

From: [Jenny Bard](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] City of Santa Rosa goal setting priorities
Date: Wednesday, March 8, 2023 5:02:39 PM
Attachments: [Santa Rosa City Priorities 2023.pdf](#)

Santa Rosa City Council

100 Santa Rosa Ave

Santa Rosa, CA 95404

Dear Council Members,

I am writing to urge you to adopt the Sonoma County Bicycle Coalition's and Bikeable Santa Rosa's recommendations for prioritizing safe bicycle infrastructure as one of the city's adopted goals for the coming budget cycle.

Building a protected, low stress bicycle network connecting all Santa Rosans to the places they need to travel will help address the city's goals for housing, equity, transportation and climate change.

Thank you so much for your time and consideration.

Jenny Bard



Santa Rosa, CA 95404



Promoting the bicycle for transportation and recreation

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March 8, 2023

Santa Rosa City Council
100 Santa Rosa Ave
Santa Rosa, CA 95404

Dear Councilmembers:

As you go into the process of setting goals for the city, we're sure that housing, transportation, and climate will be among your "big picture" issues. We'd like to take this opportunity to share our vision of concrete actions that will address all of them.

BICYCLE INFRASTRUCTURE

Follow the National Association of City Transportation Officials (NACTO)'s [Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities](#).

Survey after survey has found that the number one reason people do not ride bicycles is because they are afraid to be in the roadway on a bicycle. They are generally not afraid of other cyclists, or pedestrians, or of injuring themselves in a bicycle-only crash – they are afraid of being struck by someone driving an automobile. While about a third of the population may never get on a bike, only about seven percent are confident, strong, enthusiastic – while [SIXTY PERCENT](#) say they would like to but have safety concerns.

We must design our streets and roads so cycling is an option for residents of all ages and all abilities – it should not be reserved for those who are the most fit and daring. NACTO's guide contains internationally recognized best practices for transportation equity.

Focus on networks and destinations rather than projects.

There are few things more frustrating than a bike path or lane that ends abruptly. [Low-stress routes](#) connecting people from where they are to where they want to go – particularly destinations like schools, major employers, supermarkets, civic services – are needed to shift car trips to bike trips. Unfortunately, many of our planning documents focus on short, individual road segments that don't necessarily connect.

Follow the example of Portland, Oregon and [make Class IV protected bike lanes the DEFAULT](#) for on-street bike facilities.

Studies show that the creation of Class I and Class IV bike facilities reduces collisions, injuries, and fatalities for ALL road users, not just cyclists! Class II bike lanes do not. We have consistently defaulted to Class II lanes when improving streets, which will neither improve safety nor encourage new cyclists. This doesn't mean, however, that EVERY project will necessarily end up with a Class IV lane, BUT the decision to use a less safe facility must be justified.

Make greater use of pop-ups and quick builds.

The standard process for improving our streets is expensive and takes too long. Utilizing temporary pop-ups and [quick builds](#) to give residents a chance to test out safety improvements can reduce fear and NIMBYism, accelerating the process of change.

POLICIES & PROGRAMS

Increase the quantity of safe and secure bike parking.

A lack of bike parking is a frequently stated impediment to those who could otherwise complete everyday errands by bicycle. We applaud the city's new bike rack program; however, instead of just relying on requests, the city should conduct a comprehensive bike parking audit to document the location and quality of existing facilities. Too many existing racks are of poor quality and are not installed with proper clearance, rendering them useless; requiring that racks – and their installation – meet the Association of Pedestrian and Bicycle Professionals [guidelines](#) and ensuring that inspectors verify correct installation when signing off on construction will result in improvement.

The city should also partner with private business owners to improve bike parking rather than just focus on city-owned spaces. Grocery stores, drugstores, etc. are often sorely lacking in bike parking, preventing residents from shopping by bike.

Conflict between cyclists and pedestrians can be avoided by [converting motor vehicle parking spaces into bike corrals](#) (ten bikes will fit in the space of one car). Encouraging or requiring [valet bike parking](#) at large events can encourage cycling and discourage driving.

Require regular [Bike-Friendly Driver training](#) for commercial drivers, transit operators, and city fleet and engage in campaigns targeting driver behavior.

Along with poor road design, driver behavior – excess speed, passing too closely, cellphone use, alcohol and other drug use, etc. – is a major contributor to injuries and fatalities.

Improve engagement and infrastructure in underserved communities.

Pavement quality, existence of bike facilities, and availability of public transit are frequently worse in low income and/or BIPOC neighborhoods, resulting in [transportation inequity](#).

Focus on infill and transit-oriented housing.

Transportation and housing are inextricably linked. Poor land use decisions in the past have led us not only to the climate crisis we are in today, but our dangerous roads and our social isolation. Creating “fifteen minute neighborhoods” where residents can meet their daily needs without using a private vehicle leads to greater safety, improved health, and increased sense of community. Include mom & pop groceries and other small businesses in residential neighborhoods.

Make a real commitment to [Vision Zero](#)

The city has taken an important first step in adopting the [Sonoma County Vision Zero](#) resolution; further actions should include:

- **Implement land use policies that incentivize active transportation and disincentivize driving.** Examples include eliminating auto parking minimums while increasing bike parking minimums in new construction and increasing the cost of parking.
- **Implement and enforce other traffic control measures.** Reducing speed limits, improving signage, adjusting traffic signal timing and automated speed/traffic light enforcement improve the safety of ALL road users.

Thank you for your consideration, and your public service.

Sincerely,



Eris Weaver
Executive Director

From: [Donegan, Anne-Marie](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] Biking in Santa Rosa
Date: Wednesday, March 8, 2023 6:45:58 PM

Hello:

I love riding my bike in Santa Rosa. I am happy to choose my bike over the car for going to work, out for dinner, or to my local shop.

But I urge you to make all of Santa Rosa safer for bikes. We can promote biking for short rides in Santa Rosa and this will be good for everyone. We do not need to be so dependent on our cars.

Thanks for supporting pro-bike policies.

Best,

Anne Donegan
West End Neighborhood

Anne Donegan

History Professor
Social Sciences Department
AFA TREG Co-Chair
Professional Development Co-Coordinator
Santa Rosa Junior College



I acknowledge that Santa Rosa Junior College is on the traditional territory and homelands of the Pomo and Coastal Miwok People.

From: [Annette Arnold](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] Council Goal Setting Request
Date: Wednesday, March 8, 2023 7:35:35 PM
Attachments: [Help for Traffic at Martin Luther King Jr Park.docx](#)

Please see attached letter requesting assistance for traffic mitigation near Martin Luther King Jr Park.

Thank you,

Annette Arnold

[REDACTED]

[REDACTED]net

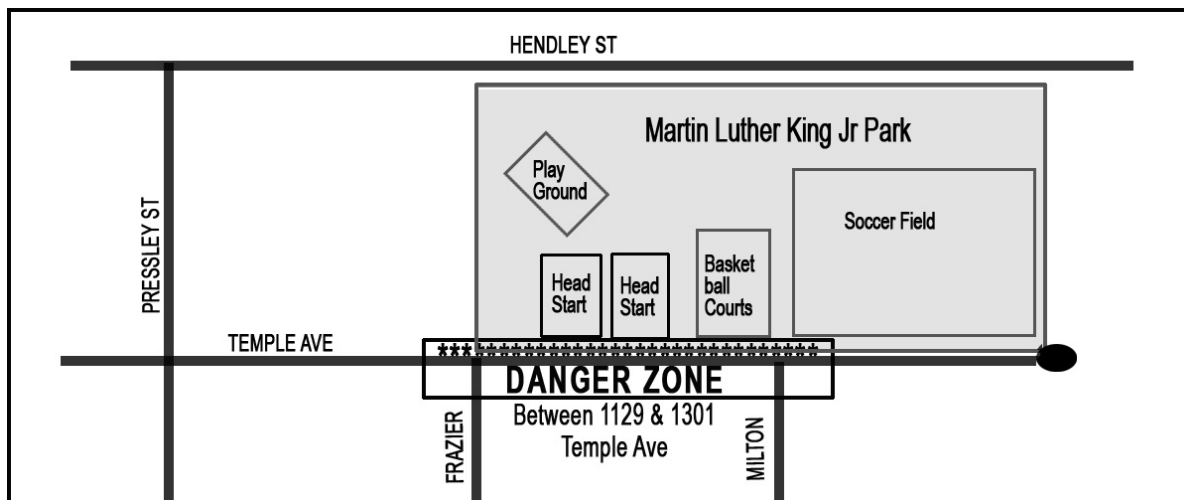
March 8, 2023



To: Eddie Alvarez and the Santa Rosa City Council

We would like your help to get some traffic mitigation efforts installed along Temple Street adjacent to Martin Luther King Junior Park. There have been several near-misses of pedestrians by cars travelling too fast and ignoring the stop signs. One car narrowly missed a child and drove through a neighbor's fence into their front yard. This same thing happened again one block away.

We asked the Traffic Department for a stop sign at Temple near Frazier where the park begins. We were told that is something the city decides based on traffic usage, not residents. We would like to point out this is a dangerous situation and it is only a matter of time before tragedy strikes here.



The location near 1331 Temple Street has many children accessing the Head Start School, the park playground and the sports fields. Balls are often kicked into the street with kids running after them. Please help us address this serious safety issue with a plan to slow down traffic at this location. We would like speed bumps or the new raised Botts Dots—or any other suggestion the city can come up with to help address this problem. We have been asking for help for a long time without any attention. Can you please help us?

Thank you!

South Park Residents

Annette Arnold; Sindy Aguilera; Gabriel Austin; Betty Buenrostro; Tammy Buntman; Cade Burkhammer; Kristoc Camacho; Maria Campos; Walter Chesbro; Maxwell Church; Maggie Coshnear; Ana Diaz; Kimberly Diaz; Rusty & Rachael Duran; John & Frida Ferrick; Irene Flack; Steven Finell; Sara Fraker; Charlotte Freed; Helen Gaims; Tyler Ludlow; Kim Madsen; Arthur Gonzales-Martin; Jonathan Heysek; Tom Hughes; Johnnie Jones; Olga Kosier; Laura Larque; Magalli Larque; Eddie Lopez; Alma Magallon; Kevin McGuire; Nicolas Mena; Maria Mondragon; Seth Montes; Kela & Ryan Moore; Ruth Norman; Olivia Ortiz; Jennie Orvino; Victor Pena; Kelly Pennington; Frank Peters; Denise Ragazzino; Rosalba Ramos; Gene Rapalyea; Cathy Rooney; Melissa Salini; Aiden Sanchez; Anita Selinger; Camille Shaffer; Randy Smith; Rachel Sonnenschein; Laura Tello; Adriana Vasquez; Karen Weeks; Engin Yesilyemis

From: [Ken M](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] GOAL-SETTING
Date: Wednesday, March 8, 2023 8:15:18 PM

Hello,

Just a quick email to ask that you please consider safe streets for walkers, bikers, scooters. Today, I walked the crosswalk on Hoen where young Atticus got hit. It's a very dangerous crossing, especially at 8am. I invite you all to do the same and then see if street safety is more of a priority for you.

Thanks for all you do,
Ken Mercado

From: [Isabella Saldana](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] GOAL SETTING
Date: Wednesday, March 8, 2023 11:09:20 PM

Members of the Council,

For far too long, our city has regarded pedestrians and bicyclists as less important than drivers when making planning decisions. This mindset has resulted in high rates of bicycle and pedestrian injuries and fatalities, high per capita climate emissions, persistent geographic and racial disparities, and high road maintenance costs.

It is past time for the city to shift its mindset and construct streets and transportation options for those who cannot or do not wish to drive.

The council can start by taking the steps outlined in BikeableSR's recommended actions for the coming year.

Sincerely,
Isabella Saldana

From: [Micah Reyes](#)
To: [City Council Public Comments](#)
Cc: [REDACTED]
Subject: [EXTERNAL] Bikeable Santa Rosa
Date: Wednesday, March 8, 2023 11:26:47 PM

Dear Council Members,

I am contacting you today to request you prioritize safe bicycle infrastructure in the coming year.

This is important to me because I ride my bike every day from home to school and back taking guerneville road and have experienced first hand the dangers of there being no bike lane. When there isn't proper biking infrastructure it feels unsafe to ride a bike in the street with the cars. It is also dangerous in my opinion to ride on the sidewalk because I believe that it should be reserved for pedestrian traffic. I have chosen to continue to ride my bike because of the amount of money that it saves me, but I know in the case of my sister who I live with that she is fearful of riding her bike due to it largely feeling unsafe for her.

Making Santa Rosa bikeable is not only a safety issue, but it is also a health issue. People should feel more comfortable making transportation decisions that are also beneficial to their physical health and keep them active.

Sincerely,
Micah Reyes

[REDACTED]

From: [Chris Lemons](#)
To: [REDACTED]; [City Council Public Comments](#)
Subject: [EXTERNAL] Bike Safety In Santa Rosa
Date: Wednesday, March 8, 2023 11:59:36 PM

Dear Council Members,

For too long, our city has treated pedestrians and people on bikes as less important than drivers in planning decisions. This mindset has led to high rates of bicycle and pedestrian injuries and fatalities, large per capita climate emissions, persistent geographical and racial inequalities, and burdensome road maintenance costs.

It is time for the city to change its mindset and to build streets and transportation options for people who cannot or who choose not to drive.

The council can begin by following the steps laid out in BikeableSR's [recommended actions](#) for the coming year.

Sincerely,
Chris Lemons

[REDACTED]

From: [Amy Robinson](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] GOAL-SETTING
Date: Thursday, March 9, 2023 9:48:37 AM

Dear City Council -

Yesterday I walked to Spring Lake Middle School with a group of students, parents, teachers and community members, in support of Atticus Pearson, who was badly injured at a pedestrian crossing last month, and in support of safe streets throughout our community. Kids should not have to do this work.

I support safe, equitable, people-friendly streets. Please do the work of keeping kids safe by making this a priority.

Thank you,
Amy Robinson



From: [Cameron Kane](#)
To: [City Council Public Comments](#)
Cc: [REDACTED]
Subject: [EXTERNAL] GOAL SETTING
Date: Thursday, March 9, 2023 12:33:29 PM

Dear Council Members,

Our city needs to build a protected, low-stress bicycle network connecting all Santa Rosans to the places in the city they need to go. In addition, we need to fully implement the Vision Zero Plan for traffic safety and increase transit options for residents.

From: [A F](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] GOAL SETTING: Housing Downtown & Bike Infrastructure Everywhere!
Date: Thursday, March 9, 2023 4:18:33 PM

Hello,

As you set priorities for Santa Rosa's future, please prioritize:

1. More **new housing, especially in the city center**, and
2. More **bicycle infrastructure, throughout Santa Rosa**.

Building housing downtown will benefit **everyone**. More housing now means less homelessness later, greater spending for businesses, less car traffic, and a nicer environment for everyone.

Protected bike lanes also benefit **everyone**. Safe travel for cyclists within Santa Rosa mean fewer short trips by car. This reduces the amount of traffic for those who have to take trips by car, and reduces pollution and noise. Everyone wins!

I'd love to see the disused buildings and underutilized parking lots downtown become housing for neighbors. Santa Rosa could have a beautiful downtown again, while concretely benefitting both community needs and the planet.

Thank you,
Alexandria

From: [Seamus Becket](#)
To: [City Council Public Comments](#); azoger@santarosa.edu
Subject: [EXTERNAL] GOAL SETTING
Date: Thursday, March 9, 2023 8:10:28 PM

Dear Council Members,

I'm writing to you as a student of the Santa Rosa Junior College who is concerned about the infrastructure of pedestrian walkways and bikeways. Driving a car, though useful, can be inconvenient, expensive, and simply impractical for travel, yet with the state of Santa Rosa's infrastructure it sometimes seems impossible to do otherwise, especially following a recent series of near-fatal biking accidents.

I would love for our city to become less driver-focused and more hospitable to pedestrians and bikers, both for convenience and to generally make the city feel safer. Because of this, I would urge you to consider prioritizing multi-modal transportation infrastructure for the coming budget cycle.

Thank you for your time,
Seamus Becket.

From: [Mark Hall](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] Goal setting
Date: Friday, March 10, 2023 1:17:12 PM

Hello — I understand that goal setting for Santa Rosa for the year ahead is taking place. As a supporter of Santa Rosa YIMBY, I encourage you to include in your goals anything that will help repurpose underutilized downtown land for high density housing for all income levels. Also, strengthen neighborhoods by working toward strong walkable neighborhood shopping areas with some dense housing. And finally better (safer! More!) bike connectivity.

Thanks for your work!

Mark Hall
Jr College Neighborhood