

**Manis, Dina**

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**From:** Judy Kennedy <quinkenn@sonic.net>  
**Sent:** Thursday, July 11, 2019 1:06 PM  
**To:** \_CityCouncilListPublic; \_PLANCOM - Planning Commission  
**Cc:** Jones, Jessica; Streeter, Patrick; Rivero, Rafael; Judy Kennedy; Lois Fisher  
**Subject:** JOINT MEETING JULY 16 -- PUTTING THE SQUARE IN RAILROAD SQUARE  
**Attachments:** UPDATE ON TUESDAY MEETING.eml; Rev Wall to Wall Piazza Option for Railroad Square Nov 2018 by Lois Fisher and Judy Kennedy.jpg; 001PlazaEnhancement.jpg

Dear Mayor Schwedhelm, Council Members, Chair Cisco and Planning Commissioners,

Last year, Lois Fisher and I came up with an idea for "putting the Square in Railroad Square." I organized a meeting at Cast Away Yarn Shop on November 20, 2018, which was attended by several local property owners, business owners, members of the Historic Railroad Square Association, the Railroad Square Development Oversight Committee, and city staff. We looked at two possible options including a green park, a small plaza or a larger piazza at the parking lot between Depot Park and the Visitors' Center. Of course, the main question from the point of view of the local business people and property owners is parking. Lois and I came up with several ways to put the 27 parking spaces and the RV parking space around the new square.

That meeting led to another meeting in the Mayor's Conference room on December 11, 2018 organized by Rafael Rivero, to discuss problems and possibilities with other city staff.

I have attached a copy of an email string describing the outcome of that second meeting, where no serious objections were identified. (Please disregard comments about an event called "Springtime in Paris," which was scuttled.)

I have also attached two draft plaza/park options for discussion purposes.

Since I will only have three minutes to speak on Tuesday, July 16, I want to bring council and commissioners up to date on this project. I have discussed the project with all council members and led a walk-about with Council Members Olivares and Tibbetts. The council consensus has been very positive.

We seek to have a community park/plaza at the Visitors' Center parking lot designated as the "preferred alternative" in the updated Downtown Station Area Plan.

Thank you,

Judy Kennedy

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Judy Kennedy  
 quinkenn@sonic.net  
 (707) 528-0736

7/16/19

## Manis, Dina

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**From:** Rivero, Rafael <RRivero@srcity.org>  
**Sent:** Thursday, December 13, 2018 4:20 PM  
**To:** quinkenn@sonic.net  
**Cc:** Lois Fisher; De La Rosa, Raissa  
**Subject:** RE: UPDATE ON TUESDAY MEETING

Excellent summary of the meeting. Count on me for the planning of the "Springtime in Paris." And it was a pleasure putting this together quickly. You were all well prepared.

Happy Holidays! RAFAEL

**From:** Judy Kennedy <quinkenn@sonic.net>  
**Sent:** Thursday, December 13, 2018 11:27 AM  
**To:** Judy Kennedy <quinkenn@sonic.net>  
**Cc:** Justine Malone <justine@castawayyarnshop.com>; TeeVax-Mike <mike@teevax.com>; Lynda Angell <lynangell@msn.com>; 'Willard Richards' <willard@sonic.net>; Dick Carlile <carlileplans@comcast.net>; Dee Richardson <hbr95404@aol.com>; Rogers, Chris <CRogers@srcity.org>; Jack Swearingen <jcsweare@sbcglobal.net>; De La Rosa, Raissa <RdelaRosa@srcity.org>; Thompson, Tara <TThompson@srcity.org>; Rivero, Rafael <RRivero@srcity.org>; Nadeau, Kim <knadeau@srcity.org>; Kristin Kiefer <kkiefer.2012@gmail.com>; Geoffrey Smith <info@bikepartners.net>; Frank Masterson <frank@greenfishtrading.com>; Marta <hotco@sbcglobal.net>; Visitors Center <MyrnaL@VisitSantaRosa.com>; Jim McCalligan <jim@mccalligan.com>; Judy Kennedy <quinkenn@sonic.net>; Lois Fisher <lois@fishertowndesign.com>; Alima Silverman <alimas@sbcglobal.net>; Sprinkle, Rob <RSprinkle@srcity.org>; Steve Birdlebough <scbaffirm@gmail.com>  
**Subject:** UPDATE ON TUESDAY MEETING

Dear Square People,

I want to thank Rafael for bringing together so many staff members and department heads to the meeting on Tuesday. I think every stakeholder one could think of was there. It appeared the City is taking our project pretty seriously. I didn't know all the staff, but here's the list: Parking Division Manager, Transit, Fire Department, three senior planners, two from economic development, Public Works Supervising Engineer, Arts Coordinator, and Recreation and Parks Dept. In addition to Lois and I, in attendance were Steve Birdlebough representing Friends of SMART, Dick Carlile and Mike Montegue representing Railroad Square Planning and Oversight Committee, Mike Montegue and Justine Malone representing Railroad Square Business Association.

1. Lois gave her excellent presentation with more slides of similar public spaces and a closer look at some of the parking spaces and sidewalks around Depot Park.
2. Fire & Safety voiced concerns about a fire lane between the Visitors Center and SMART property. Also discussed were fire requirements for La Rose Hotel. There was no serious problems identified.
3. Dick Carlile added a dedicated area linking the SMART gate to the proposed plaza. Again, not a problem.
4. Some discussion about financing such a large project. The usual suspects were named: A little from this, a little from that, and big grants.
5. Transit voiced concerns about the pick-up and delivery spot for ParaTransit and Shuttle service. Again, not a big problem.
6. Rec/Park voiced concerns about a fountain of any kind being a huge maintenance problem.
7. There was little resistance to putting 9 spaces on Wilson, just so long as we don't interrupt the original Depot Park curbing.

NEXT STEP:

We are going ahead with plans to stage an event "Springtime in Paris" at the proposed plaza site. We will close off the parking lot, add temporary parking spaces where we can fit them. This event will involve renting tables and chairs, having some low-key entertainment (mime, accordion music, stilt-walkers) and offering a spot for people to sit and relax, bring a picnic lunch or buy food from various small-cart vendors. Wine/beer and other beverages will be for sale to, hopefully, fund the event. We are currently looking at Sunday dates in late April or early May.

If anyone on this list has more to add about the meeting, please do.

Thank you and Happy Holidays (or is it Merry Christmas -- I can never remember which is the politically correct salutation),

Judy 8-)

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Judy Kennedy  
[quinkenn@sonic.net](mailto:quinkenn@sonic.net)  
(707) 528-0736

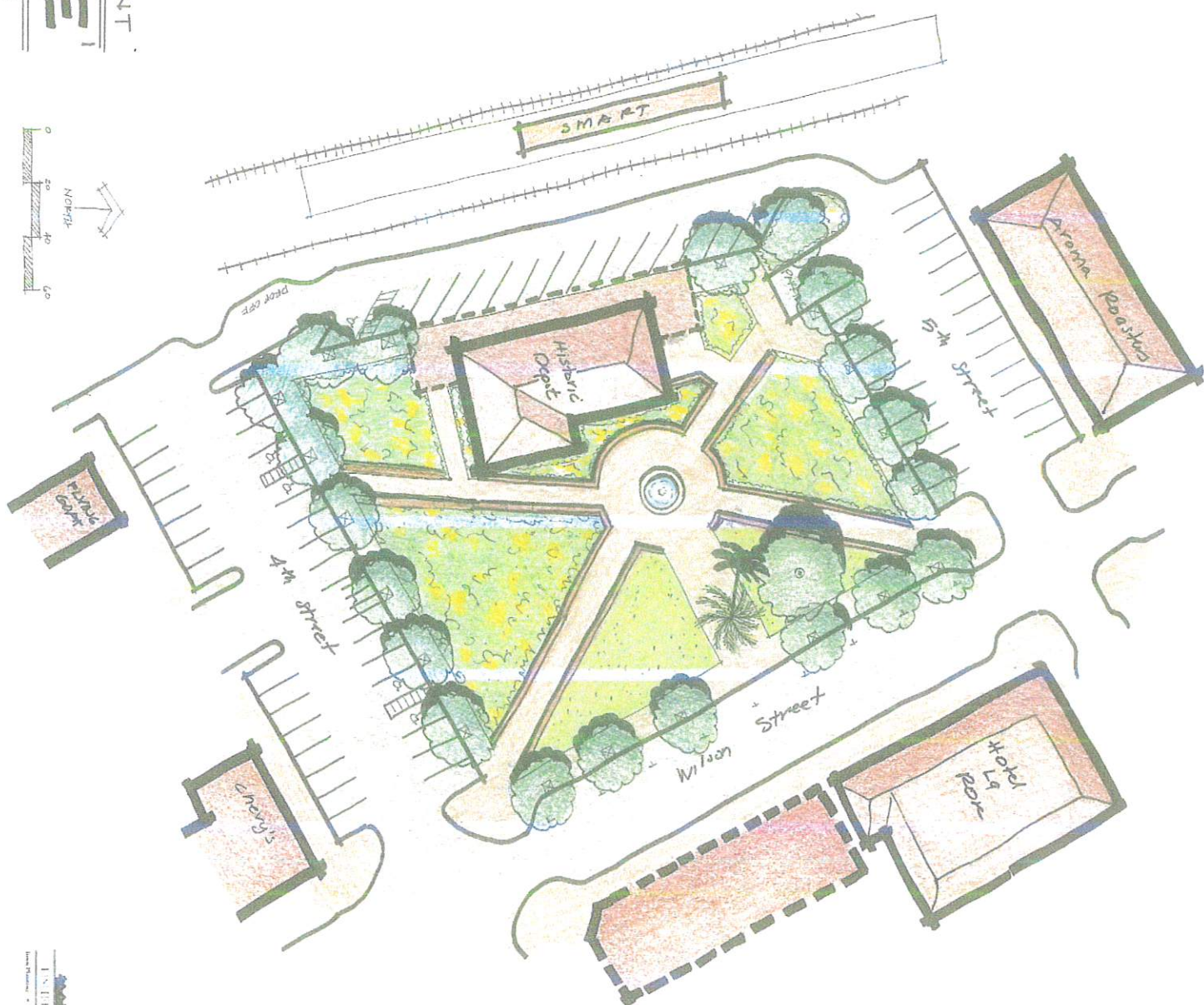


# RAILROAD SQUARE

PLAZA ENHANCEMENT

NET +5 PARKING SPACES

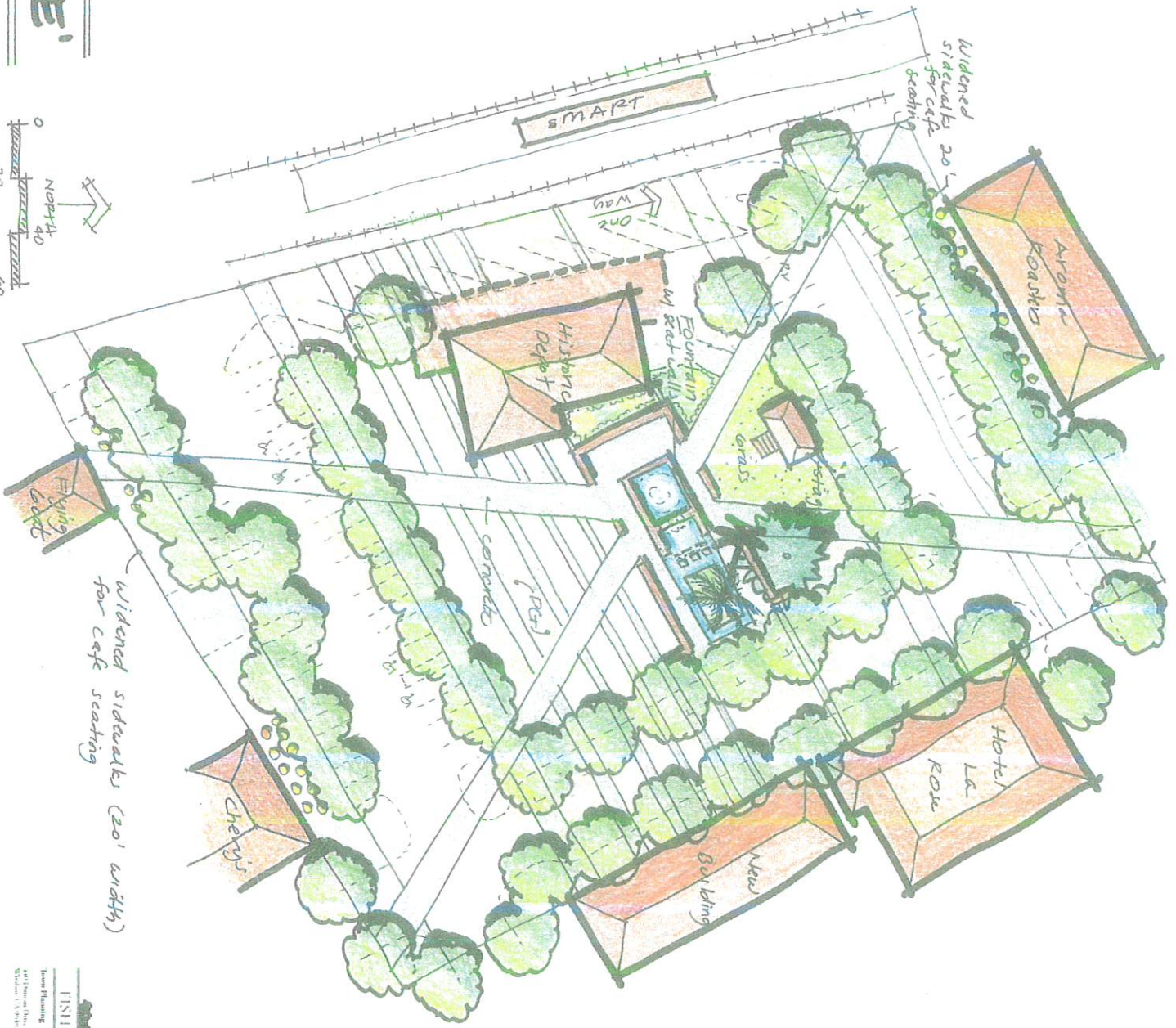
PLAT 2018



# RAILROAD 'SQUARE'

VALLEY-TO-WALL 'PLAZZA' OPTION

01/2018 NET + 5 PARKING SPACES



BY LOIS FURBER & OT KENNEDY

**FISHER TOWN DESIGN**  
 Town Planning • Historic Communities • Smart  
 and Sustainable Design  
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 Berkeley, CA 94702  
 (415) 863-1000



**Manis, Dina**

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**From:** Judy Kennedy <quinkenn@sonic.net>  
**Sent:** Thursday, July 11, 2019 1:22 PM  
**To:** \_CityCouncilListPublic; \_PLANCOM - Planning Commission  
**Cc:** Jones, Jessica; Streeter, Patrick; Judy Kennedy  
**Subject:** JOINT MTG - SANTA ROSA AVE CORRIDOR PLAN

Dear Mayor Schwedhelm, Council Members, Chair Cisco and Planning Commissioners,

I will attend your joint meeting on Tuesday, July 16, to advocate for a road diet on Santa Rosa Avenue between Sonoma Avenue and Maple Avenue. Since I only have three minutes to speak, I want council and commissioners to be aware of the situation before you meet on Tuesday.

BACKGROUND

Ten years ago, traffic volumes on Santa Rosa Avenue between Sonoma Avenue and Maple Avenue were over 22,000 cars/weekday. The Public Works Department felt that 22,000 cars was over the limit for a successful road diet, which is 20,000 cars/weekday. There was also strong push-back from the Transit Department, Fire and Safety and Council. Since Courthouse Square was reunited two years ago, the traffic volumes have dropped significantly to 17,500 (20% below the counts in 2009 and 12% below the 20,000 car limit). Those are the same counts as Montgomery Drive, Sonoma Avenue and Petaluma Hill Road -- all streets with successful 3-lane road diets. The importance of fewer travel lanes on our section of Santa Rosa Avenue will offer big returns.

SAFETY FIRST

- One lane North and one lane South will slow traffic and make it safer for pedestrians, cyclists and car drivers.
- A central turn lane makes it safer and less stressful for people entering and exiting side streets in both Juilliard Park and Burbank Gardens neighborhoods.
- 8-10 foot wide sidewalks on both sides of the street would make it safer and more comfortable for pedestrians and offer incentive to developers to build retail spaces along with housing, bus benches, bike racks, street trees and outdoor dining.
- Currently there are no bike lanes connecting south Santa Rosa Avenue and Petaluma Hill Road with downtown. Six-foot wide bike lanes with a buffer would add to the safety and appeal of the roadway for cyclists, skateboarders and cycling vendors.
- Parking on both sides of the street for the convenience of shoppers, diners, art-lovers and more would also add to developer incentive.

IN CONCLUSION

I ask you to vote in favor of a road diet as a "preferred alternative" in the updated Downtown Station Area Plan on Tuesday.

Thank you,

Judy Kennedy  
Neighborhood/Arts Advocate

--

Judy Kennedy  
[quinkenn@sonic.net](mailto:quinkenn@sonic.net)  
(707) 528-0736

**Manis, Dina**

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**From:** Eris Weaver <eris@bikesonoma.org>  
**Sent:** Friday, July 12, 2019 1:32 PM  
**To:** Streeter, Patrick  
**Cc:** \_CityCouncilListPublic; \_PLANCOM - Planning Commission  
**Subject:** Downtown Station Area Plan  
**Attachments:** Downtown Station Plan - Santa Rosa Avenue road diet.pdf

Dear Mr. Streeter:

The Sonoma County Bicycle Coalition has appreciated being involved in the conversation about the Downtown Station Area Plan and look forward to the final product.

From a cyclist's perspective, the goals of the plan will be enhanced by improving access across, through, or under the freeway and the mall, and by the implementation of a road diet on Santa Rosa and Mendocino Avenues.

There is no pleasant route for walking or cycling between Courthouse Square and Railroad Square, which is unfortunate - the physical distance is small, but the psychological distance is large. Cyclists & walkers have to choose between the Third Street underpass, which has visibility issues, or the Sixth Street underpass, which can feel unsafe depending on the number of transients hanging out there.

As my regular cycling commute route includes Santa Rosa/Mendocino Avenues between Petaluma Hill Road and College Avenue, I'm deeply familiar with traffic patterns on this stretch. Traffic has lessened since the reunification of Courthouse Square. Because there is no bike lane between Maple and Sonoma, I habitually take the lane; there is always adequate space for vehicle traffic in the other travel lane. However, despite the low traffic, many drivers continue to honk, yell, or pass too closely when I do so; cycling through this area would be enhanced by the inclusion of a separate, protected bicycle lane.

Reducing the travel lanes to one in each direction, with a center turning lane, would provide adequate traffic flow for automobiles while allowing for bicycle lanes (and perhaps wider sidewalks) on either side.

If the plan is to include parking, I'd like to suggest creating a parking protected bikeway.

The typical painted bike lane is situated between the parking lane and the traffic lane, requiring cyclists to face threats from both sides: fast traffic on the left, opening doors on the right, and cars moving into and out of the parking lane. By reversing this order - putting the bike lane *between* the sidewalk and the parking lane - cyclists are protected from traffic. Including green paint in the bike lane makes it even more clear who is supposed to be where. If there is adequate funding, including barriers - curb, bollards, planters, etc. - between the bike lane and the parked cars adds additional security.

Such a configuration would increase safety and encourage more residents and tourists alike to ride. And since very few Sonoma County jurisdictions are currently using parking protected lanes, you will be setting a great example that hopefully others will emulate once they see how well it works! This "up and coming" area will be enhanced by a pleasanter street ambience.

I've attached a few images and links to more information (including other cities using this configuration).

Sincerely,

*Eris Weaver*





Eris Weaver, Executive Director  
Sonoma County Bicycle Coalition  
[eris@bikesonoma.org](mailto:eris@bikesonoma.org) • 707-545-0153



*Promoting the bicycle for transportation and recreation*

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Street Skills Classes:  
[skills@BikeSonoma.org](mailto:skills@BikeSonoma.org)

**WEB:**  
[www.bikesonoma.org](http://www.bikesonoma.org)

July 12, 2019

Patrick Streeter, Senior Planner  
Santa Rosa Planning & Economic Development Department  
100 Santa Rosa Avenue  
Santa Rosa, CA 95404

Dear Mr. Streeter:

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Eris Weaver  
Executive Director

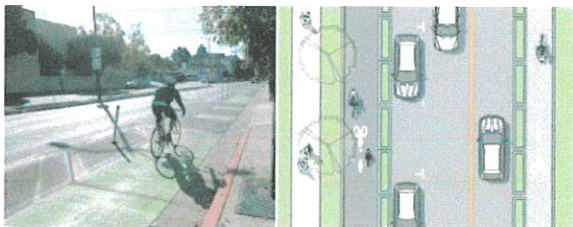
Cc: Santa Rosa City Council  
Santa Rosa Planning Commission



Jurisdictions using parking protected bike lanes include Sacramento, San Francisco, San Jose, Orange County, Colorado Springs, Seattle, Boston, New York, Denver, Chicago, Columbus.

Federal Highway Administration Separated Bike Lane Planning and Design Guide:  
[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/separated\\_bikelane\\_pdg/page00.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm)

**NACTO Design Guidance:** <https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/>



Fulton St. Berkeley



Division St. San Francisco

## Separated Bikeway/ Cycle Track

A Class IV separated bikeway often referred to as a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature. The separation may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking. Separated bikeways can provide for one-way or two-way travel.

By providing physical separation from motor traffic, Class IV bikeways can reduce the level of stress, improve comfort for more types of bicyclists, and contribute to an increase in bicycle volumes and mode share.

REFERENCE: CALTRANS DESIGN INFORMATION BULLETIN 89 - CLASS IV BIKEWAY GUIDANCE, FHWA SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE, NACTO URBAN BIKEWAY DESIGN GUIDE/ CYCLE TRACKS

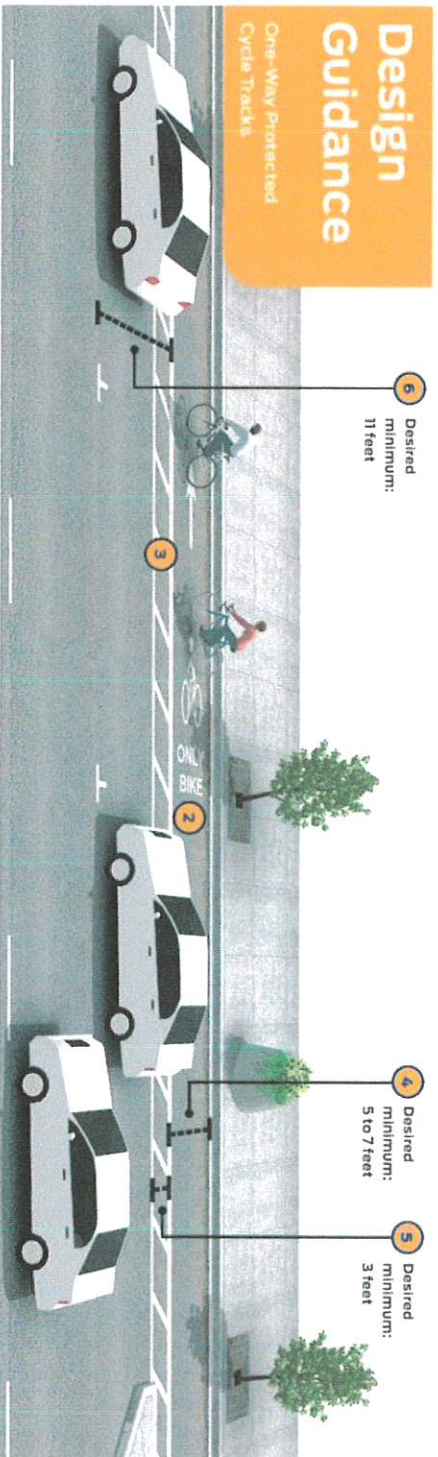


Recently added in Sacramento



Inexpensive bollards or planters add aesthetic appeal as well as safety





## Design Guidance

### One-Way Protected Cycle Tracks

#### Required Features

1 A cycle track, like a bike lane, is a type of preferential lane as defined by the MUTCD.<sup>16</sup>

2 Bicycle lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.

3 If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. See MUTCD Section 3B.24. Raised medians or other barriers can also provide physical separation to the cycle track.

#### Recommended Features

4 The minimum desired width for a cycle track should be 5 feet; in areas with high bicyclist volumes or uphill sections, the minimum desired width should be 7 feet to allow for bicyclists passing each other.<sup>20</sup>

5 Three feet is the desired width for a parking buffer to allow for passenger loading and to prevent door collisions.<sup>21</sup>

6 When using a parking buffer, protected pavement marking, desired parking lane and buffer combined width is 11 feet to discourage motor vehicle encroachment into the cycle track.

7 In the absence of a raised median or curb, the minimum desired width of the painted buffer is 3 ft. The buffer space should be used to locate bollards, planters, signs or other forms of physical protection.<sup>22</sup>

8 Driveways and minor street crossings are a unique challenge to cycle track design. A review of existing facilities and design practice has shown that the following Guidance may improve safety at crossings of driveways and minor intersections:

- If the cycle track is parking protected, parking should be prohibited near the intersection to improve visibility. The desirable no-parking area is 30 feet from each side of the crossing.<sup>23</sup>

- For motor vehicles attempting to cross the cycle track from the side street or driveway, street and sidewalk turnings and/or other features should accommodate a sight triangle of 20 feet to the cycle track from minor street crossings and 10 feet from driveway crossings.

- Color, yield lines, and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic.<sup>24</sup>

- Motor vehicle traffic crossing the cycle track should be constrained or channeled to make turns at sharp angles to reduce travel speed prior to the crossing.

9 Gutter seams, drainage inlets, and utility covers should be configured so as not to impede bicycle travel and to facilitate run-off.

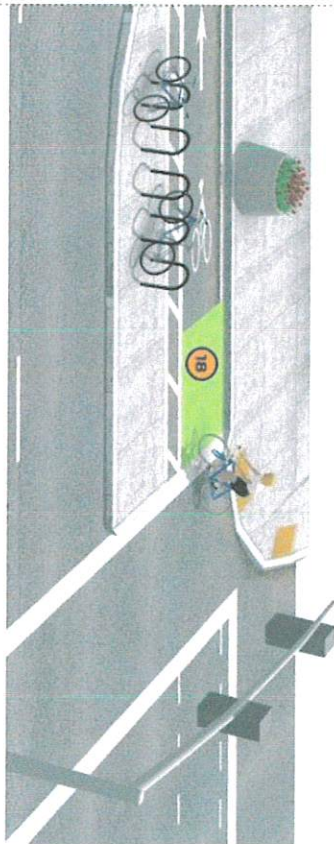
10 Sidewalk curbs and turnings should be used to prevent pedestrian use of the cycle zone.

11 Cycle track width should be larger in locations where the gutter seam extends more than 12 inches from the curb.<sup>25</sup>

#### Optional Features

12 Tubular markers may be used to protect the cycle track from the adjacent travel lane. The color of the tubular markers shall be the same color as the pavement marking they supplement.<sup>26</sup>





**13** Cycle tracks may be shifted more closely to the travel lanes on minor intersection approaches to put bicyclists clearly in the field of view of motorists. See Cycle Track Intersection Approach for other methods of transitioning a cycle track to an intersection.<sup>27</sup>

**14** A raised median, bus bulb, or curb extension may be configured in the cycle track buffer area to accommodate transit stops. Bicyclists should yield to pedestrians crossing the roadway at these points to reach the transit stop.

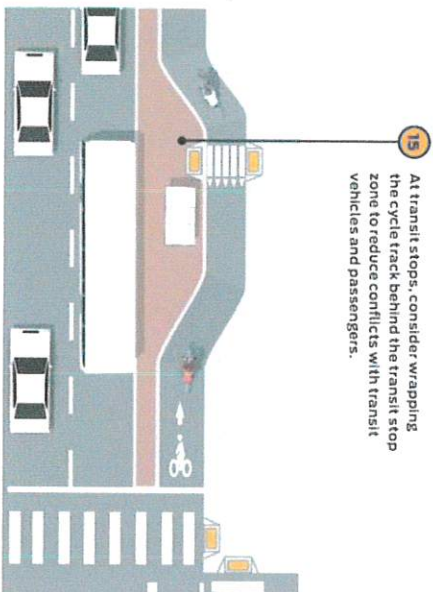
**15** At transit stops, consider wrapping the cycle track behind the transit stop zone to reduce conflicts with transit vehicles and passengers. Bicyclists should yield to pedestrians in these areas. At intersection bus stops, an extended mixing zone may be provided with signage directing bicyclists to yield to buses and loading passengers.

Cycle tracks may be configured on the left side of a one-way street to avoid conflicts at transit stops.

**16** A "Bike Lane" sign (MUTCD R3-17) may be used to designate the portion of the street for preferential use by bicyclists. A supplemental "No Cars" selective exclusion sign may be added for further clarification.

**17** "Bike Only" legend (MUTCD 3D.01) may be used to supplement the preferential lane word or symbol marking.<sup>28</sup>

**18** Colored pavement may be used to further define the bicycle space.



**15** At transit stops, consider wrapping the cycle track behind the transit stop zone to reduce conflicts with transit vehicles and passengers.

#### Alternate Protection Strategies



**12** Tubular Markers



**7** Movable Planters



**14** Raised Curb

**Manis, Dina**

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**From:** Jenny Bard <jenbard@sonic.net>  
**Sent:** Friday, July 12, 2019 2:07 PM  
**To:** \_CityCouncilListPublic; \_PLANCOM - Planning Commission  
**Subject:** Please support 3-lane road diet for Santa Rosa Avenue as part of DSASP

Dear Santa Rosa City Council and Planning Commission members,

I am writing to urge the inclusion of a three-lane road diet on Santa Rosa Avenue between Courthouse Square and Highway 12 overpass as part of the update of the Downtown Station Area Specific Plan. As a long-time advocate for walkable streets and bike lanes in Santa Rosa, and a resident of the Luther Burbank Gardens neighborhood, I believe a road diet and other design features promoted in the Santa Rosa Avenue Corridor Plan will best serve to achieve the plan's vision for the "downtown as an energetic commercial and cultural center with a range of housing, employment, retail and restaurant options in a vibrant, walkable environment." In addition to slowing traffic and making it safer and more comfortable for pedestrians, cyclists and vehicles, a three-lane road diet along Santa Rosa Avenue will allow for buffered bicycle lanes which is critical to the city's goals of increasing cycling and alternative transportation.

During the development of the city's updated Bicycle and Pedestrian Master Plan, community survey results showed that:

- The vast majority of cyclists in Santa Rosa (50-60%) are "Interested, but concerned" and would cycle more if the streets were buffered or had separated bike lanes.
- Of the top survey comments in the city's Bicycle and Pedestrian Master Plan, the vast majority (238) said they wanted increased separation between road users, including buffered or separated bike lanes.

The Sonoma County Bicycle Coalition has submitted suggestions for buffered bicycle lanes that should be incorporated into the plan update. The city has a huge opportunity to create the kind of walkable, livable street that can bring forth a thriving neighborhood the plan envisions. Please support a three-lane road diet with buffered bicycle lanes for this vital transportation corridor.

Thank you for your consideration.

Sincerely,

Jenny Bard

641 Oak Street

Santa Rosa, CA 95404

Manis, Dina

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**From:** Rick Coates <rcoates@sonic.net>  
**Sent:** Friday, July 12, 2019 7:01 PM  
**To:** \_CityCouncilListPublic  
**Subject:** Downtown Area Specific Plan

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 advocate for infrastructure that will allow tourists to travel without an automobile. We have been strong supporters of the SMART train and pathway project.

We previously commented on the Downtown Area Specific Plan but our comments seem to have been completely ignored and are not even mentioned in the alternatives. Consequently, I reiterate our suggestions directly to the Council.

We see Downtown Santa Rosa a a tourist destination. We believe that Roseland and Oakmont should be connected to the Railroad Square SMART station by an modern all-electric, battery powered streetcar. We have suggested a route via Sebastopol Road, Olive Street, Wilson Street, 9th Street, 8th Street and B Street. We are concerned that planning in the Downtown Station Area Specific Plan not foreclose an opportunity for such a streetcar in the future. Rather we strongly suggest that the plan encourage future construction of such a streetcar. Streetcar lines encourage development. Bus lines do not.

Also, we encourage the City to prioritize off-street bicycle paths or **protected** bike lanes within the Plan area and as part of any development. Unprotected bike lanes will be little used and expose cyclists to danger.

Thank you for you consideration.

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)

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