

**From:** [Samantha Feld](#)  
**To:** [Economic Development](#)  
**Subject:** [EXTERNAL] Public Comment - Restriping plan for Mendocino Ave between Courthouse Square and College Ave  
**Date:** Monday, October 3, 2022 12:37:07 PM

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Dear City Council Members:

As a resident of downtown Santa Rosa, I was disappointed to see that in the plan to restripe Mendocino Ave between Courthouse Square and College Avenue city staff ignored many voices from the public who expressed a strong preference for protected bike lanes on this stretch of Mendocino. This project is an opportunity to invest in infrastructure that will make biking a safe and practical option for all ages and abilities. We need a protected route connecting cyclists to the many wonderful businesses on Mendocino Ave, and helping close the gap in north-south connectivity through downtown. I am concerned to see that the plan adds 15 additional parking spaces at a time when recent studies show that the majority of downtown parking spaces go unused. We do not need more parking downtown: rather, to achieve our climate goals and support the health and well-being of Santa Rosans, we need to take action that supports and encourages bicycling in our downtown community.

**I hope you consider the recommendation to revise the plan to include protected – or at the very least, painted and buffered – bike lanes. We should give up extra parking spaces to make this possible.** And, while this project only involves restriping, we hope to see the addition of secure bicycle parking that is out of the way of both drivers and pedestrians & business entrances, so that everyone can move safely around the space.

Thank you for your consideration,

Samantha Feld  
Resident of the St. Rose Neighborhood, Santa Rosa

**From:** [Michael Lipelt](#)  
**To:** [Economic Development](#)  
**Subject:** [EXTERNAL] Mendocino Project  
**Date:** Monday, October 3, 2022 12:26:18 PM

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I'm writing to you to express my dismay about the proposal to include an unprotected, unbuffered class 2 bike lane for the pavement restricting project on Mendocino Ave between Courthouse Square and College Ave. Once again I'm frustrated about attending zoom meetings open to the public for comments when our concerns about class 2 bike lanes being unsafe are dismissed. I use my bike as my primary mode of transport and I experience fast moving vehicles close to my left and inattentive drivers in parked cars opening their doors into the bike lane virtually everyday. This is why only 2-5% of Santa Rosa residents use these Class 2 lanes. I strongly recommend revising the project to include safe, protected or at a minimum painted buffered bike lanes. This is an opportunity to extend the safe, protected bike network north on Mendocino to enable Kaiser employees, County employees and SRJC students and faculty of all ages and abilities to ride their bikes to work/school and feel safe doing so. As Santa Rosa rightfully encourages urban infill housing we must include in its permitting process a requirement for safe, protected bike networks connecting housing to work and neighborhoods to downtown businesses and services. Included in the needed priority for bike/ped smart infrastructure bike security must be a part of it.

Disappointed but hopeful,  
Respectfully,

Dr. Michael Lipelt  
Santa Rosa resident and business owner

**From:** [Evan Wiig](#)  
**To:** [Economic Development](#)  
**Subject:** [EXTERNAL] Public comment Mendocino Ave reconfiguration  
**Date:** Monday, October 3, 2022 11:19:33 AM

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Dear city planners,

After reviewing staff recommendations for the reconfiguration of Mendocino Avenue, I'm writing to express my disappointment as well as my hope that Santa Rosa can do better for our downtown and our bicyclists. Based on the public survey results as well as recent data showing an absurd excess of unused downtown parking infrastructure, I was surprised to see staff recommending that we ADD even more parking while inserting one of the most dangerous bike lane layouts of all—between moving traffic and drivers pulling out backwards from diagonal parking spaces.

I'm hoping you'll reconsider and take heed of the public input you already made the effort of gathering and instead invest in protected bike lanes and not the addition of unnecessary parking spaces.

Thank you,  
Evan Wiig  
Santa Rosa, CA

**From:** [Adrian Covert](#)  
**To:** [Economic Development](#)  
**Subject:** [EXTERNAL] Mendocino Ave comments  
**Date:** Monday, October 3, 2022 9:56:50 AM

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Greetings,

I'm offering the below comments on the Mendocino Ave reconfiguration discussion at tomorrow's Council downtown subcommittee meeting in the event I cannot make it:

I live four blocks from the stretch of Mendocino Ave under consideration and I access downtown almost every day by bicycle, often with my toddler in his bike seat. Santa Rosa is currently in the process of a general plan update that calls for four thousand housing units, mostly in its downtown corridor. We must provide safe and pleasant pedestrian and cycling infrastructure to meet the needs of Santa Rosa's current and future residents. Reconfiguring Mendocino Avenue is an extraordinary opportunity to do just that. We need to get this right.

Which is why I was pretty disappointed in the draft plan. Somehow the plan ended up increasing the number of parking spaces on Mendocino Ave despite the public's clear prioritization of cycling and pedestrian uses and despite the fact that the city is currently sitting atop an unbelievable surplus of unused parking spaces. On a typical busy day, 19% of downtown is just empty parking spots. Dedicating even more public space to parking is unjustifiable and may even induce more car demand for Mendocino despite the proposed road diet.

Also, unprotected bike lanes are unsafe and unpleasant and will be utilized by a relatively small number of brave cyclists. Unprotected bike lanes are just a shoulder lane for cars with a bike painted on it. At the very least, these bike lanes should be protected either by bollards now (which can be replaced by concrete later), or by whatever amount of curb parking cannot be removed.

In short, a successful Mendocino reconfiguration needs to reduce or eliminate parking and install protected bike lanes, which can be done at marginal costs either using plastic bollards or using whatever curb

Best,

Adrian Covert  
Santa Rosa YIMBY

**From:** [Beth Ann Mathews](#)  
**To:** [Economic Development](#)  
**Subject:** [EXTERNAL] Comment on pavement re-striping plan for Mendocino Ave  
**Date:** Monday, October 3, 2022 6:52:08 AM  
**Attachments:** [Screen Shot 2022-10-03 at 6.32.49 AM.png](#)

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TO: Economic Development Division  
Santa Rosa, CA

I'm a long time resident and someone who loves to ride her bike, even at 67. I'm also the wife of an avid bike rider, who rides his bike to stores and fills his paniers with groceries and supplies more often than he drives. I'm writing to comment on the pavement re-striping plan for Mendocino Ave between Courthouse Square and College Ave.

I appreciate that the plan includes removing a center turn lane and reducing the lanes to one in each direction, but I am very disappointed the city staff ignored public input for protected bike lanes.

I urge you to revise the plan to include protected lanes. Think how much safer bikers would be and feel, and how important this is especially for our youngest and oldest riders. We don't always even have to give up parking to make this possible (see photo). Instead of creating unprotected, unbuffered, class 2 bike lanes that force riders between a traffic lane and parked cars, why not put the parked cars between the riders and moving traffic?

"Cycling in Copenhagen is ridiculously safe, not because people don't wear helmets but because nearly every street has dedicated bicycle lanes that are separated from traffic. They look like this:"



Photo and quote credit: <https://www.sierraclub.org/sierra/2014-5-september-october/green->

[life/why-danes-dont-need-bicycle-helmets](#)

Please aim high while you're spending taxpayer dollars and adopt well-tested better options to support safe bicycling. What if Santa Rosa became known as one of the most bike-friendly cities in the US, like Copenhagen?

Thank you for your service.

Sincerely,

Beth Ann Mathews  
1350 Yulupa Ave, Unit B  
Santa Rosa, CA 95405  
907-723-6744

**From:** [Chris Guenther](#)  
**To:** [Leah Halper](#)  
**Cc:** [Economic Development](#)  
**Subject:** [EXTERNAL] Re: Mendocino Avenue plans  
**Date:** Sunday, October 2, 2022 10:45:37 PM

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Well said! Thanks for sharing.

See you soon,  
Chris

On Sun, Oct 2, 2022 at 9:51 PM Leah Halper <[LHalper@garlic.com](mailto:LHalper@garlic.com)> wrote:

Hello, Economic Development Commission,

I am a new Santa Rosa resident interested in a more bikeable and walkable town. I appreciate the city's work to re-stripe Mendocino Avenue between Courthouse Square and College Avenue; it's an area I visit often and would frequent even more often were it more safely bikeable.

I am a senior citizen who has sadly, regretfully given up cycling around town since moving here. I need protected bike lanes and no parked cars to swing doors open. I have found to my dismay that this is not a safe town for most cycling I would normally do. I won't use unprotected bike lanes like the ones you are planning, because I don't believe they are safe. The Mendocino Ave. job could be a golden opportunity to make a N-S route that would support people of all ages to cycle. Instead, in a downtown with too much empty parking, the plan is adding parking spaces.

This makes no sense to me, and I am very disappointed. I would love to get back on my bike to help transition away from fossil fuels and clear the air in town.

Won't you do more to help?

Leah Halper

Santa Rosa

**From:** [Chris Guenther](#)  
**To:** [Leah Halper](#)  
**Cc:** [Economic Development](#)  
**Subject:** [EXTERNAL] Re: Mendocino Avenue plans  
**Date:** Sunday, October 2, 2022 10:45:37 PM

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I am a senior citizen who has sadly, regretfully given up cycling around town since moving here. I need protected bike lanes and no parked cars to swing doors open. I have found to my dismay that this is not a safe town for most cycling I would normally do. I won't use unprotected bike lanes like the ones you are planning, because I don't believe they are safe. The Mendocino Ave. job could be a golden opportunity to make a N-S route that would support people of all ages to cycle. Instead, in a downtown with too much empty parking, the plan is adding parking spaces.

This makes no sense to me, and I am very disappointed. I would love to get back on my bike to help transition away from fossil fuels and clear the air in town.

Won't you do more to help?

Leah Halper

Santa Rosa

**From:** [Leah Halper](#)  
**To:** [Economic Development](#)  
**Subject:** [EXTERNAL] Mendocino Avenue plans  
**Date:** Sunday, October 2, 2022 9:51:16 PM

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Hello, Economic Development Commission,

I am a new Santa Rosa resident interested in a more bikeable and walkable town. I appreciate the city's work to re-stripe Mendocino Avenue between Courthouse Square and College Avenue; it's an area I visit often and would frequent even more often were it more safely bikeable.

I am a senior citizen who has sadly, regretfully given up cycling around town since moving here. I need protected bike lanes and no parked cars to swing doors open. I have found to my dismay that this is not a safe town for most cycling I would normally do. I won't use unprotected bike lanes like the ones you are planning, because I don't believe they are safe. The Mendocino Ave. job could be a golden opportunity to make a N-S route that would support people of all ages to cycle. Instead, in a downtown with too much empty parking, the plan is adding parking spaces.

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Won't you do more to help?

Leah Halper

Santa Rosa

**From:** [Jenny Mercado](#)  
**To:** [Economic Development](#)  
**Subject:** [EXTERNAL] Comments on pavement restriping for Mendocino Ave between Courthouse Square and College Ave  
**Date:** Sunday, October 2, 2022 9:47:55 PM

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Hello,

Thank you to our city planners for removing an unneeded center turn lane and reducing lanes of traffic to one lane in each direction. I feel this will calm traffic, reduce noise, and make room for more practical use of the public right-of-way.

I am disappointed that city staff ignored the many voices of the public who strongly advocated for protected bike lanes on this stretch of Mendocino. Placing class 2 bike lanes between traffic lanes and parked cars puts cyclists in a conflict-prone area. Research shows only 2-5% of residents will actually use bike lanes like these.

We should be maximizing the opportunity to invest in infrastructure that will make biking a safe and practical option for all ages and abilities, not a select few. Santa Rosa needs a protected route connecting cyclists to the many wonderful businesses on Mendocino Ave, and helping close the gap in north-south connectivity through downtown. I am especially concerned that the plan adds 15 additional parking spaces at a time when the majority of downtown parking spaces go unused. Last, I believe city staff is overestimating the potential for parklets along this route as long as its primary use is automotive. Already most businesses on this route have closed their COVID-related parklets and new orders will reduce this to zero at the end of this month.

Please revise the plan to include protected – or at the very least, painted and buffered – bike lanes. We can afford to give up some of the parking to make this possible. While this project only involves restriping, we hope to see the addition of secure bicycle parking that is out of the way of both drivers and pedestrians & business entrances, so that everyone can move safely around the space.

Thank you,  
Jenny Mercado  
Santa Rosa Resident

**From:** [Ken M](#)  
**To:** [Economic Development](#)  
**Subject:** [EXTERNAL] Mendocino Ave proposed changes  
**Date:** Sunday, October 2, 2022 9:46:22 PM

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Hello valued council members,

Regarding the proposed Mendocino Ave plan

Please consider slightly revising the plan to include "protected" and/or painted and buffered bike lanes. My family visits downtown restaurants and ice cream shops (thank you Noble Folk) downtown fairly often and have NEVER had a issue with parking, so I feel we definitely do not need to add more parking spaces. Thank you for all you do. My family, friends and I look forward to supporting and living in a more "Bikeable" Santa Rosa!

Thanks again for your time,  
Ken Mercado

**From:** [Rick Coates](#)  
**To:** [Economic Development](#)  
**Subject:** [EXTERNAL] Bike lanes on Mendocino Ave.  
**Date:** Saturday, October 1, 2022 11:07:38 AM  
**Attachments:** [Mendocino Ave. Bkie Project.pdf](#)

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Rick Coates  
Executive Director  
EcoRing  
Promoting **EcoTourism and Green Travel.**  
**It's the Journey not just the Destination!**

707-632-6070 or [rcoates@sonic.net](mailto:rcoates@sonic.net)

Please consider the environment before printing this email.

*Hiking & Biking Trails – Water Activities – Nature Tours – Environmental Preservation*



*Promoting Ecotourism and Green Travel*

*P.O. Box 2002, Guerneville, CA 95446*

[www.ecoring.org](http://www.ecoring.org)

Downtown Subcommittee  
Santa Rosa City Council  
economicdevelopment@srcity.org

Re: Mendocino Bicycle Lanes

Dear Subcommittee Members,

EcoRing is a nonprofit organization that promotes ecotourism and green travel in the North Bay. Our Partners are businesses in the tourism industry in Sonoma, Marin and San Francisco counties. We also advocate for the infrastructure that would allow tourists to travel without their automobiles: rail lines and bicycle paths.

Events at Santa Rosa Plaza and the many restaurants are a draw for tourists but heavy and noisy traffic detract from the appeal of downtown. Safe, separate bicycle and pedestrian access to the Plaza should be assured.

We wish to encourage the City to include **protected** bike lanes in the Mendocino Ave. project before your subcommittee. Placing bicycle lanes between auto traffic and parking is an invitation for serious accidents.

Downtown Santa Rosa should be inviting to tourist who cycle. Putting Mendocino Ave. on a "road diet" is an excellent idea but adding additional parking is not. Road noise is not an attraction to tourists. Bike riders are more likely to patronize downtown stores than drivers and are more likely to respond to impulse buys. Also please include safe bicycle parking instead of adding auto parking spaces

Sincerely,

A handwritten signature in black ink that reads "Rick Coates".

Executive Director  
ecoring@sonic.net

**From:** [Victor Delpanno](#)  
**To:** [Economic Development](#)  
**Subject:** [EXTERNAL] Comments for item 3.1 on Tue Oct 4 meeting  
**Date:** Monday, October 3, 2022 4:55:25 PM

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Considering 74% downtown parking spots are vacant during peak hours, downtown already has too much parking. The Mendocino Ave corridor from 4th St to College needs Class 4 bike lanes, like much of the city. Wider sidewalks and space for parklets is welcome, but parking spots need to be removed.

Having bikeways that don't expose bikers to traffic or parked car doors is key to encouraging more drivers to bike instead. This is one of the strongest tools we have to reduce carbon emissions, improve health, stimulate businesses, and make the city a more welcoming, nicer place to live and visit.

**From:** [andrew rich](#)  
**To:** [Economic Development](#)  
**Subject:** [EXTERNAL] Restriping plans for Mendocino Ave between Courthouse Square and College Ave  
**Date:** Monday, October 3, 2022 3:14:44 PM

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Dear City Council Members:

As someone who frequently walks and bikes through downtown, I think the re-striping plan proposed for Mendocino Ave between Courthouse Square and College Avenue is woefully inadequate. We need more separated and safe bike lanes, and fewer parking spaces downtown. This plan needs to take the input from the bike community seriously.

It seems city staff ignored many voices from the public who expressed a strong preference for protected bike lanes on this stretch of Mendocino. This project is an opportunity to invest in infrastructure that will make biking a safe and practical option for all ages and abilities. We need a protected route connecting cyclists to the many wonderful businesses on Mendocino Ave, and helping close the gap in north-south connectivity through downtown. I am concerned to see that the plan adds 15 additional parking spaces at a time when recent studies show that the majority of downtown parking spaces go unused. We do not need more parking downtown: rather, to achieve our climate goals and support the health and well-being of Santa Rosans, we need to take action that supports and encourages bicycling in our downtown community.

**I hope you consider the recommendation to revise the plan to include protected – or at the very least, painted and buffered – bike lanes. We should give up extra parking spaces to make this possible.** And, while this project only involves restriping, we hope to see the addition of secure bicycle parking that is out of the way of both drivers and pedestrians & business entrances, so that everyone can move safely around the space.

Thank you for your consideration,

Andrew Rich