

Appendix I

BICYCLE & PEDESTRIAN QUESTIONNAIRE

A questionnaire is a public participation tool that allows members of the community to participate in the planning process; a questionnaire is not a statistically significant survey. Results from the questionnaire are used to reinforce findings from public involvement activities and planning analyses.

QUESTIONNAIRE RESULTS

The Santa Rosa Bicycle & Pedestrian Questionnaire was available online through the City's website and was completed by 293 residents. For most questions respondents were asked to choose only one answer for each question unless otherwise instructed.

1. Do you ride a bicycle?

	Total	Percent
Yes	251	89.01%
No	31	10.99%
Total Count	282	

- The majority of Santa Rosa respondents (89%) ride a bicycle.

2. What are your reasons for bicycling? (Choose two.)

	Total	Percent
Exercise	169	57.68%
Transportation	161	54.95%
For Pleasure	115	39.25%
Nature	18	6.14%
Total Count	293	
All of the above	4	

- Exercise and transportation were the top reasons residents bicycle in Santa Rosa.
- Bicycling for pleasure was also a main reason for Santa Rosa residents.

3A. On WEEKDAYS: What time of day do you make BICYCLING trips? (Only if you answered 'Yes' to question 1) (Choose all that apply)

	Total	Percent
3pm-7pm	183	62.46%
9am-Noon	123	41.98%
6am - 9am	120	40.96%
Noon-3pm	108	36.86%
7pm-Midnight	53	18.09%
Midnight-6am	6	2.05%
Total Count	293	

- On weekdays, the most popular time of day to make bicycling trips is 3pm - 7pm, or the evening commute.
- On weekdays, 9am – noon and 6am – 9am, or the morning commute, are also popular times to bicycle.

3B. On WEEKENDS: What time of day do you make BICYCLING trips? (Only if you answered 'Yes' to question 1)

	Total	Percent
9am-noon	202	68.94%
Noon-3pm	167	57.00%
3pm-7pm	131	44.71%
6am-9am	82	27.99%
7pm-Midnight	40	13.65%
Midnight-6am	9	3.07%
Total Count	293	

- On weekends, 9am-noon and noon-3pm are the most popular times to bicycle.

4. How far do you travel on an average BICYCLING trip?

	Total	Percent
10 miles or more (1 hour or longer)	110	46.03%
2-5 miles (12-30 minutes)	51	21.34%
5-10 miles (30 minutes - 1 hour)	47	19.67%
1 mile- 2 miles (6-12 minutes)	22	9.21%
1/2 mile - 1 mile (3-6minutes)	8	3.35%
1/2 mile or less (3 minutes or less)	1	0.42%
Total Count	293	

- Most respondents (46%) travel 10 miles or more on an average bicycle trip.

5. What are your reasons for NOT bicycling? Please rank only your top THREE choices.

Responses	Ranked #1	Ranked #2	Ranked #3	# of Times in Top Three
Personal Safety & Security during peak commuter times	65	30	22	117
Time/Distance to get to destination	54	11	23	88
Personal Safety & Security anytime	35	32	18	85
Hazardous conditions (darkness, debris in paths, path surface conditions)	20	41	39	100
Lack of paths/connections	20	34	32	86
Lack of end-of-trip facilities (lockers/showers/bike parking)	9	10	17	36
No interest	6	4	1	11
User conflicts (pedestrians, wildlife, automobile drivers)	6	15	25	46
Difficult intersections & traffic patterns	0	0	0	0
Do not know locations of paths or facilities	0	0	1	1
Unattractive surroundings	0	3	3	6
Total Count	215	180	181	576

- The most commonly cited reason for not bicycling was “personal safety and security during peak commuter times”.
- “Time/distance to get to destination” was also a top reason for not bicycling.
- “Personal safety and security anytime,” “hazardous conditions” and “lack of paths/connections” were also cited as reasons for not bicycling.
- Of the 45 “other” responses, nine people said their reasons for not bicycling were because they needed to carry belongings or children, six cited health/age reasons, five cited traffic/issues with drivers, four cited lack the lack secure bike parking, two preferred to walk, and two cited weather conditions.

6. What type of bicycling route would you most like to use?

	Total	Percent
Class 1 Bike Route	117	55.71%
Class 2 Bike Route	68	32.38%
Class 3 Bike Route	11	5.24%
Unpaved Trails	14	6.67%
Total Count	210	

- Class 1 Bike Route was the route most respondents (55%) felt most likely to use.
- Class 2 Bike Route was chosen by over a quarter of respondents.
- Class 3 Bike Route and unpaved trails were the routes respondents felt least likely to use.

7. For each of the following types of trips, please indicate how often you use BICYCLING as your primary mode of transportation.

	Never	Rarely (less than twice a month)	Sometimes (once a week)	Frequently (3-4 times per week)	Daily (5-7 times per week)	Total
Exercise	18 7.86%	21 9.17%	51 22.27%	87 37.99%	52 22.71%	229 100%
Entertainment	20 9.09%	31 14.09%	75 34.09%	63 28.64%	31 14.09%	220 100%
	75 34.40%	31 14.22%	35 16.06%	53 24.31%	24 11.01%	218 100%
Daily	52 23.96%	51 23.50%	57 26.27%	43 19.82%	14 6.45%	217 100%
	43 19.91%	56 25.93%	71 32.87%	35 16.20%	11 5.09%	216 100%
School	76 69.09%	4 3.64%	14 12.73%	9 8.18%	7 6.36%	110 100%
	8 50.00%	2 12.50%	2 12.50%	1 6.25%	3 18.75%	16 100%

- Over a third of respondents (37.99%) reported that they bicycle for exercise frequently, while 34% said they bicycle for entertainment frequently.
- Almost a quarter of respondents (24.31%) reported bicycling to work frequently.
- About a third of respondents (32.87%) bicycle for social visits about once a week.

8A. On WEEKDAYS: What time of day do you make WALKING trips? (Choose all that apply)

Time	Total	Percent
3pm-7pm	148	50.51%
9am-Noon	100	34.31%
Noon-3pm	86	29.35%
6am-9am	81	27.65%
7pm-Midnight	67	22.87%
Midnight-6am	5	1.7%

- On weekdays, the most popular time for walking trips according to respondents was between 3 and 7pm. Half of respondents walk during this time of the day.
- Approximately a third of respondents walk between 9am and noon (34.13%), and between noon and 3 pm (29.35%).

8B. On WEEKENDS: What time of day do you make WALKING trips? (Choose all that apply)

Time	Total	Percent
9am-Noon	149	50.85%
3pm-7pm	148	50.51%
Noon-3pm	128	43.69%
6am-9am	85	29.01%
7pm-Midnight	67	22.87%
Midnight-6am	7	2.39%

- On weekends, the most popular times to walk are in the morning between 9am and noon and in the early evening between 3pm and 7pm. Approximately half of respondents report walking during these times.
- Almost half of respondents walk on the weekends between noon and 3pm.
- Approximately one quarter of respondents walk on the weekends between 6am and 9am, and between 7pm and midnight.

9. How far do you travel on an average WALKING trip?

Distance/Time	Total	Percent
1 mile - 2 miles (approximately 20-40 minutes)	63	27.75%
1/2 mile - 1 mile (approximately 10-20 minutes)	59	25.99%
2 - 5 miles (approximately 40 minutes - 1.5 hours)	53	23.35%
1/2 mile or less (10 minutes or less)	28	12.33%
A few blocks (5 minutes or less)	14	6.17%
5 miles or more (1.5 hours or more)	10	4.41%
Total Count	227	

- The most popular distances respondents reported travelling on an average walking trip were 1-2 miles (27.75%), ½ mile – 1 mile (25.99%), and 2-5 miles (23.35%).

10. What are your reasons for WALKING? (Choose two)

	Total	Percent
Exercise/Fitness	135	46.08%
Transportation	96	32.76%
For Pleasure	80	27.30%
To enjoy nature	68	23.21%
To meditate/relax	22	7.51%

- Exercise/fitness (46%) was the most popular reason to walk.
- Transportation (32%), for pleasure (27%), and to enjoy nature (23%) received similar levels of response.

11. What are your reasons for NOT WALKING? (Rank only your top THREE answers)

Responses	Ranked #1	Ranked #2	Ranked #3	# of Times in Top Three
Time/Distance to get to destination	119	14	7	140
Hazardous conditions (darkness, debris in paths, path surface conditions)	25	39	16	80
Other	19	6	6	31
Lack of paths/connections	17	22	28	67
No interest	5	6	6	17
User conflicts (motor vehicles, cyclists & skaters, wildlife)	5	24	32	61
Physical Exertion	2	1	2	5
Do not know locations of paths or facilities	1	0	5	6
Difficult intersections & crosswalks	0	0	0	0
Unattractive surroundings	0	0	0	0
Total	193	112	102	407

- The most popular “other” reasons for not walking were health reasons.

12. What type of WALKING path would you prefer to use?

	Total	Percent
Unpaved paths	80	34.78%
Paved multi-use paths	79	34.35%
Sidewalks & crosswalks	67	29.13%
Other	4	1.74%
Total Count	230	

- Respondents were nearly evenly divided over their preferred type of walking path. Unpaved and paved paths both received 34% of responses, and sidewalks received almost as many (29%).

13. For each of the following types of trips please indicate how often you use WALKING as your primary mode of transportation.

	Never	Rarely (less than twice a month)	Sometimes (once a week)	Frequently (3-4 times per week)	Daily (5-7 times per week)	Total
Exercise	27 12.39%	23 10.55%	59 27.06%	66 30.28%	43 19.72%	218 100%
Entertainment/ Pleasure	17 7.98%	40 18.78%	79 37.09%	55 25.82%	22 10.33%	213 100%
Other	7 30.43%	2 8.70%	2 8.70%	3 13.04%	9 39.13%	23 100%
Daily Needs (grocery, pharmacy, health care, etc.)	45 20.74%	47 21.66%	73 33.64%	45 20.74%	7 3.23%	217 100%
Social Visits	39 18.75%	50 24.04%	84 40.38%	29 13.94%	6 2.88%	208 100%
Work	145 72.14%	24 11.94%	13 6.47%	14 6.97%	5 2.49%	201 100%
School	104 85.25%	7 5.74%	3 2.46%	8 6.56%	0 0.00%	122 100%

- Exercise and entertainment/pleasure were the most popular reasons to walk daily or frequently.
- Of the “other” reasons respondents walk, dog walking was the most popular.

14. Overall, how frequently do you use the following modes of transportation?

	Never	Rarely (less than twice a month)	Sometimes (once a week)	Frequently (3-4 times per week)	Daily (5-7 times per week)	Total
Personal Passenger Vehicle	5 2.22%	6 2.67%	33 14.67%	70 31.11%	111 49.33%	225 100%
Bicycle	20 9.09%	17 7.73%	35 15.91%	80 36.36%	68 30.91%	220 100%
Walking	15 7.04%	28 13.15%	42 19.72%	80 37.56%	48 22.54%	213 100%
Other	18 62.07%	1 3.45%	3 10.34%	3 10.34%	4 13.79%	29 100%
Personal Mobility Device	161 98.17%	1 0.61%	0 0.00%	1 0.61%	1 0.61%	164 100%
Bus	146 70.87%	44 21.36%	11 5.34%	4 1.94%	1 0.49%	206 100%

- Half of respondents drive their own vehicles on a daily basis, making it the most popular form of transportation.
- Roughly a third of respondents ride a bicycle frequently or daily.
- Over a third walk frequently (37%).
- Respondents who reported using “other” modes of transportation used scooters (4) and motorcycles (2).
- Most respondents rarely or never ride the bus.

15. What transportation modes do you combine most often on a single trip?

	Total	Percent
Walking & Automobile	93	31.74%
Automobile & Bicycling	74	25.26%
Walking & Bicycling	55	18.77%
No other combination of transportation modes	26	8.87%
Walking & Public Transit	21	7.17%
Bicycling & Public Transit	13	4.44%
Automobile & Public Transit	5	1.71%
Other: Drive and walk, save parking fees and gas	1	

- Combing walking and automobiles (31%) was the most popular transportation mode, followed by combining bicycling and automobiles (25%).
- All combinations involving public transit had low responses.

16. Do you have a disability that may impact your ability to walk or bicycle?

	Total	Percent
No	194	91.51%
Yes	18	8.49%
Total Count	212	

- 91% of respondents did not report having a disability that impacts their ability to walk or bicycle.

17A. Do you use bicycle racks on public buses?

	Total	Percent
No	152	83.06%
Yes	31	16.94%
Total Count	183	

- 83% of respondents do not use bicycle racks on public buses.

17B. Is the rack usually available when you would like to board? (Only if you answered "Yes" to 17A)

	Total	Percent
Yes	25	83.33%
No	5	16.67%
Total Count	30	

- Of those who reported using bicycle racks on buses, 83% reported that the rack is usually available when they would like to board.

18. Are there specific intersections or locations that need bicycle or pedestrian facilities, connections or improvements?

*Please see Question 18 Text Responses for comments to this question.

DEMOGRAPHIC QUESTIONS**19. What is your age?**

	Total	Percent
16-65	12	5.13%
26-35	31	13.25%
36-45	48	20.51%
46-55	78	33.33%
56-65	46	19.66%
66-75	17	7.26%
76-85	2	0.85%
Total Count	234	

- A third of respondents were between the ages of 46 and 55.
- Most respondents were middle aged.

20. What is your gender?

	Total	Percent
Female	117	49.79%
Male	118	50.21%
Total Count	235	

- The questionnaire's respondents were evenly divided between females and males.

21. What is your gross annual household income?

	Total	Percent
Less than \$25,000	10	4.27%
\$25,001-\$45,000	17	7.26%
\$45,001-\$65,000	27	11.54%
\$65,001-\$85,000	47	20.09%
\$85,001-\$150,000	71	30.34%
Greater than \$150,000	38	16.24%
Prefer not to answer	24	10.26%
Total Count	234	

- Of those who provided a range of their annual income, the largest category was \$85,001-\$150,000.

22A. In what areas of Santa Rosa do you live, work, or go to school?

	NW	NE	SW	SE	Total
Live	51 25.89%	97 49.24%	15 7.61%	34 17.26%	197 100%
Work	45 24.19%	109 58.60%	18 9.68%	14 7.53%	186 100%
Go to School K-12	6 31.58%	7 36.84%	3 15.79%	3 15.79%	19 100%
Go to College or Trade School	10 29.41%	22 64.71%	1 2.94%	1 2.94%	34 100%

- About half of respondents live in the NE area of Santa Rosa, and a quarter live in the NW.
- Over half (58%) of respondents work in the NE area, and a quarter work in the NW.
- Few respondents go to grade school or college, but of those who did, the greatest percentage live in NE, followed by NW.

OTHER ANSWERS**5A. If you chose "other" in the previous question please enter your other reason for NOT BICYCLING here.**

Health/age issues

- Blind
- Health issues
- I'm a bit old at age 72 to start. Live on steep hill.
- Old age
- Physical disability
- Medical issues

Traffic/inattentive drivers

- Traffic speed
- Aggressive, rude and dangerous drivers
- Car driver's harassment
- Rude drivers
- Inattentive drivers

Need to carry stuff/kids

- Prefer walking, have little kids
- Bikes can't carry my kids, my wkly groceries, etc.
- Carry large items/potting soil/cat food, etc
- Children
- Need to carry stuff
- If I need to carry more than a bicycle can carry
- Too much to carry, like at market
- Inability to carry purchases
- Shopping with no way to carry load
- Have two children that increase my concerns listed

Lack of secure bike parking

- Lack of bike racks, and public restrooms
- No secure bike parking available
- Place to lock up EXPENSIVE bike.
- Worried a good bike will be stolen/don't buy it

Weather conditions

- Rain
- Weather conditions

Miscellaneous

- I bike to work every day. Only mode of transportation.
- I just forget that we have such great creek paths.
- I like to walk surrounded by nature on the trails.
- Cycling for exercise/pleasure with SR Cycling Club

- Friends who don't bike but do carpool
- IT was last option
- It was the last item
- Major hills in the way, e.g., Fountaingrove Pkwy
- My dog prefers the car to her bike trailer
- Time constraints
- Training schedule - recovery day
- Need a better quality bicycle
- Needing to travel to multiple destinations a day

Total Count 45

10f. Reasons for Walking [Other]

- Dog Walking (13)
- Assess intersections, sidewalks
- I ride my bike
- I run for exercise
- Save parking fees and gas
- To avoid using my polluting car
- To walk to work
- All of the above

Total Count 20

11B. What are your reasons for NOT WALKING? Other

Health issues

- Bad knees -- need softer ground when possible
- Feet
- Foot injury keeps me from walking more.
- Foot problems (not exertion - I love to walk)
- I am blind and motorized vehicles do NOT honor that
- I cycle rather than walk due to foot problems
- Health limitations
- Illness

Weather conditions

- Weather - cold or rain
- Weather conditions
- Bad weather
- Bad weather, especially rain

Safety concerns

- Personal safety issues
- Pit bulls- my dog & I have been attacked
- Safety

- Unleashed dogs
- Pets off leash
- Late at night, it doesn't feel safe to walk alone.

Need to carry stuff

- Need to wear business clothes or carry too much.
- Needing to carry "stuff"
- Walking is impractical (e.g. daycare, grocery)

Prefer to bike

- I ride my bike
- I usually walk to the local store but if far bike
- Prefer bike or motorcycle over walking
- Too slow! Give me a bike any day
- Why walk when I can RIDE

Miscellaneous

- Dog died
- Had to fill in all the spots
- Hiking tends to be my off-season activity.
- I don't like walking.
- Inconvenient, laziness
- Lack of public restrooms
- No good condition
- No problems with walking
- No time work other obligations
- Nothing stops me from walking
- Some amenities, such as groceries, are too far away

Total Count 37

13B. If you use WALKING as your primary mode of transportation for another type of trip, please enter that trip type here.

- Dog walking (5)
- Corner market
- Enjoy nature/outdoors & relax
- Get to downtown and farmers market with family
- I walk everywhere: the store; the post office; the bank and for pleasure
- I walk for political causes.
- Walking the trails at the park

Total Count 11

14A. If you chose “other” in the last question (transportation modes), please name your alternate mode in the blank below.

- Airplane
- Amtrak trains
- I am trying to bike more often to save gas
- My bike has elect. assist
- Paratransit
- Motorcycle
- Personal Passenger Vehicle = motorcycle in clear weather
- Scooter
- Scooter (Could be considered a personal passenger vehicle?)
- Scooter/moped
- Skateboard
- Vespa motor scooter
- Unicycle

Total Count 13

17C. If the rack is not usually available when you would like to board with your bicycle, please indicate the bus route, stop location and time if day here.

- Downtown Santa Rosa, multiple times
- Mendocino Avenue, in front of Santa Rosa Junior college, multiple times
- SCTA 44/48 are what I use the most and the racks are usually full
- South bound to Santa Rosa
- SR transit center, GGT 80, most anytime of day there is a good chance that there won't be an empty rack.

18. Are there specific intersections or locations that need bicycle or pedestrian facilities, connections or improvements? (various comments received from respondents)

- Hearn overcrossing -it's horrible - I could ride my bike, but it is too scary.
- South between West and Dutton - missing sidewalks, and that tree is always hanging in the middle of the sidewalk so you can't even walk through.
- There should be a route from Funston through Bayer Farm and then a crosswalk to Sheppard - so many kids could walk to school that way - or bike too.
- There should be a gate at the back of Elsie Allen so kids can walk home and also to the shopping center without going on Bellevue.
- Bike Lanes should be marked on Dutton and Sebastopol Road and West and Hearn.
- The Joe Rodota Trail is really scary - I could go to the big shopping center on my bike, but there are all these people doing crazy things back there, so I would have to ride down Sebastopol Road, so I just drive.

- (1) College and Mendocino
- (2) 4th and Mendocino
- (3) All of Mendocino needs a bike lane!
- (4) Fulton and Guerneville needs bike lane at light
- (5) Marlow and Guerneville needs bike lane at light
- (6) 4th St. from Farmer's Lane to downtown needs a bike lane
- (7) All of College Ave., including W. College, needs a bike lane

****MENDOCINO Ave.**** Sotoyome St., 3rd/Montgomery, Brookwood, College Ave.

- 1) Bicycle lane on Piner Rd. to get to Mendocino Ave. to SR Junior College
 - 2) Bicycle lane on College Ave.
 - 3) Bicycle lane on Sonoma Ave. from down town Santa Rosa to Farmer Ln.
1. Intersection of Montecito and Chanate, and along Chanate from Hidden Valley School to top needs bicycle/ped lane.
 2. Fountain Grove Blvd. from Fir Ridge to Stage Coach needs bike lane.
 3. Fountain Grove sidewalk on north side between Round Barn and Thomas Lake Harris is 50% overgrown with shrubs, needs clearing.
 4. Montgomery Dr. westbound between Summerfield and Yulupa before bike lane is dangerous as the merge of lane 2 into lane 1 takes drivers attention off cyclist (driver more concerned with traffic merge to left). Unsafe design considering merge, curve to right reducing line of sight, lack of bike lane, and drivers who speed up to pass on right before merge.
 5. I would like a bike lane for the Hwy 101 Fountain Grove overcrossing, but have no idea how you could accomodate it.
1. All downtown Santa Rosa intersections need crosswalks that are more clearly marked and there needs to be more focus on ticketing red light runners.
 2. All downtown non-signalized crosswalks need the sign that states stopping for pedestrians in a crosswalk is the law to remind drivers of what they must stop for pedestrians in crosswalks. I like the bright signs that the City of Cotati has installed in its crosswalks.
 3. I would like a marked crosswalk where the creek path crosses under Fulton between College and Guerneville Rd. It is very difficult to get across this street safely.
 4. Dutton Avenue needs bike lanes between College and Guerneville Rd. Cars drive very fast on this road and it's scary to ride it, especially at night.
1. Fourth St. between Brookwood and Bryden has no stop lights-can be dangerous to cross at cross walks because cars have to see you to stop

2. Bicycle/walking trail parallel to Highway 12 is great but sometimes some iffy characters hang out in the area between N. Dutton and Stony Point.

1. Mendocino /Bicentennial

2. All those that require a bicyclist to wait at a controlled left while through traffic continues. This is perhaps the most precarious condition for the bicyclist and exists in most big intersections

1. On Mendocino across from the JC the weekday 60 Sonoma County Transit only arrives at 8:45 & 10:30 pm. That is a long span to wait at night, myself and others do it often. Too dark to ride or even wait at the bus stop.

2. Heading North where Mendocino and Old Redwood Hwy connect there is a ramp that leads down to an island and it's a fairly violent angle to turn on a bike. My bike has personally suffered damage on the way home from the SRJC.

1. Paved road shoulders commonly have gravel and other debris that make it hazardous to bicycle Highway 12 between Farmers lane and Brush Creek is an example.

2. Brush Creek paved bike trail has many cracks that are hazardous for bicycling.

3. Joe Rodata Trail crossing Stony Point Road is very poor for bicycle crossing.

4. Many roads contain chuck holes and rough pavement that are hazardous for bicycling.

1. Talbot and 4th and/or alderbrook and 4th.

2. Hearn ave and santa rosa ave.

3. Old redwood highway and fountaingrove

4. Lomas cul de sac trail into Mendocino ave.

101 and river road Grass and brush too high for cars to see pedestrians and bikers

116 at Sparkes Road in Sebastopol, crosswalk and crossing signal for peds and cyclists

Hwy 116 from Cotati to Sebastopol wider shoulder and bike lane markers

Designated bike lanes on 116 in Sebastopol proper

18. Specific facilities needed?

- 4th & D needs more bike racks

- A bike bridge over 101 at the JC

- Better access to SR Creek trail from Santa Rosa Ave (including bike lane on Santa Rosa Ave.)

- 4th St. downtown could use more pedestrian crossing areas between E and B Streets, Bike lanes on Montgomery need re-stripping, bike lanes need sweeping on a regular basis as debris in lanes are a

- huge hindrance to use. I'd like to see more lanes in front of schools - Santa Rosa School for the Arts on Humboldt St. has lots of parent driver use in the mornings and afternoons that could be alleviated if kids had better routes to get there on bikes but as it is no kid is going ride on Humboldt St.
- 4th Street and Talbot; It is very hard to cross 4th St. during rush hour. I suggest a car/bike activated light; this would also help pedestrians, who currently have to trust that cars will stop for the flashing pedestrian light (this is very scary for pedestrians during rush hour).
 - Farmers Lane and Sonoma Ave. and Brookwood and Sonoma Ave. Bicyclists currently have to hang out on the right when waiting for a red light, and there is a danger from the cars frequently turning right on red. I suggest a dedicated right hand turn for cars with a bike lane between it and a single lane of traffic going straight.
 - Brookwood Ave. and 2nd Street - The northbound left turn lane is not bike activated, so I have to usually turn illegally against the red left turn light.”
 - a bike route along Highway 101 (SMART train and a bike path would be perfect!!!) Also, a bike route along Hwy 12 out to Sonoma.
 - A flashing pedestrian crosswalk Santa Rosa Avenue and E. Bellevue Ave.
 - A flashing pedestrian crosswalk at Bellevue Ave at the Colgan Creek Path entrance
 - Class 1 or 2 Bicycle lanes on all high-traffic streets near schools in South Santa Rosa (West Ave, Dutton, Sebastopol Road, Hearn
 - A marked bike lane on Steele Lane, esp. under 101 and crossing the on/off ramps.
 - Also marked bike lane on Mendocino.
 - Also when there is a left turn lane that is “left or straight”, it’s difficult for a bike.
 - Airport Blvd. at Aviation Blvd., Cleveland at Steele
 - All along Hwy 12, 4th Street, mendocino Ave need SAFE bike lanes.
 - All along Mendocino
 - All intersections that go over or under Hwy 101. All intersections that do NOT have a bicycle lane. We need bicycle lanes in this city. I would like to commute to SSU but the roads out of downtown SR do not have bike lanes and are unsafe.
 - All new construction MUST be designed with bikes and pedestrians in mind. It is a shame when a road like Fountaingrove Pkwy. gets built, and the decision is to put both directions of cyclists on one side of the road on an asphalt path. This is okay for slow uphill bike traffic, but downhill bikes should travel in the car lane for safety. Also, at the intersection with Thomas Lake Harris, the curb needs to have a ramp so cyclists from TLH can get onto the asphalt bike path to travel uphill after crossing FG.
 - Along 101 by Windsor bowling alley; this road has no bike lanes
 - anything involving Mendocino ave, and infact every intersection with a traffic light
 - Anything that would make getting from east SR to west SR besides Prince Greenway and Joe Rodota safe. From College on north, there’s no safe way to go. I would use my bike for alot more errands if I could get from my JC neighborhood home to places on the other side of freeway.
 - Anywhere on 4th St from Farmers Lane to College.

- 4th St and Farmers Lane is horrible. There is not an easy way to get across town from the North to the East towards Spring Lake/Howarth Park. Without going on a major artery.
- Armory Dr.
- Santa Rosa Ave end of bike trail
- Make Sonoma Ave. from Santa Rosa Ave. to Farmers Lane like Hoen Ave.
- At most rail crossings.
- Bennett Valley road needs a bike lane
- better biking access to nor cal bike shop, where many bikers meet for all kinds of reasons.
- Better connection needed between upper and lower 4th Street. That is both sides of downtown.
- Between College and Sonoma on Brookwood. Path on Chanate Rd. often has debris in it. Mendocino is scary for bicycling.
- Bicentennial and Mendocino
- Fountaingrove-Mendocino
- All of fountaingrove needs a bike path
- Bike lane on Hwy 12 from Calistoga to Farmer's Lane. Bike path connecting Sonoma Ave. to Prince Memorial Park bike path.
- Bike lanes on Sonoma Avenue
- Better N-S biking through Santa Rosa (Humboldt St. Bike Blvd?, SMART bikeway)
- Bike paths along creeks
- Bike paths on all major arterials
- Pedestrian flashers connecting trail segments
- Pedestrian and bike bridges
- Bodega highway and Jewel in Sebastopol. Traffic light doesn't work for bikes.
- Brand new Steele Lane Freeway undercrossing
- College Avenue Freeway undercrossing
- College and Mendocino
- Broken glass on parts of Rodota trail from Under Hwy 12 to Stoney point road are scary. Can a city steet sweeper sweep it weekly? Also crossing Stoney point road on the trail is a bit scary when cars going North on Stoney point merge onto Hwy 12- The Merge has no light. Otherwise I love that trail!
- West 3rd bike lane west of railroad square has pavement hazards (jagged pavement bumps) for bikes
- Thank you - I LOVE riding my bike - I just started a few months ago. I want to feel safe at intersections, safe pavement/No glass etc
- Brookwood, west side, between College & Fifth
- Mendocino at Ridgway, south side of intersection
- Montecito Blvd, end of Brush Creek bike path
- Calistoga and Hwy12

- Mendocino: from Kaiser to downtown
- Chanate & Mendo, Brush Creek & Montecito
- Chanate between Mendocino and Franklin
- Mendocino from 4th st. north
- 3rd st. from freeway to Montgomery
- Chanate Rd./Franklin Ave., and continuous bike paths to/from major shopping and work locales. Existing bike lanes are not continually connected to major destinations.
- Chanate road from Sutter to Middle Rincon road. Other than that I do good by most routes I use.
- Cleveland and College intersection and Cleveland Rd. North after crossing at College. I would not ride to the JC because it is too dangerous.
- Fulton Rd. connection
- College Ave all the way
- Mendocino Ave.
- Steele Lane all the way
- Third Street all the way
- Fourth Street to downtown
- College Ave at 101 and west of there until almost Fulton too narrow. Guerneville Rd under 101 too narrow and east of there. Chanate Rd.
- College Ave between Mendocino and 4th
- College Ave. and Mendocino Ave. There is no real safe and efficient way to continue south on Mendocino Ave. And the lack of bike lanes on both streets creates conflicts with automobiles.
- Hwy 101 undercrossings of College Ave. and Steele Ln., two major west-east thoroughfares, are extremely unnerving to use as a cyclist or pedestrian.
- Yulupa Ave. and Hoen Ave. because of the five lanes of (fast) automobile traffic on Yulupa. As you head south on Yulupa, crossing the intersection with automobiles is jarring. The entry to the shoulder on SB Yulupa after the intersection is extremely narrow and unmarked for bicycles.”
- College Avenue at Cleveland
- College Avenue
- Cleveland Avenue
- Mendocino Avenue
- Piner Avenue
- College Avenue, especially at Hwy 101. Third Ave at Hwy 101. Hwy 128 between Knights Valley and Chalk Hill Road. Westside Rd needs to be repaved, especially near the Madrona Manor and 3 miles south (there are gaps in the pavement that can easily suck up a bike tire).
- College/Morgan/Wilson
- Steel Lane/Administration/Cleveland
- Connections from the downtown end of the Prince Greenway (creek trail) to:

- Sonoma Ave (e.g. Doctors' Park)
- Petaluma Hill Rd.
- (South) Santa Rosa Ave Marketplace (eg Costco, Best Buy, REI, Friedmans)
- Spring Lake, Annadel, Oakmont
- Corby Ave.
- Santa Rosa Ave.
- Hearn (overpass at 101 especially)
- Sonoma & D- needs signal or at least traffic calming
- Corner of Marlow and Guerneville
- Creek path entrances on Piner Creek need bollards or other devices to keep motorized traffic out.
- Crossing Mendocino Ave. (anyplace)
- Crossing College Ave. (most places)
- Crossing under Hwy 12 at Brush Creek - east side
- Downtown intersections without bicycle lanes
- Downtown Santa Rosa
- Downtown Santa Rosa. Lights need to be sensed and better timed for bicycles.
- 4th St is hazardous
- Downtown Santa Rosa. There is no room on the street to ride safely.
- Dutton Ave. from Guerneville Rd. to Sebastopol Road needs a continuous sidewalk on both east & west sides of road. Dutton is hazardous to bikes.
- Dutton Ave. both north and south
- Mendocino Ave.
- Stony Point Rd.
- Sonoma Ave.
- East of Hwy.101, West of Petaluma Hill Rd, South of Hwy.12, i.e. all around Santa Rosa Avenue.
- End of the creek trail at downtown
- Sebastopol Road and Dutton Ave.
- Every traffic signal needs to have better detection for bicycles. The currently used in-ground and video detection is inconsistent and prone to time of day problems in detecting bicycles.
- Farmers and 4th Street
- Steele Lane and Guerneville Rd. (Coddington area)
- Farmers Ln., Hwy. 12
- Franklin Avenue, between Franklin Park and Lewis has a street light that constantly goes out and because I work early in the morning (it's still dark out) I sometimes feel nervous there. Also there is a section of the sidewalk that floods when it rains forcing pedestrians into the street.
- Fulton and Hwy. 12

- Fulton Rd. right after Guerneville Raley's area heading south.
- Fulton/Hwy. 12
- Northpoint Parkway/Stony Point
- Stony Point/Hearn
- Functional bike sensors: Clover & W. College; Ridley & Guerneville; Hwy 12 & Pythian Rd left turn from 12; ... Longer green light: Sonoma Ave & Brookwood; Rodota trail & Dutton; Bike lanes: N Dutton; Sonoma Ave.; Stony Pt. from SR Creek to Sebastopol Rd.; W. Third from Stony Pt. to existing bike lanes; Mendocino--entire length; Yulupa entire length; Montgomery from Mission west to existing lanes; Piner, Range,
- Having one bike/walk path from Farmer's Lane to Summerfield, thru the current CalTrans path would be great.
- Highway 101 overcrossing from JC to Coddington
- Mendocino Ave., entire length needs class II bike lanes
- Wilson Street needs class II bike lanes from College to 3rd Street
- College Avenue, entire length needs class II bike lanes
- Bike path along railroad corridor
- Bike access to all creeks
- Fourth Street from Farmers to E Street
- Cleveland ave from College past Bicentennial
- Class I bike path in the old Hwy.12 right of way parallel to Hoen from Montgomery Village to Spring Lake park
- That's all I can think of off of the top of my head.
- Highway 12 and Fulton Road
- Homeless gatherings on trail behind FoodMax and near overpass by Sebastopol Rd; potholes on Santa Rosa Ave; concerned with bike being stolen when locked downtown(library, etc)
- Humboldt and college
- Third and D and all other third st.intersections
- Mendocino and 4th.
- Hwy 101 and College, Hwy 101 and Steele, Hwy 101 (challenges getting from SE Santa Rosa to NW Santa Rosa).
- Bicentennial, Mendocino and/or Humboldt (for north/south commute)
- Bicentennial sidewalk conditions are terrible and dangerous east of Albertsons/Home Depot (bolts sticking out of sidewalk, uneven sidewalk, tall grass and bushes overgrowing sidewalk)"
- Hwy 101 Overcrossing from Jennings to Junior College. Piner creek trail will need undercrossing at Marlow and Guerneville roads. Improve Joe Rodota crossing at Stony Pt. and Wright roads. Bridge over Santa Rosa creek from path to Place to Play fields. Burbank Ave needs to be developed as a street wider than a transitional to design for future growth. Do not wait for SMART ballot measure to be approved, develop the trail along the tracks NOW!

- Hwy 116 between Sebastopol and forestville
- Guernville Road
- Third Street W of RR Square
- College Ave near Mendocino
- Chanate Rd.
- I am a very experienced cyclist and commute to work as often as possible. My commute is from Willowside road to Agilent Technologies on Fountaingrove Parkway. Most of the commute is fine however I find it very challenging and dangerous when crossing under or over Highway 101 at Fountaingrove parkway, Bicentennial, Guerneville Hwy. or College Ave.
- I do not feel safe riding my bicycle in Santa Rosa.
- I feel that most intersections in Southwest santa rosa are unsafe and dangerous to pedestrians and cyclists.
- I have a very hard time on 4th St in SR near the Safeway. If traveling downtown there is NO shoulder, cars whiz by me and there is glass strewn all over the edge on the road. So I am forced to ride 30 mph+ (near impossible) or constantly get honked at and harassed or get a flat tire from the glass.
- On the other side of the road there are parked cars every few hundred feet forcing me to have to merge with traffic going faster than I. I have been “buzzed” quite a few times, and was a victim of a hit and run in that location. “
- I live outside of SR, but work there. I would like to have a bike route on Bohemian Hwy to take my child to school and then on either Graton to Occidental Road to ride to Santa Rosa.
- I recommend to construct a dedicated bikepath along a north-south corridor, which could be along the trainline. An east-west bikepath should be constructed along Santa Rosa Creek east of Hwy 101 or on the Caltrans land that is reserved for extension of Highway 12. It is already in place on the Westside. Then fill in the quadrants with bikepaths along the regular roads.
- I think all paths should be at least half paved for bicycles. Then walkers could walk on the unpaved section
- I would like to see a contiguous bike lane on Old Redwood Highway. I live in SR and work in Healdsburg - Old Redwood Highway is a nightmare for bikes. The bike lane runs for a bit, then disappears. I would be more likely to ride to work if a bike lane ran the whole way.
- I would like to see a safe way to go to Bryden Lane and Dutton Ave. and crossing over Hwy 12 near Farmers Ln. It would also be wonderful if we could turn the open area behind Montgomery HS into a multi use park/bike path like Prince Greenway. Find a way to connect Prince Greenway and then run it all the way to Spring Lake.
- I would like to see an extension of the paved SR Creek to go beyond the Fulton Rd. intersection. It is gravel now.
- I would use the Rodota trail more but horror stories of people being attacked keep me from riding it more. I am also concerned about other bike trails also.
- It's is not the facilities that need improvement. The bicyclists (primarily) and drivers need to be improved in their tolerance and abilities.
- Large streets like Mendocino and College are unsafe and unpleasant to cross because of car traffic

- and lack of shade. They need to become boulevards with central medians and trees. We need NS and EW routes that dedicate entire car lanes to bicycles so that bicycles, cars and pedestrians don't compete for the same space. I've seen successful sharing between bikes and buses in other cities.
- Mark West Springs is too scary (from cars) to bike on . .
 - Bennett Valley Rd. - ditto
 - Montgomery Dr. by Spring Lake - ditto . . . and, the way through the park is closed before and after daylight
 - Marlow/Valdez, Santa Rosa and Paulin creek paths. Creek is full of vegetation to the point of possible problems in rainy season.... Also,
 - I would be for paving these paths...
 - Mendocino Avenue in the vicinity of SR JC and SR High School need special help. There are way too many pedestrians and motorized traffic simply must slow down and laws strictly enforced
 - Mendocino and Fountaingrove Parkway
 - This intersection prevents me from commuting to work daily.
 - Mendocino. I use Humboldt. I have difficulty getting beyond Chanate.
 - Humbolt to Chanate left turn is hazardous then you have to ride on Mendocino to get beyond Kaiser or coming from north on Old Redwood Hwy.
 - Anxiety producing and difficult to get around.
 - Mendocino/Fountaingrove
 - Mendocino Ave. south of Bicentennial.
 - Chanate, east of Mendocino
 - Hoen Ave, south of Sonoma Ave.
 - Piner Rd.
 - Mendocino Ave.
 - Mendocino Ave. & Santa Rosa Ave. need bike lanes
 - Mendocino Ave. between College and Fountaingrove.
 - 3rd Street
 - Steele Lane
 - Franklin north of Lewis
 - Mendocino Ave. between Mendo/Redwood Hwy and Steel Lane - no side street alternatives.
 - Mendocino Ave. needs a bike lane really badly, so does Sonoma Avenue and College Avenue
 - Mendocino Ave. (College Ave. to Fountaingrove Pkwy.) Not many ways to get across that side of town safely on bike.
 - Mendocino Ave, Old Redwood Hwy and DOWNTOWN! Need bicycle and motorcycle parking downtown. Need a place to lock at the malls.
 - Mendocino Ave-bike
 - Lower Chanate-bike

- Mendocino Avenue between Fountaingrove and city center. It is the only N/S route east of 101 and it's horrible and dangerous.
- Mendocino Avenue between Fountaingrove and city center. It's the only N/S route East of 101. It's horrible and very dangerous.
- Mendocino Avenue - especially from Kaiser to Foutaingrove. More Bike lanes.
- Use the street sweeper more often at intersections and in the bike lanes.
- Mendocino Avenue is listed as a \"Bike Route\", according to signs--but it NEEDS a separate bike lane to be a safe commuter corridor. Likewise, Armory Drive is a fast street with no shoulder for bikes; it's a quick & direct route to College Ave. and should have a painted bike lane for safety.
- Mendocino Avenue, Montgomery Ave. beyond Summerfield
- Mendocino Bike LANE. Light on Brookwood at Sonoma Ave. going North does not change for bikes, along with several others in the city.
- Montgomery Drive near Spring Lake Park
- Mission at Montgomery intersection
- Entire downtown area for biking
- Coddington
- More bike parking downtown. Bike lanes downtown.
- More/better bike racks downtown, SRJC needs a safe bike parking area to promote students commuting by bike,
- Most of the old east/west 101 crossovers (Steele Lane, College, 3rd St, Hearn, Todd, RP Expressway). Some of those are so dangerous it makes even a short commute across town unsafe and undesirable. I usually go out of my way to take the little bike overpass just south of 3rd.
- Coming off of the wonderful (THANKS!!!) Joe Rodota trail into SR and north into downtown requires some inappropriate sidewalk maneuvering.
- Bennett Valley Rd. is gorgeous and quite narrow and dangerous. I got yelled at once when I was as far over as I could get (riding alone and not distracted).
- Continue the bike trails that end in Rohnert Park on Commerce south of the shopping district. It would be great to extend that trail to Golf Course drive.
- Most of the roads need paving, wider shoulders, considerate riders and drivers, and cleaning of debris from shoulders so cyclists don't have to ride in the road.
- Must improve Joe Rodota trail crossing over at 101 entrance. All lights need to be triggered by cyclists weight, not just cars.
- Need bike rack near 1605 4th St.
- Need an easier way to get under the freeway.
- Need countdown signals at all intersections crossing thrid street.
- Need countdown signals at 4th and Mendocino.
- Need bike lanes all along Sonoma Ave.
- Need bike lanes on Farmers Lane extension being planned to link Farmers Lane and Kawana

Springs.

- Need to have all signals cycle through at night rather than only change if vehicle detected because many times bikes don't trip the lights.
- Could use electronic bike lockers at transit mall.
- Stress need for street pavement fixes to be and patches to be graded smoothly so that bike riders can keep control of their bicycles."
- New section of class II bike lane on Fulton Road is too narrow! Traded a Caltrans width shoulder for 34" of asphalt in a 45mph zone. That just flat sucks. Fulton is basically the only through north-south route on the west side of town and as such is a major bike route. We were screwed!
- No particular problems
- North south corridors thru santa rosa
- North St. to 4th St.
- Brookwood and 3rd
- Pacific Ave. and Slater Street needs a crosswalk.
- Pave a bike path along the R/R tracks.
- Paving and/or opening the myriad creek/flood control paths in NW Santa Rosa would make sense, it would only take removing the fencing. Also, making a direct route from Sonoma Avenue to Howarth Park that's bicycle friendly would be huge.
- Petaluma hill Rd. and South East Quadrant.
- Petaluma Hill Rd. from Santa Rosa to SSU
- Old Redwood Highway
- Piner road all over.
- Repeal ban on bicycle riding in shopping center parking lots.
- ALL intersections with crosswalks should have them across ALL streets.
- Correct bike lane position on Piner westbound (Peterson etc.); Brookwood southbound at Sonoma Ave.
- Any street with pass-through should be signed "No outlet" with added "Except bicycles"
- Joe Rodota Trail at Stony Point crosswalk needs on-ramp protection; bicycle crossing with detectors should use 84 Lumber & opposite driveways for crossing.
- Riding from Sebastopol to Santa Rosa is very good. Riding from Railroad Square to Fountain Grove Parkway is terrible. Consequently, I drive to work.
- Rodota Bike Trail crossing @ Stony Point; horrible pavement @ northeast corner of intersection of Cleveland and Steele Lane
- Rodota Trail needs bridges or underpasses like the SR Creek trail has at major roads. Bike lanes on Mendocino, especially around the JC area. Need a bike/ped bridge over 101 near the JC. More racks to lock bikes near downtown businesses and at the JC and at the Luther Burbank house. Bike/ped route into the Wells Fargo Center. Bike lanes on Sonoma Ave.
- Safe access across 101 (in addition to Prince greenway).

- North/south corridor on east side on 101 (improve the North St. bike lane).
- East/West (dedicate lanes on Sonoma Ave).
- San Miguel between Fulton and Francisco
- Mendocino Ave!!!!
- Piner between Marlow and Cleveland
- Santa Rosa Ave. @ Hearn, Kawana, Baker
- Mendocino Ave.
- Hwy 12 past Farmers
- 4th At, east of downtown
- Santa Rosa Avenue and Hearn,
- All of Stony Point
- All of Todd
- All of Millbrae
- Santa Rosa Avenue south of Old Redwood Hwy (very bumpy and needs bike lane)
- Pacific Avenue
- Fourth Street
- Any street wide enough for a bike lane should have one!
- Sebastopol Rd. & Stony Point Rd.
- Sebastopol Rd. at Boyd St. Also at Olive St.
- Sonoma & D street crosswalk needs a flashing light
- ALL public / commercial buildings should be required to have bike parking available to their customers
- The creek path helps me go west, but not north, south or east - we need one dedicated bike PATH going CROSSTOWN north to south and one dedicated bike PATH going CROSSTOWN east west with bike corridor connectors to streets with bike lanes
- If there isn't a bike lane available, then skates/skateboards need to be allowed on the sidewalk (for example, downtown) There is just too much auto traffic to skate in the street in a safe manner
- Sonoma Ave @ D St-traffic circle and curb cut/red zone @ path into Brown St.
- Sonoma Ave, the whole way. Mendocino Ave. College Ave.
- Southwest community
- Specifically, every intersection in America.
- Steele Lane
- Steele Lane/Cleveland Ave.
- Crossing at Mendocino/Silva still feels unsafe
- Steele Lane at Cleveland and 101 big problems for cyclists
- Steele under 101, College under 101, Mendocino overpass, Brookwood btwn College & Sonoma, Farmers Ln. @ 4th, bike lane East-West on main thoroughfares from college North to allow for safe trips across town, a good way to get from McDonald areas to Montgomery areas without having to cross major, unsafe intersections
- Stony Point Rd.

- Stony Point Rd. and Barndance Lane, Steele Lane at 101, College Ave. at 101
- Summerfield Rd. and Yulupa Ave. need connected bicycle lanes in both directions.
- Summerfield, Montgomery, and Mission
- Summerfield between Brookfield and Hoen (The bike lanes just sort of end)
- Montecito by Olivers
- Talbot by Memorial Hospital.
- By Santa Rosa cemetery.
- Fountaingrove
- The crosswalk in front of Pederson\'s on 5th street is now a red curb, and should be make into a proper crossing for people who use wheelchairs or push strollers.
- The intersection on College av. where it connects to the freeway is very dangerous for pedestrian and bicycle use.
- The Longs shopping center at Mendocino and Steele lane is amongst a very walkable community (JC) yet is horrible for a pedestrain to navigate. There is a nice curb seperated bike/walking path along Franklin from Lewis south to Franklin Park, this is great as my kids and I feel safe walking/riding on this to the park. It could be better maintained instead of feeling a bit like a leftover. This type of bike route would be me favorite but you do not have it in your photos back a few pages. In other cities (Madison, WI) they use this kind of seperator and it is great for both cars and bikes. Without the curb, cars see a wide road, go fast and do not always remember the bike lane, with the curb a drive reads the proper width of the road. I love the pocket park/bike route at King and Carr, please keep this as a bike/walking route.
- Totally separate bike routes are nice, but can feel very unsafe when not designed with eyes and ears on the path. Sections of the Joe Rodota trail are examples of what not to do, or what needs to be re-designed with more access to prevent these paths from becoming negative hang outs-- and a example against bike and walking paths. Also, I would like to see the bike and walking routes be designed to link together places people want to go: neighborhoods, parks, schools, shopping.
- The main reason that I don\'t cycle to work is that there is no safe way to get into the County campus on a bike. I come from Sebastopol and can get safely to the frontage road, Armory Drive, along 101 but this road is too narrow for cars and bicycles to share the road safely because of how they\'ve configured the lanes. Going home, County Center drive is a meat grinder when you get close to Steele Lane and cross over. The other entries and exits to the County center are equally unsafe. Another example, heading east on Administration Drive the lanes are configured to leave no room for a bike as
- You approach Mendocino Avenue. I think the \'Bike to Work Day\' response would be much greater if there were safe ways to bike.
- The new bike path on Fulton Rd. N of Piner is too narrow. I can be scary for me and I\'m an experienced cyclist. I\'m sure this lane is not up to spec.
- Traffic lights need to be more sensitive to bicycles.
- East/West connections across the freeway need to improve.
- I could go on...

- There is a large piece of property off Yulupa between Hoen and Mayette. It would make a great Class 1 bike trail by itself. I know that there are some in the City government who would think about putting a road in this property. There was even an article in the Press Democrat where the Mayor said they wanted to put a boulevard or parkway there. I think that putting a road there even if they put a bike trail in addition to the road would be a mistake and would just add to the noise and pollution of this area. We need to be encouraging people to walk and bike in this area, not just add more roads. The people who live on Hoen would be surrounded by two roads. What kind of quality of life would they have with all that noise and pollution on both sides of their living space. It would simply transfer the congestion from Hoen to Summerfield. Increasing the traffic around Howarth Park. I would like to see the Bike and Pedestrian Master Plan reflect a greening of the City of Santa Rosa. I went to one of your recent gatherings and you are doing a fabulous job. Keep up the work and keep asking for feedback.
- There needs to be an easier way to get from downtown Santa Rosa (JC area) to the west side of the freeway!
- Also, bike lanes on Mendocino Ave, Santa Rosa Ave, College Ave, and Piner.
- There needs to be a sidewalk on Brookwood adjacent to SR Middle School. A lot of pedestrians cross there at College to reach 4th St and have to walk in the street -- scary at night!
- Third and Fourth streets downtown to Railroad Square.
- Guerneville Rd and Range Ave.
- Traveling from West County - Graton to downtown Santa Rosa. West Third Street area is unsafe.
- We need safe areas for our children too - I cannot bike as often - if I cannot have my pre-teens bike safely along with me."
- Underpass needed at Piner creek - Guerneville Rd. intersection.
- Washington & Pet. Blvd. Petaluma
- We need a comprehensive grid of bicycle boulevards throughout the city. Once we start implementing bicycle boulevards, drivers will become more alert and conscious of cyclists, and pedestrians, and cyclists and pedestrians will feel safer.
- We need bike lanes in Railroad Square, Wilson St and 6th street. We need more crossings of 101 for bicycles and pedestrians... should have access to cross 101 every .5 mile
- Need more bike parking at all buildings at the County center. Need parking in front of the Chamber of Commerce. Need bike lanes on Pacific. need a bicycle only left turn from 4th street on to Clyde as well as to Alderbrook. Need bike lanes on 4th street from Farmers to Brookwood. E Street needs traffic calming from Sonoma Ave to College; should be reduced from 4 lanes to 2 lanes with a center turn lane with bike lanes on both sides. Need bike lanes on College from 4th St to Fulton. Need bike lanes on Mendocino Ave/Santa Rosa Ave. from College to Bennett Valley. Need bike paths on all creek trails. We need the bike bridge over 101 from SRJC to Coddington. Need bike lanes on Cleveland Ave. from College to Hopper.
- Need to recalibrate the lights at Healdsburg and College and King and College to respond to pedestrians and bicycles MUCH quicker. It's not ALL about moving cars quickly. Need safer pedestrian crossings on E Street especially at 4th street; there should be a pedestrian only phase. Drivers are CRAZY through here.

- West County/Forestville to Santa Rosa along Guerneville Rd.
- And... Graton to Santa Rosa along Occidental Rd.
- Westbound Guerneville across coddington between 101 and Range - the northbound lane splits to go to West Steele (I think) or continue on Guerneville - a line at that "Y" would allow cyclists to more safely go toward Guerneville - I can describe what I mean (call 521-6503)
- Westbound on Fountaingrove parkway going downhill, it is very dangerous on a bicycle.
- Where bike lanes are up against the sidewalk (no parking strip) on a residential street, there needs to be a different arrangement for garbage cans. This morning (Monday) I continually had to ride in the car lanes to go around the garbage cans.
- Wilson and Sebastopol Road
- Hwy 12 and Fulton/Wilson - scares the b'jebes out of me to cross the Hwy on a bike and the light is set to let very few cars through anyway.
- Yes, all along Montgomery, 4th street, and Sonoma avenue there are crosswalks that are VERY dangerous. Cars do NOT stop for you. I have had several incidents where one car stopped and the others just continued to drive, nearly running me over (a 4 lane road). We need the overhead manually activated crosswalks, like the ones on Summerfield. They typically work. Reducing these large boulevards to 2 lanes would help significantly.