. Please straighten them out to vertical again. Same for a few ballards around 404 Bellevue (a bit E of that corner at Dutton Meadows) and you can see the car tracks on the grass making indentations. (not 1st time I've asked) SW SR gets neglected--perhaps no longer?
N/A	Jennifer		new housing developmts were built (dutton meadows, burgess) and another big one to come corner of Bellevue and Dutton. Yet the roads are SINGLE LANE in either direction (Bellevue, Dutton meadows, Dutton, Burgess, Stony Pt S of Hearn, etc). The fire evacuation of 2017 was bumper to bumper cars, BEFORE these 1000s of extra people moved in!!! Not to mention full of potholes that occur every big rain!!! How bout expanding the roads for the sake of safety??? How can the Planning Commission allow this without expanding the infrastructure???? Not Cool.
N/A	Tom		Hello, I just want to say I'm concerned with all the building in southwest santa rosa, but no road widening/lane adding. how are people supposed to exit in a crisis? stonypoint, dutton meadows, bellevue....probably many more inadequate
N/A	Stephen		I know it isn't "active" but please look into repaving the left turn from Cleveland to the bicentennial overpass.
N/A	Randy		I do like this proposal. However, one of my biggest concerns/complaints is that we, as a city, keep adding these large housing developments and our streets are not built/made for that. How do we fix this? Especially after we keep losing lanes of traffic to bicycle lanes.
N/A	Jonathan		Please don't mess up the timing on College Ave commute traffic is bad during rush hour with people turning left which backs traffic up anyway. The timing got messed up when you put in the bicycle boulevard on Humboldt. You can improve it, just don't make it worse.
N/A	Collin Thoma		I am Collin Thoma the Systems Change Advocate with Disability Services and Legal Center. We serve people with disabilities and seniors in Sonoma, Napa, Lake and Mendocino Counties. I am glad to have the opportunity to provide comments on the Santa Rosa Active Transporation Plan. The plan presents a great opportunity for the city to make its pedestrian and bicycle infrastructure more accessible for people with disabilities and seniors. While the City has done a good job over the past few years of increasing accessibility, more can be done. Given the finical challenges of making an accessible pedestrian/bicycle network the city should actively peruse State, Federal and private funding. The highest priority project should be to ensure the city has a complete, and wellmaintained sidewalk network. In areas of the city that don't have a complete sidewalk on either side of the street poses a significant safety hazard for people with disabilities and seniors. Being forced to go on the street increases their chances of being hit by a passing vehicle. They may not have the physical ability to move out of the way in time, those who use a mobility may be lower to the ground and harder to be seen. Those with sensory disabilities may not hear or see oncoming traffic, taking away their ability to know when it's safe to go on to the street. Having sidewalks that are well maintained and kept free of obstacles is also very important. This is because if sidewalks are in disrepair or there are other obstacles it could cuase the person to go out on the street to avoid it. This poses the same safety risks mentioned above for people with disabilities and seniors. While the pictures in the plan document did a good job of showing what a high visibility crosswalk looks like it missed an important feature. The picture showed a highly visible crosswalk with only bold stripping, there should also be contrasting stripping. This combined with curb cut outs or bulb outs will make it easier for pedestrians and motorists to see each other. The city should also make it a priority to have signalized crosswalks that are on busy and dangerous streets. All crosswalks signalized or not will need to have detectable warning strips, so people know where the crosswalks begins or ends. In addition, it will also be important to have signalized crosswalks at or near highway off and on ramps since there is a higher chance of traveling at a high rate of speed. The city should also make an effort to have all signalized crosswalks that can be activated by waving. This will make it much easier for those with physical disabilities to activated the signal since some do have trouble pressing the button. Furthermore audio, visual and sensory queues (i.e vibrate) should be provided to let the pedestrian know when it's safe to cross. For intersections that have multiple crosswalks an automated voice should be provide to inform the pedestrian which crosswalk is safe to cross. This is needed since the standard chirp/bell can be hard to differentiate which crosswalk is safe to cross. The city should study the amount of time allowed to see if it provides enough time for those with limited mobility to safely cross. The calculation used to determine the amount of time for those who walk slower is 2.5 feet per second. This is needed to reduce the chance of pedestrians with limited mobility getting hit by motorists. If the time can't be extended, then a refuge island should be instilled. Furthermore, there should be lead pedestrian intervals should also be established at crosswalks that are on streets that are busy or have a history of being dangerous. While Rapid Flashing Becon crosswalks are a decent option, the city should refrain from using them busy or dangerous streets since not all motorists may not stop in time. For those with sensory disabilities may not be able to tell when all cars have stopped. If they cross the street when they get the queue to do so it can increase the chance of them being hit. Those with physical disabilities may be harder to see or take a long time to cross. The Rapid Flashing Beacons on College Ave and Hoen Ave should be switched to a signalized crosswalk for this reason. However, having a Rapid Flashing beacon on streets like the one on Sonoma Ave can stay since they are less busy, and cars aren't traveling as fast. Furthermore, the city should work to change crosswalks that are not signalized on busy or dangerous streets to signalized crosswalks. Another important project will be important for the city to improve connections from high stress sidewalks and bike lanes to low stress ones. In addition, the city should also expand its pedestrian and bike only pathways. The city should create new pathways by branching from Joe Rodota trail, SMART pathways in addition to create entirely new pathways. Furthermore, the city should work with SMART to increase access to their pathways. An example will be adding another access point at the Santa Rosa North station. There is only one access point on Jennings Ave with none on Gunville Road. Another access point should be added for pedestrians traveling West to East on Gunville Road. While pedestrians could cross the tracks to access the trail doing so doesn't give them the shortest route possible to access the trail. The distance to cross the tracks may be short for those with full mobility, it may be too long for those with mobility challenges. Improving bicycle lanes is also really important, especially on busy roads. Ideally as many bike lanes have some sort of physical buffer. This will make it safer for all, especially those who have specially adapted bikes which may be lower to the ground. A design option to consider will be to have a slightly raised curb separating the bike lane from the vehicles. This is used on Southwest Blvd in Rohner Park. The design allows for bikers to have a physical buffer from cars while having cut outs for residents to access their driveways. It is good to see the city wanting to study to learn movements and travel of those who are experiencing homelessness. This should be a priority program and they should also look at any access barriers they may have faced. Also, I am glad to see the list of projects are all designated as high
	Tom Bahning		Agreed - especially since the largest source of GHG in SR is transportation. Have there been any recent studies of the impact on GMG from a reduction in VMT?