

CITY OF SANTA ROSA
PLANNING COMMISSION

TO: CHAIR AND MEMBERS OF THE PLANNING COMMISSION
FROM: TORINA WILSON, TRANSPORTATION PLANNER
TRANSPORTATION AND PUBLIC WORKS DEPARTMENT

SUBJECT: PUBLIC OUTREACH FOR THE GREENWAY CONNECTIVITY
STUDY

AGENDA ACTION: No Action

RECOMMENDATION

The Transportation and Public Works Department will present on the public outreach campaign for the Greenway Connectivity Study. This item is provided for information or for comments and no formal action will be taken.

BACKGROUND

The City of Santa Rosa has an extensive web of creek trails and multi-use paths that traverse both north/south and east/west, connecting the community to services and recreation alike. One of the more extensive trails is the Santa Rosa Creek Trail, which links to west Sonoma County through the Joe Rodota Trail, and with the Prince Memorial Greenway in downtown Santa Rosa. City staff is continually looking for opportunities to improve multi-use paths and creek trails, including opportunities to provide access to and between existing pathways.

With purchase of the Southeast Greenway site in 2024, the City is one step closer to completing an entire east/west connection across the city, ultimately linking to unincorporated Sonoma County and park land. Yet, there remains no concrete plan to close the gap that would remain between the existing Prince Memorial Greenway and the future Southeast Greenway.

With this knowledge, City staff applied for and received a Technical Assistance Grant from the United States Department of Transportation called the Thriving Communities Program. The Thriving Communities Program is giving City staff assistance on the "Greenway Connectivity Study" with the express purpose of determining how to

create a low stress and all ages and abilities link between the existing Prince Memorial Greenway and the future Southeast Greenway.

In 2025, City staff created three alternatives that are each feasible to close the gap that would be created. City staff presented these three alternatives to a group of stakeholders in July 2025 to ask for initial feedback before finalizing the three alternatives for a public outreach campaign in 2026.

ANALYSIS

There are three alternatives currently published for public review, described in detail in an online survey on the project webpage: <https://www.srcity.org/4243/Greenway-Connectivity-Study>

These alternatives and visual simulations are shown in Attachment 1. The three alternatives explore a combination of separated bike lanes and neighborhood greenways that would traverse three separate paths to link users between the Prince Memorial Greenway and the future Southeast Greenway. Alternatives include:

- **Alternative 1: Separated Bikeway and Neighborhood Greenway**, illustrated by the orange path in Attachment 1. This alternative 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.
- **Alternative 2: Separated Bikeway and Neighborhood Greenway**, illustrated by the blue path in Attachment 1. This alternative 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.
- **Alternative 3: Neighborhood Greenway Only**, illustrated by the yellow path in Attachment 1. This alternative 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 to separate bicycles from vehicle traffic.

The survey (included in this Staff Report as Attachment 2) on the project webpage includes the project maps and visual simulations shown in Attachment 1. The survey is drafted in a manner to walk respondents through the project alternatives while asking strategic questions to understand what their preference may be. Questions are specifically worded to understand if the respondent has or travels with someone that has mobility limitations, children, or often carries items like groceries. The intention of these questions is to understand if one of the proposed alternatives would serve specific vulnerable populations better than others, creating a path that is for all ages and

abilities.

Upon closing of the survey on July 31, 2026, staff will move forward with the “Preferred Alternative”, including final design and funding. Grant funding may be leveraged depending on which alternative is preferred and the final cost of the improvements.

FISCAL IMPACT

This briefing has no effect on the General Fund.

ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because it is not a project.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

ATTACHMENTS

Attachment 1 – Project Alternatives and Visual Simulations

Attachment 2 – Project Survey

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