

Greenway Connectivity Study

With purchase of the [Southeast Greenway](#) site in 2024, the City is one step closer to completing an entire east/west connection across Santa Rosa! One critical gap is still to be planned: the gap that would be created between the existing Prince Memorial Greenway and the future Southeast Greenway, shown on the Regional Map below.

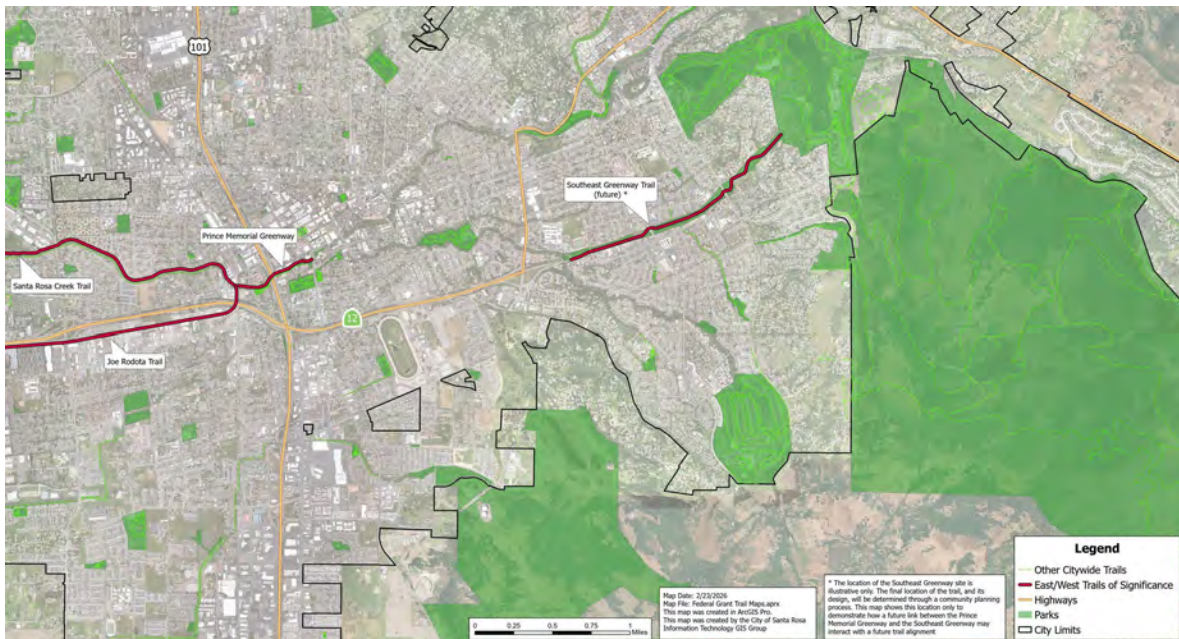
This survey presents options for closing the gap and the City needs your help in determining how best to do that! Please take this survey to give the City helpful insight into your travel patterns and your preference for a future project.

This survey can take up to 15 minutes to complete, please come back at another time if you want to provide more detailed information!

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* Indicates required question

Regional Map Showing the Gap in East/West Trails



What age group do you fall into?

- Under 18
- 18-24
- 25-44
- 45-64
- 65+

What is your relationship to the corridor (Sonoma Ave, Doyle Park, Montgomery Village, etc. area)? Select all that apply. *

- I live nearby
- I work nearby
- I attend school nearby
- I own or operate a business nearby
- I visit parks or other recreation in the area
- I use doctor or other professional services in the area
- I shop in the area
- Other:



Do you or someone you regularly travel with have mobility needs that can make getting around more difficult? Select all that apply. *

- Yes, I have a disability or health condition
- Yes, I travel with someone who has a disability or health condition
- Yes, I am an older adult with mobility limitations
- Yes, I travel with an older adult with mobility limitations
- Yes, I travel with children
- Yes, I often carry groceries, carts, strollers, or heavy items
- Yes, I have temporary mobility limitations (e.g., injury)
- No, I do not have mobility limitations or travel with anyone who does
- Prefer not to say
- Other:

If you answered yes to any of the mobility limitations above, is there anything that you think would make your trips easier in the Sonoma Ave, Doyle Park, Montgomery Village, etc. area?

Your answer



What types of transportation do you currently use in the area (Sonoma Ave, Doyle Park, Montgomery Village, etc. area)? *

- Drive (including motorcycle)
- Walk
- Bike (pedal, e-bike, trike, etc)
- Electric scooter
- Wheelchair or other mobility device
- Transit (CityBus, Sonoma County Transit, etc)
- Paratransit
- Rideshare (Uber, Lyft, taxi)
- Other:

If you use any types of transportation other than a vehicle, what types of trips do you take and with what mode? For instance, do you bike to the park, walk to shopping, but drive to work, etc? *

Your answer



What currently prevents you from walking, biking, rolling, or taking transit more often along this corridor (Sonoma Ave, Doyle Park, Montgomery Village, etc. area)? Select all that apply.

- Vehicle speed
- High traffic volume
- Unsafe crossings
- Lack of protected bike lanes
- Poor lighting or visibility
- Lack of shade
- Distance or time
- I already feel comfortable
- Other:

If you could, which types of trips would you take in this area with walking/biking/transit if the transportation system felt safe and comfortable? Select all that apply.

*

- To/From Home
- To/From Work
- To/From Shopping
- To/From Doctors and Other Professional Services
- To/From Exercise or Recreation
- To/From School
- Other:



Map of Three Alternatives

The City is proposing three options to closing the gap between the Prince Memorial Greenway and the future Southeast Greenway. This map shows the routes of the three options and more information will be given as you move through this survey.



Description of the Three Alternatives

Alternative 1 follows Sonoma Avenue between Santa Rosa Avenue and Hahman Drive, then turns south on Hahman Drive to meet with Hoen Avenue and the future Southeast Greenway. This alternative would be a protected bike lane on Sonoma Avenue, a neighborhood greenway on Hahman Drive and either a Neighborhood Greenway or protected bike lane on Hoen Avenue. Visual simulations are shown further down in the survey.

Alternative 2 follows Sonoma Avenue between Santa Rosa Avenue and Doyle Park Drive, moves through Doyle Park, and follows Hoen Avenue until reaching the future Southeast Greenway. Hoen Avenue would be a mix of neighborhood greenway and/or protected bike lanes depending on parking lanes. Visual simulations are shown further down in the survey.

Alternative 3 follows Santa Rosa Avenue south and then uses neighborhood streets such as Charlies Street and Vallejo Street to link to Farmers Lane and then Hoen Avenue. This alternative would primarily be a neighborhood greenway, with some multi-use path and/or protected bike lanes on Farmers Lane and Hoen Avenue. Visual simulations are shown further down in the survey.

Aerial View of the Three Alternatives at Santa Rosa Avenue and Sonoma Avenue



Aerial View of the Three Alternatives at Doyle Park

Notice that Doyle Park Drive is where Alternatives 1 and 2 diverge from each other



Aerial View of the Three Alternatives facing Montgomery High School

Notice that all three alternatives meet back together on Hoen Avenue next to Montgomery High School.



Please provide your initial thoughts on the three alternatives, focusing on the route they take and the locations/services you use that they may or may not connect to.

Your answer



If you had to prioritize, which three factors matter most to you when selecting a preferred route? Please choose only three if you can.

- Separation from vehicles
- Shortest travel time
- Fewer street crossings
- Slower vehicle speeds
- Maintaining on-street parking
- Direct access to schools
- Access to parks and green space
- Better lighting and visibility
- Lower project cost
- Other:



Now that you've seen the routes for each alternative, we will show you options of what the improvements could look like.



PROPOSED ALTERNATIVES

Active Santa Rosa



View of potential protected bike lane on Sonoma Avenue, Alternatives 1 and 2

Note that this alternative plans to preserve parking on both sides of Sonoma Avenue, but a few spots may need to be removed for site distance at driveways and to have areas for trash pick-up and mail delivery. This option would provide a separated space for bikes, a buffer for pedestrians, would maintain driveway access, and parking, while also slowing vehicle speeds and reducing vehicle collisions.



PHOTOSIM 1: SONOMA AVE APPROACHING CHURCH ST. LOOKING EAST

Active Santa Rosa



View of potential Doyle Park cut-through to Hoen Avenue, Alternative 2 only

This alternative would have a protected bike lane on Sonoma Avenue as shown above, but instead of going all the way to Farmers Lane, bikes/pedestrians would be sent through Doyle Park's tree-lined paths and roads to Hoen Avenue where a neighborhood greenway would begin (refer to the next photo). This alternative would link through a great community park but would not be as direct as Alternative 1 may be.



PHOTOSIM 2: DOYLE PARK DRIVE, LOOKING SOUTH

Active Santa Rosa



View of potential Vallejo Street neighborhood greenway, All three alternatives have a neighborhood greenway component

This is an example of a neighborhood greenway. On a neighborhood greenway, bikes share the road with cars, but there are traffic calming measures used to slow vehicle speeds. Slower vehicle speeds make it more comfortable for bikes, reduces neighborhood speeding, and creates a more peaceful experience for pedestrians. Parking will be maintained in most locations, with some occasional spots removed for site distance at intersections, areas for trash pickup, and/or mail drop off.



PHOTOSIM 3: VALLEJO STREET & KAREN WAY, LOOKING EAST

Active Santa Rosa



Think about how you travel and/or who you travel with.

*

Now that you've seen the difference between a protected bike lane and a neighborhood greenway, do you have feedback on which you would use and with who? If you have young children or travel with people that have mobility constraints, please describe any barriers you notice with these alternatives.

Your answer



Given that answer, choose your preferred alternative.

- Alternative 1 (Sonoma to Hahman to Hoen)
- Alternative 2 (Sonoma to Doyle Park to Hoen)
- Alternative 3 (Santa Rosa Ave to Clark to Vallejo to Farmers to Hoen)

Please pick a second preferred alternative if you have one.

- Alternative 1 (Sonoma to Hahman to Hoen)
- Alternative 2 (Sonoma to Doyle Park to Hoen)
- Alternative 3 (Santa Rosa Ave to Clark to Vallejo to Farmers to Hoen)



If you were travelling on a neighborhood greenway, which of the following improvements would you like to see? Select all that apply. *



Traffic circles



Bulb-outs (curb ramp that extends into the street farther than usual)



Bike boxes



Flashing pedestrian signals



Pedestrian crossing refuges



Traffic diverters (allows bike/ped movement but not vehicles)





Speed cushions



Chicanes (makes streets curved instead of straight, reduces speed)



Pavement markings

Other:



Wayfinding signs

For any of the alternatives, are there certain features you'd like to see along the entire corridor? Select all that apply. *

- Shade trees
- Landscaping
- Signage
- Transit stops (CityBus, Sonoma County Transit, etc)
- Public art
- Lighting
- Benches
- Bike parking
- Wider sidewalks
- Upgraded street crossings
- Other:

Is there anything you DON'T want to see or that you are concerned about?

Your answer

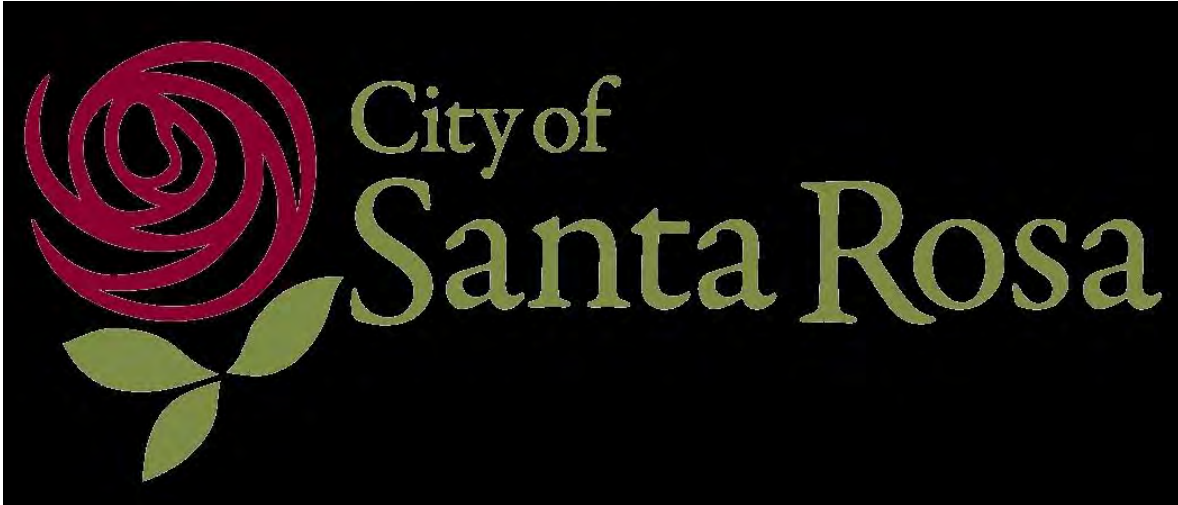
Is there anything else you'd like the project team to know?

Your answer

Thank you for taking part in this survey and sharing your input to help us close the Greenway connectivity gap.

Your feedback will help guide the study's recommendations. A summary of survey results will be posted in Fall 2026. We encourage you to check the project webpage for updates and details on upcoming community meetings where results will be presented.





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