



# West Sebastopol Bicycle & Pedestrian Improvements Survey

## Results Report

The City of Sebastopol and Sonoma County have been working to make our community a safer, more comfortable place to walk and bike. Sebastopol is a compact community, and many local trips – to work, shopping, school, and other places – are one mile or less, within an easy walk or bike ride for many people.

We are fortunate to have the Joe Rodota/West County Trails, and in recent years we've added new bike lanes and improved intersection crossing for pedestrians, especially in the downtown area. Now the City and County are seeking a grant to complete several key projects in west Sebastopol, adding paths, bike lanes and sidewalks along Bodega Avenue, Ragle Road, and Mill Station Road.

We would appreciate it you could take a few minutes to tell us about your experience of walking and biking along Bodega Avenue, Ragle Road, and Mill Station Road and your opinions about the proposed improvements. Thank you!

Survey Ends: May 30, 2022

1. Where do you live? Please select the zone number on the map below. If you are not sure of your zone, choose the one that looks closest to your location.

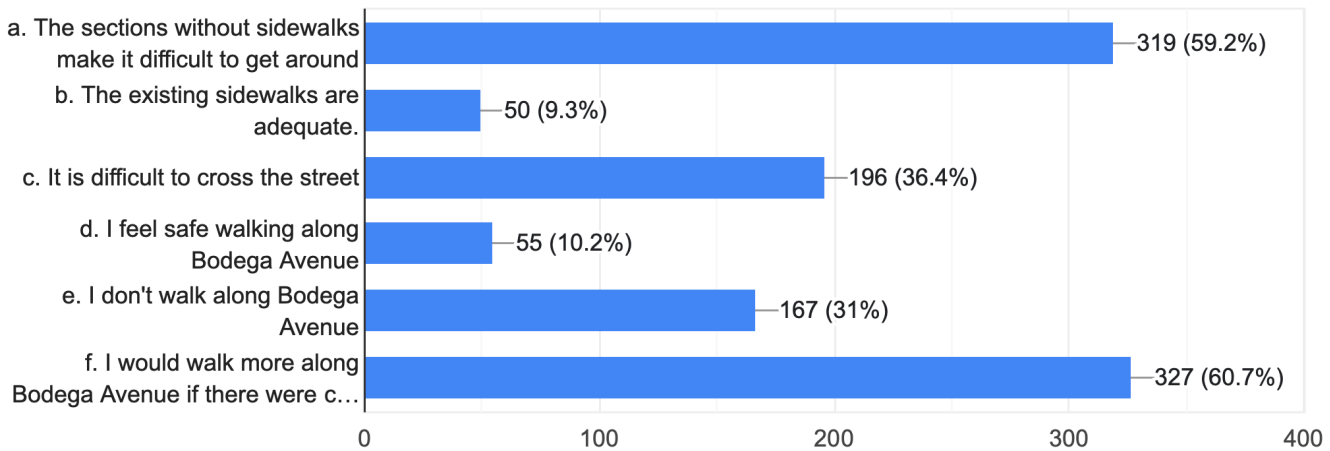
551 responses





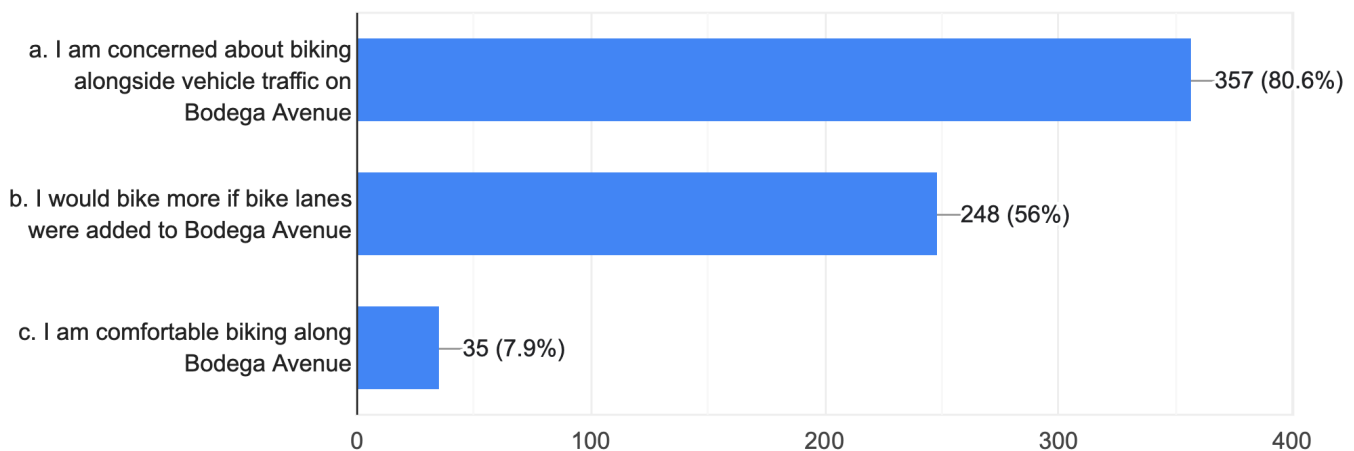
## 2. Bodega Ave - Walking: As a pedestrian walking along Bodega Avenue, which statements do you agree with? (check all that apply)

539 responses



## 3. Bodega Ave - Biking: As a bicyclist on Bodega Avenue, which statements do you agree with? (check all that apply)

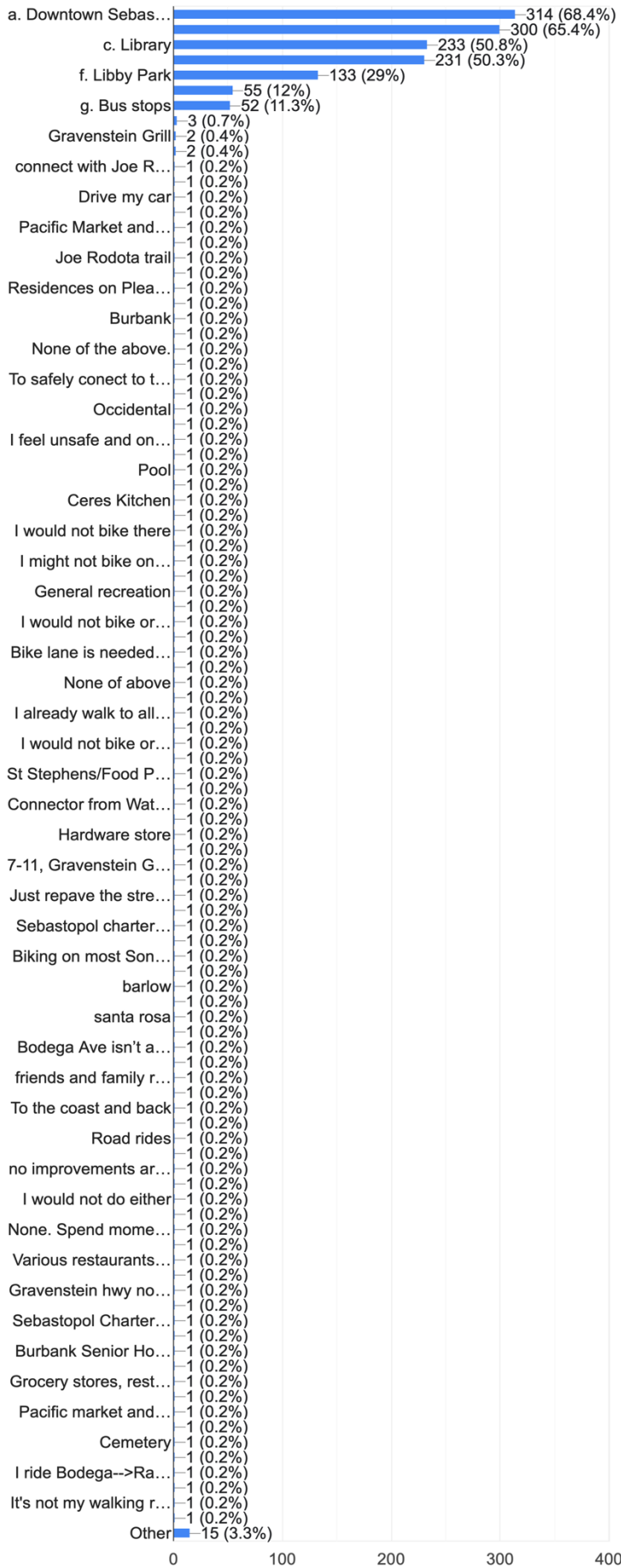
443 responses





4. Bodega Ave - If improvements were added, I would walk or bike along Bodega Avenue for at least part of my trip to reach the following (check ...r destination, select "Other" and add that location).

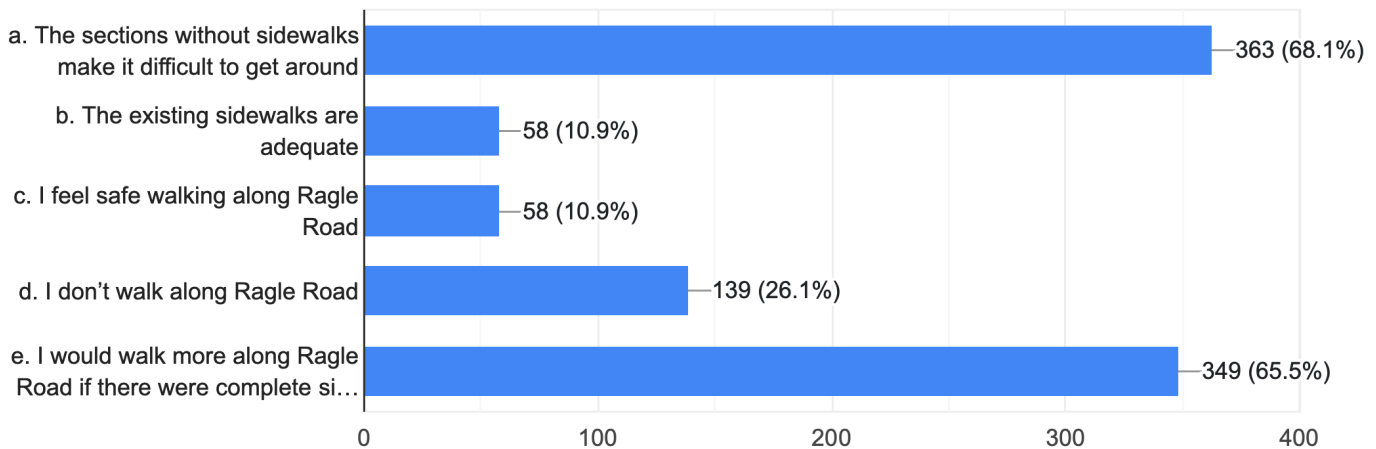
459 responses





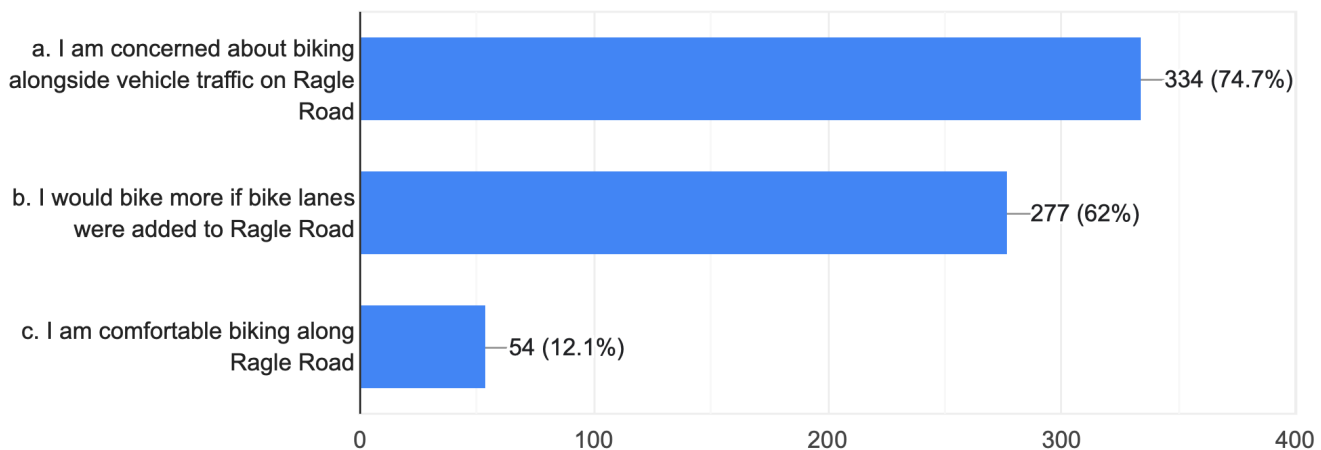
### 5. Ragle Road - Walking: As a pedestrian walking along Ragle Road, which statements do you agree with? (check all that apply)

533 responses



### 6. Ragle Road - Biking: As a bicyclist on Ragle Road, which statements do you agree with? (check all that apply)

447 responses





7. Ragle Road - If improvements were added, I would walk or bike along Ragle Road for at least part of my trip to reach the following (check all th...r destination, select "Other" and add that location.

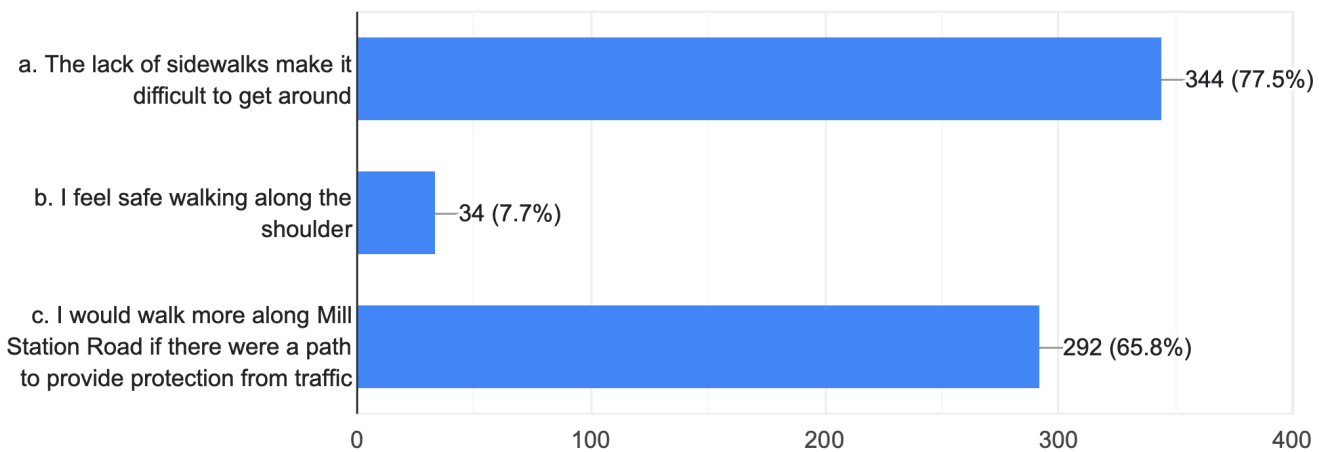
455 responses





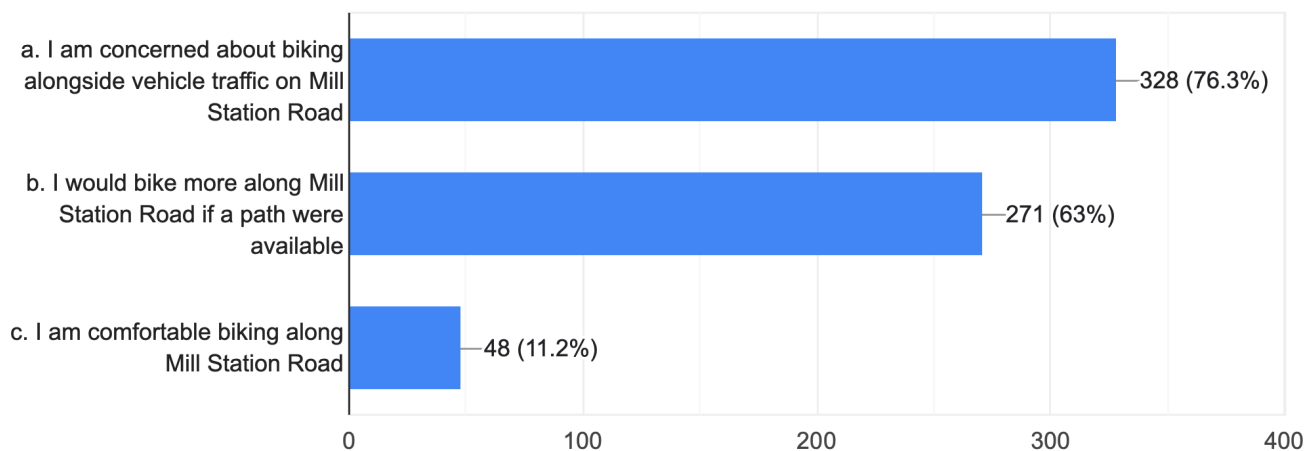
### 8. Mill Station Road - Walking: As a pedestrian walking along Mill Station Road, which statements do you agree with? (check all that apply)

444 responses



### 9. Mill Station Road - Biking: As a bicyclist on Mill Station Road, which statements do you agree with? (check all that apply)

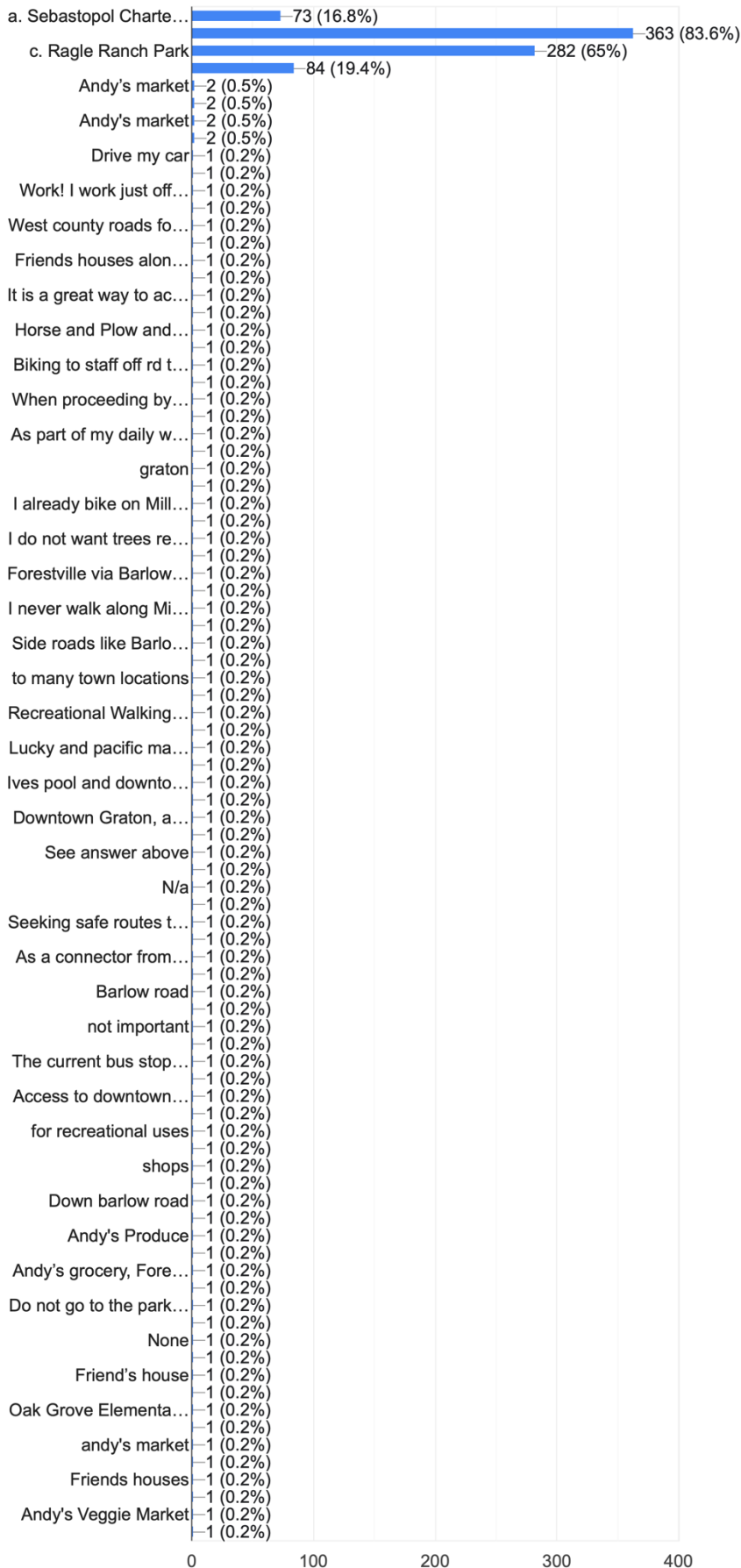
430 responses





10. Mill Station Road - If improvements were added, I would walk or bike along Mill Station Road for at least part of my trip to reach the following (che...r destination, select "Other" and add that location.

434 responses

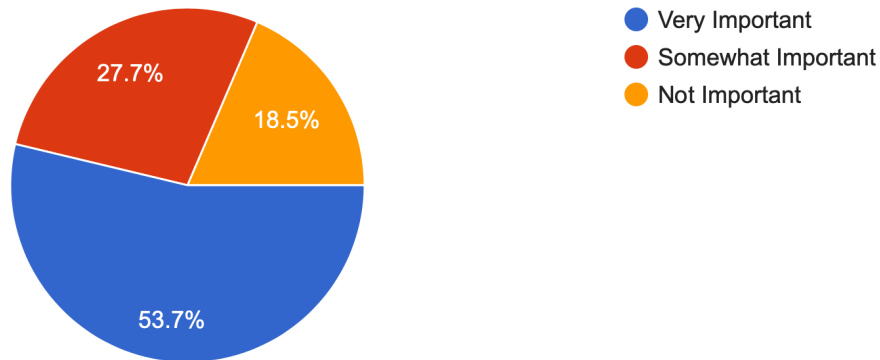




11. Proposed Improvements - The City of Sebastopol and Sonoma County are partnering on the following proposed improvements, as shown in the plan here: <https://bit.ly/3yCPLK8>. Please indicate how important these improvements are to you:

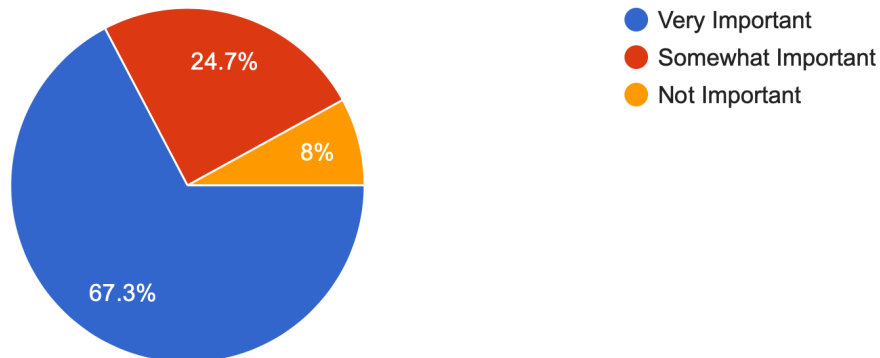
a. Bodega Avenue: bike lanes from Ragle Road to Jewell Avenue

523 responses



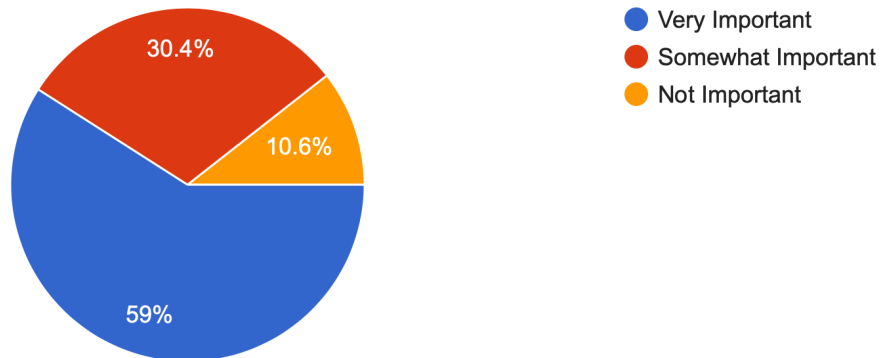
b. Bodega Avenue: sidewalks on the north side of the street to create a continuous walkway between Ragle Road and Downtown

538 responses



c. Bodega Avenue/Ragle Ranch Road: “HAWK” signal that would stop vehicle traffic for pedestrians crossing Bodega Avenue

520 responses

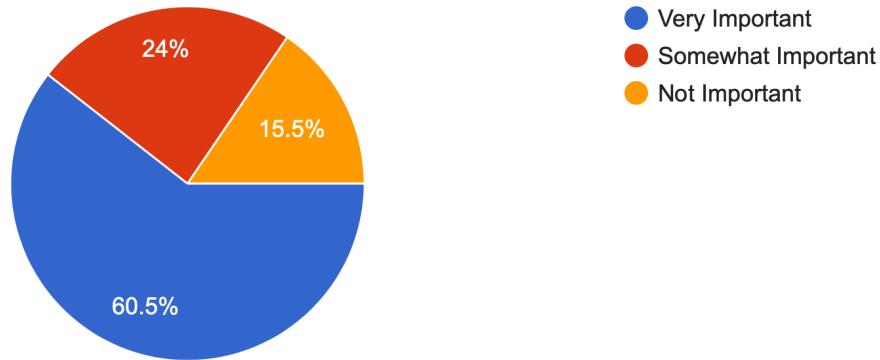






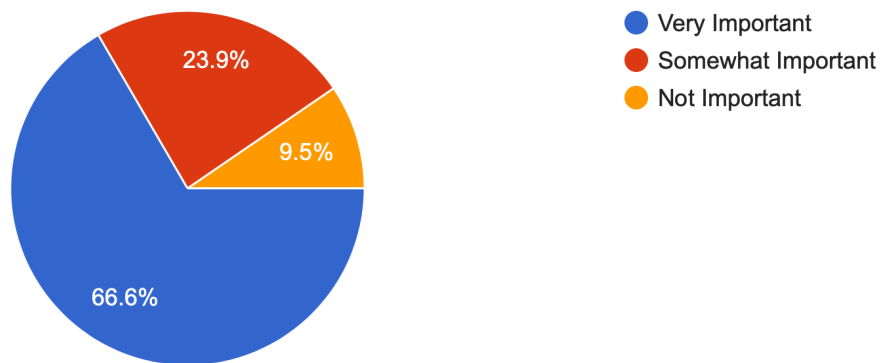
### d. Ragle Road: bike lanes from Bodega Avenue to Mill Station Road

517 responses



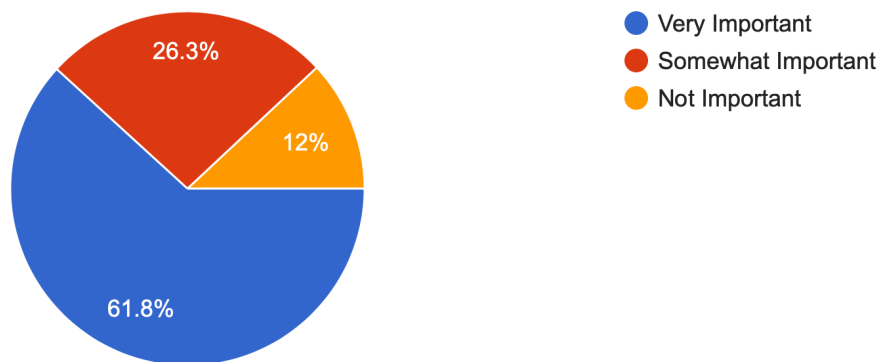
### e. Ragle Road: sidewalk or path to create a complete walkway from Bodega Avenue to Mill Station Road

524 responses



### f. Mill Station Road multi-use path from Ragle Road to Gravenstein Highway

518 responses





12. Are there any other changes you would recommend to make Bodega Avenue, Ragle Road, or Mill Station Road safer and more comfortable places to bike or walk? Please describe. 217 responses

1. better lighting at night
2. protected bike lane, the bike lane on Petaluma Ave is not protected from traffic enough
3. actual sidewalks, a way to encourage cars to SLOW DOWN, clear center turn lanes & signage
4. More cars less bikes
5. Any bike lanes/sidewalks on Ragle Rd. should include the already existing path in Ragle Park. No need to expand the road where the path already exists. Work bike paths into the West side of the street up to the park, then into the park and then continue along that side on Ragle. It would be safe for the paths to be in the park as much as possible rather than on/in the street.
6. Add pedestrian/bike path to Mill Station from 116 all the way to where it intersects with Ferguson Rd. I often see people walking along the shoulder on Mill Station to get to Ragle, but it is currently very dangerous (especially with that blind hill just east of Barlow Ln.)
7. A bike path on Ragle Road from Mill Station to the entrance to Ragle Park is key. As a resident of Danmar Drive our street is used as a major thoroughfare for the community walking to Ragle Park. It is extremely dangerous walking to the park and I'm surprised that there have not been any accidents. Lots of young kids and families use this roadway and a pathway would make this a much safer walking route. People use Ragle road as an alternative to the highway cutting over to Bodega Avenue and drive VERY fast on this road. There has been a huge increase in traffic since the charter school went in. And the school failed to add appropriate crossings at Danmar Drive, making biking and walking very unsafe during school hours. All around we need safer places for our community to walk and ride
8. Speed humps on ragle yo keep traffic at 25.
9. Something to slow the traffic down and prevent Ragle Rd from being a cut through street.
10. The answer is safe and separate trails, not painted lines on the street. People will not use the bike lanes on Bodega very much just as they don't use the lanes on 116 very much because they are dangerous. This has been pointed to the city on many occasions.
11. Do not use the "HAWK" signal. While technically legal, no one is familiar with it and it causes much confusion. Just add a standard traffic light that is triggered by a push button such as in front of Steele Lane Elementary in Santa Rosa. The HAWK signal promotes unpredictable behavior in drivers which is very unsafe
12. Sidewalks and bath path up Bodega, continue on Watertrough, to connect to many schools. Students often walk downtown from Orchard View High School.
13. Cover / underground the deep culverts at the edge of Ragle road and add sidewalks and bike lanes
14. Make it safer/easier for bikes to turn left onto Ragle from westbound Mill Station; eliminate thru truck traffic on Ragle; reduce car traffic/speeds/impaired driving in general
15. Protected bike lanes. Sidewalk gaps on adjacent streets to Bodega. For how high the density zoning has increased, it's unacceptable that infrastructure hasn't been updated to accommodate.
16. Make cars park on the outside (traffic side) and put the bike lane next to the sidewalk (protected from moving cars), as they do in Europe
17. From The intersection at Pleasant Hill Rd, to Jewl Rd. Would be so much better if there was a sidewalk on south side of Bodega Hwy. currently it's ver unsafe.
18. I just want you to know that the current bike lanes that have been added downtown Tremendously awful! I have never seen more than a handful of people use them and the traffic backs up sometimes all the way to sequoia market from downtown Sebastopol. That's obscene and insane! Just today coming from South of town I had to take for Fircrest because the traffic was backed up all the way to the hotel. I was just trying to get to Ives Park! Not at all useful in my opinion. A waste of taxpayers money and it could've been done so much better. There absolutely should be no parking on the east side of Petaluma Avenue and the bike lane could've been all the way to the curb still with two lanes available! very very poor planning!
19. Get drivers to SLOW DOWN. Why can't police occasionally give out speeding tickets, or ticket people driving straight through the stop sign at Valentine?
20. More lighted crosswalks would slow down traffic & improve safety.



21. Move the ditches to make the road wider
22. Thank you very much for attempting to move this project forward! It is sorely needed. The areas without paths or sidewalks are flat out scary to walk along. Ragle Road - Traffic enforcement and control. Discourage it as a cut through and enforce the speed limit. There are too many cars on this road traveling at excessive speeds. Ragle Road and Danmar Drive intersection. The pot hole problem there is very bad and needs repair! I have tripped in them walking along Ragle and I know that others have as well.
23. Enforcement of current speed limit and or speed limit reduced
24. The parts of the trip from Hwy 116 to Ragle Park that feel unsafe are the narrowness and traffic on Ragle Road as well as the turn from Mill Station onto Ragle Rd. I feel that Mill Station is wide and feels safe to walk and ride on, but traffic moves fast and I don't like to see kids trying to make that turn without being able to see cars coming around the bend toward Hwy 116. Maybe slowing cars as they approach Ragle Rd would be helpful.
25. Slowing traffic down coming from ocean
26. The answer is safe and separate multi-use pathways that can be used by cyclists, pedestrians, joggers and children on the way to school. The recommendations of the Complete Streets Committee should be seriously considered and the "Apple Blossom" and "Gravenstein" trails put on the list.
27. Bicycle lanes on Bodega Avenue will not be safe and skateboarders will use those bike lanes for downhill speed boarding that will most certainly cause accidents.
28. Probably no one wants to really bicycle along bodega Ave. more important is crossing bodega and having safe lanes along ragle and in the neighborhoods
29. Thank you for doing this very important work! Bodega Avenue is currently very unsafe for pedestrians/bicyclists especially as you crest the hill near the graveyard (just west of Luther Burbank entrance).
30. There is a huge amount of large truck traffic on Ragle Road. Is it possible to restrict the road to smaller vehicles only? Large trucks make it scary and more difficult to cross Ragle Road and enter the park at the widely used entrance that is closer to Valentine and not supported by a crosswalk or stop sign.
31. not at this time
32. Slow down cars — cars never follow the speed limit. Add speed cameras to ticket cars going over the speed limit. Add speed bumps to slow down cars. Continuous sidewalks and bike lanes are great, but to make walking and biking more appealing, we need to slow down car traffic. This applies to all roads in Sebastopol. Please expand this to other main thoroughfares like Lynch Road. We need more continuous sidewalks, more separated bike lanes, and more ways to slow down cars. Sebastopol should be a walking and biking community, and NOT a car-dependent/car-first community.
33. Oppose any diminution of parking; reducing resident's property or sacrificing any traffic lanes. The reduction of traffic lanes at Safeway and along Petaluma Avenue has had a huge impact on traffic with very little use of the bike lanes. I travel Petaluma and Healdsburg Avenue every day -- most days (99%) there are no bikes along Petaluma Avenue. The evacuation of 2019 was a total shit show largely due to the reduction of traffic lanes in front of Safeway and Rite-Aid.
34. Dedicated back paths separate from cars not just green paint on the road.
35. Hawk signal on mill station at ragle road
36. Pave the damn roads
37. Replace unsafe paving on Eastbound Bodega Ave Pleasant Hill Rd to Main St.
38. Shaded (plants) walkways & trash cans
39. Sidewalk on west side of Ragle from Bodega to Ragle ranch park. Please, please, Crosswalk and or sidewalk access from Ragle ranch park path access at soccer field fence (at 440 Ragle)- very dangerous with many people crossing! Speed bumps on Ragle road at Ragle ranch park. My children and other children I've had in my care have almost been hit by cars there. This feels like a top safety priority, please help!
40. On Bodega highway, Slow the speed between pleasant hill rd and Parkside school
41. Thank you! Ragle is sooooo damn dangerous. Cars speed by and there is no sidewalk. There's only 1 crosswalk into the park.
42. Have homeowners or property owner (city or county or state?) clean sidewalk and bike paths of debris, organic materials, and trash cans.



43. Respect the needs of automobiles and trucks. Reducing the space for automobiles is creating very dangerous conditions in some areas.
44. Bodega Avenue is badly in need of repaving. The pavement issues make bicycling unsafe.
45. In the past there has been talk of having Ragle Road a designated cut off road with signage etc for car traffic. Please do not promote Ragle Road as a cut off road! Let's keep it as a designated walk and bike road. We need a sidewalk between Stich and Frankel Lane on the east side of Ragle road. One sidewalk on the east side of Ragle Rd. is adequate. I walk this area often, and rarely bike due to safety concerns. Thank you.
46. All of these changes look amazing. I live in Santa Rosa, but often bike with my family (husband and 2 kids) to Sebastopol. But we stop at our friends house in south downtown, because we can't safely get to Ragle Ranch on our bikes. This would really help open up the whole town for us. THANKS!
47. All of this sections need to be connected via contiguous sidewalks that are wide enough for a wheelchair. They also need to have contiguous bike pathways that are separate from cars, not along side cars like the Joe Rodota Trail. Bike lanes next to cars and "sharrows" are not safe for young children and elderly people to use. Bike lanes need to be developed so that people of all ages and abilities can use them, not just young, athletic people. The bike lanes on Petuluma Avenue/ 116 are never used and are a waste. We should work toward creating a bike network that emulates the Joe Rodota Trail. We also need a connecting bike path from the Santa Rosa Creek Trail on Willowside to the JRT on High School. We should apply to get a multi-use trail like the JRT that connects via the Laguna. It is dangerous for all the bicyclists who ride down High School, Sanford and Willowside. This trail connection would be good for tourism, the environment and encourage more West County/Santa Rosa commenting.
48. Water fountains, signage, police presence, neon
49. I don't know why you are planning Section A now when it looks like the Woodmark Development of 84 apartments will be built right across the street from Burbank Heights and Orchards. The construction of Woodmark with all the tons of earth being removed will damage your new project and make nothing safe for pedestrians or bicyclists.
50. i don't ride a bike. but why don't you keep bicyclists, roller skaters and SKATEBOARDERS off of downtown city streets and sidewalks?
51. As the only place to make a comment, How about planning commuter connections along the Laguna upstreams as per <a href="https://data.sonomacounty.ca.gov/Government/Sonoma-County-Bicycle-Plan/8ynj-d45t">https://data.sonomacounty.ca.gov/Government/Sonoma-County-Bicycle-Plan/8ynj-d45t</a>
52. people drive so cray, adequate signage/barrier could be important
53. Currently dangerous to bike on Bodega Ave. due to traffic and road conditions. Dangerous to walk & bike on Ragle Road due to road condition and lack of shoulder and continuous sidewalks. Mill Station road dangerous to walk on...challenging to bike on safely.
54. just make sure walkers are safe from bikers; rules, room, et c.
55. Slower speed limits next to pedestrian walk ways
56. keep bikes physically separated from traffic - otherwise, I would not ride along there
57. In Ragle road, speed bumps to slow cut through traffic and crosswalk on south side of park entrance
58. Just get the slow traffic (people, horses & bikes) off the roads.
59. Everywhere should be walkable with sidewalks. The only bike lane I'd like to see and would use would be on the uphill lane of Bodega Avenue.
60. Speed tables or other traffic calming measures to slow down vehicle traffic on Ragle Road. People now use Ragle Road as a Google Maps cut through, and fly around the corners. I've almost been hit while walking with my children at the corner of Ragle and Mill Station. Drivers act exasperated when they have to slow down for cyclists and pedestrians. We need to make it clear to drivers that cyclists and pedestrians *do* have a right to use the public right-of-way — and part of that is reducing the speed of vehicular traffic. Right now, the vehicles are too close to the cyclists and pedestrians and going too fast.
61. This survey is flawed from the beginning by the way the questions are addressed. I do not want any trees removed by Ragle Ranch to make bike paths. Again, this does not get full participation from citizens by the way this is written.
62. Bike lanes (Class II, III) are insufficient and unsafe. Rather protected bike lanes (Class IV) are the only modern day solution for all these routes. Most routes are long distance for walking and will be used sparingly by pedestrians. However, speedier bicycle travel will be enhanced, but only if it's safe, i.e, protected. The Mill



Station plan is encouraging. Sidewalks and Bike lanes could be combined and protected on Ragle Rd, similar to Rodota Trail use.
63. pave bodega ave. It's a disaster, embarrassing, noisy reminds me of a third world country. It s been ignored far to long
64. 1) There should be a stop sign on Mill Station Road at the Ragle intersection. We walk with our kids to school every morning and it is very difficult and unsafe to cross the road there. Cars fly around above the speed limit and the curve limits visibility for drivers and pedestrians/bicyclists. 2) Traffic calming measures should be taken on Ragle to slow car traffic (like speed tables and features that narrow car lanes in certain areas. I worry that once the street is made wider and bikes/peds have their own dedicated space, the motorists using Ragle as a bypass will travel even faster than they already do. We need to slow through traffic... it's fine for everyone to use Ragle Rd to bypass 116 and downtown, but they need to drive slowly and respectfully; 3) Need a cross walk at Ragle & Danmar. This is a common walking/biking route for locals using the foot path connecting the two sections of Danmar, but it is unsafe to cross Ragle to get to Danmar; 4) Reprogram the light sensor at Mill Station and 116 intersection to be triggered more quickly for pedestrians. Currently the lights change on a timed rotation with no priority for pedestrians or bicyclists. Thank you for the opportunity for input. I hope you can make a genuine effort to incorporate our ideas!
65. I am nine years old, and I live on Ragle Road. I walk to school almost every day. There are no sidewalks on Ragle Road or Mill Station Road, so it is not as safe as it should be when I walk to school.I think there should be a stop sign on Mill Station Road where Ragle enters the road. I also think that the crossing light at highway 116 and Mill Station should respond quicker when you press the button at the crosswalk.
66. Keep the roads paved well. People trying to avoid potholes swerve and make it extra unsafe for bikes and pedestrians.
67. Have it patrolled. As a female runner I do not find the paths safe anymore. I used to feel safe, I do not any more. (People drugged out, homeless people, etc)
68. where will the mill station road trail end up?
69. That bike riders are required to have a horn or Something to alert pedestrians they are coming. And that people HAVE TO use them.
70. Make sure traffic signals are triggered by bicycles.
71. I use a mobility scooter but your survey does not address some of the problems I have getting out and about. Using a bike lane might help but I don't think it would be as safe as riding on the sidewalk.
72. Crosswalk on Ragle in front of Burbank Senior Housing is ill timed, tediously long, takes too long to kick in. Why are there not the same kind of crosswalk/light system around town instead of so many kinds. Consistency would make much more sense and be more pleasing and safer to use. Folks would understand them better.
73. Route bicycle traffic to West County Trail where it parallels Bodega Ave. & Healdsburg Ave.
74. I live off of Bodega on Nelson Way. Forget Bodega for walking, it's so horrible (noise, dirt, fumes, so much traffic). Walking on that road, even with sidewalks, is not pleasant. We all take side streets into town, even if it is a little longer route. It's not only about getting to your destination; it's about enjoying the journey. I see more and more people walking in the neighborhoods at all times of the day and evening. I walk everywhere in our beautiful town, for groceries, to the movies, out to dinner.  Ragle is good to access from all the neighborhood streets and a safer sidewalk situation would be great for everyone trying to walk to Ragle Park or the trail.  I can't speak for the bikers, but for the walkers PLEASE concentrate on minimizing vehicle traffic in the neighborhoods so we can all walk safely and enjoy one of the joys of living in Sebastopol
75. Public art & creative traffic slow down measures
76. Trash can and light poll placement on the south side of Bodega Ave near Robinson Road makes it hard to walk with a stroller or navigate in a wheelchair
77. Bodega will never be a safe place to bike because there isn't enough space. We need an alternate way to bike east / west.
78. Reduce the speed to 25 mpg in the county area of Ragle road, Covert to Mill Station. More policing to reduce all the speeders. Maybe a couple of speed bumps to slow the traffic down.Don't allow semi trucks along Ragle Road.





79. Yes, please consider a stop sign or stop light (3 way instead of the current one way stop) at Mill Station, in both directions, at Ragle Road in order to slow the traffic on Mill Station and allow bikers and walkers to safely cross. There is a blind curve here on Mill Station, and the straight stretch going into that curve where Ragle crosses is, means drivers go very fast.

Also, please consider extending the bike/walking path just a bit further going west on Mill Station, through the neighborhood, to Barlow, if possible, where many neighbors travel in order to get to Ragle Park or the bike trail at 116.

Thank you!

80. Bike lanes don't cut it unless they are protected. Better to add off-road bike paths.

81. Multi use path on mill station from ragle to Barlow road

82. Door zones should never be a bike lane.

Connecting Joe Redota to Ives Park to Ragle Park to West County Trail with trails (for starters) would be the best future for Sebastopol.

Riding east on Bodega will always be uncomfortable because of all the engine exhaust you are forced to eat. No amount of paint on the road will change that.

83. 3 way Stop at Ragle-Mill Station intersection, better visibility when walking at the northwest corner of 116-Mill Station intersect (many cars come close to hitting people and bikes at that corner due to not stopping before the cross walk on 116 and very poor visibility at that corner

84. Bike lanes are good, but better are hard obstacles like cement guards. Also would love to see more promotion of bicycling in Seb, through awareness campaigns. I love bicycling in San Rafael, they've done a great job with entire streets focused on bicycles and pedestrians.

85. Fundamentally, paint lines (i.e. "bike lanes") do NOT stop tons of metal at high speed from hurting or killing people on foot or bicycle. If you are wanting to invest in infrastructure to reduce use of fossil fuels and increase foot and bicycle traffic/enhance our community interactions, do it right, do it once. It's always cheaper to do it right the first time. No band aid patch work. Drivers around here are too distracted with phones, and recently increasingly angry, aggressive, and impatient for paint lines to offer any safety. Give us dedicated paths, not paint strips.

86. add speed bumps on Dutton Ave - too much car speeding right by Park Side Elementary!

87. Don't waste money on this project. Bodega, Ragle and Mill Station are not safe no matter what is put there

88. GET THE PAVEMENT FIXED

89. On Bodega, heading west from town, the sidewalk ends between Golden Ridge Rd and Pleasant Hill Rd. One has to actually walk on Bodega, and at night, this is very dangerous. I hate it! Please fix it so the sidewalk goes all the way from Golden Ridge to Pleasant Hill.

90. Bodega Ave. at Washington next to Parkside. Create pedestrian Hawk crosswalk.

91. Repave the roads. leave everything else alone.

92. Yes, please consider a stop sign (3 way instead of the current one way stop) AND crosswalk at Mill Station, in both directions, at Ragle Road in order to slow the traffic on Mill Station and allow bikers and walkers to safely cross. There is a blind curve here on Mill Station, and the straight stretch going into that curve where Ragle crosses is, means drivers go VERY fast as this is where they are picking up speed. Also please consider revising speed limit to 35. I see most drivers reaching 50, even 60mph at times in this stretch.

Also, please consider extending the bike/walking path just a bit further going west on Mill Station, through the neighborhood, to Barlow, if possible, where many neighbors travel in order to get to Ragle Park or the bike trail at 116

93. Make sure sidewalks on Bodega Ave are Wide enough for at least two people can walk side by side. Try Not to have utility poles obstruct sidewalk, allow easy passage.

94. I really feel safer on high speed roads when there is a "curb" barrier between the bike lane and the driving traffic. This strategy was used on weight rd in Santa Rosa to create a walkway.

95. I believe that trying to make these paths bicycle-friendly is futile. Highways are no place for bicycles.

96.	Don't bother with painted bike lanes - paint is not infrastructure. Protected bike (and pedestrian) multi-use paths are needed in *all* of these heavily trafficked areas.
97.	speed limit change on Mill Station Rd.
98.	Mill Station North of Occidental NEEDS to be repaved!
99.	I live on Bodega Ave. almost all cars speed way over the limit all day and night. It's dangerous trying to cross at Robinson Road.
100.	Crossing lights for bikes when you need to go across Gravenstein Hwy would be terrific - having a clear bike and pedestrian path from Seb Charter school to Ragle Park would facilitate a lot more ease in our community and allow kids to bike back and forth.
101.	Nothing needed downhill/east into town on Bodega, bike lane needed uphill/west toward ragle only. Developing Washington st as a bike/pedestrian road might actually make more sense.
102.	Bike lanes should be spacious enough to allow for bikes with baskets/trailers for toting groceries, work materials, etc. In short, plan for bike commuters/errand runners, not just recreational use. Require cars to slow down in areas that are mixed use, by lowering speed limits, having more frequent stops, and other measures to make sure drivers are aware of bikers and walkers, and can easily stop--this can greatly reduce pedestrian and biker injury and death.
103.	Clearing debris along the biking lanes on a regular basis
104.	I would prefer to see PROTECTED bike lanes on Bodega Avenue rather than just striped Class II lanes, which don't really offer any protection!!!
105.	Thank you so much for working on this! I do almost all of my town errands by bike, but I stay away from Bodega and Ragle Road because the shoulder is narrow and there are too many cars. If there were bike lanes, I would definitely use them to bike around that part of town more.
106.	I use side roads to bike around. Keep cars on Bodega and provide bike lanes on some of the side roads past the middle school.
107.	Speed reduction on Mill Station Rd both West and East directions. High speed accidents continue to happen and it is unsafe to walk on.
108.	Separated, Class 1 bike/ped lanes would be best (like 116 by Andy's Market.). Any other options are just temporary solutions. We must be bold. A quiet path through the cemetery (or Burbank gardens) to Robinson would open up Ives/downtown to Ragle more than Hwy. 12 would.  What about 116 south going toward Stony Point/Petaluma? That's dangerous and cuts off the entire south part of town to many people.  Also, Mirabel needs class 1 lanes. From end of bike path in Forestville to the river is a must. Embarrassing that we're so far behind other states & countries, but good work keeping it up the fight.  I bike daily in Sebastopol and have been trying to get proper bike lanes for 20 years. When is the future?
109.	Mill Station Rd north of Occidental Rd is in dire need of some repairs and upgrades! Highly used by cyclists and it is very dangerous. Pothole ridden, collapsing shoulder, narrow
110.	None of the bike lanes downtown EVER have bicyclists in them except when there is an event. I drive through town every day - not a SINGLE bicyclist ever. People with Liberalism Disorder put those foolish bike lanes in Sebastopol IMO. The Liberal City Councils have ruined this town. Stop it already. Stop implementing UN Agenda 21 too. It's anti-American. You all know it. So stop it.
111.	Completing the sidewalk and bike paths on Ragle Rd would make me more comfortable.
112.	NO
113.	be sure that there is room for cars to be at least 3' from edge of bike lane, and make lane wide enough so bikes don't need to hug the shoulder
114.	traffic light at ragle road and bodega avenue. That intersection sucks.
115.	Timed lights for Bodega at 116 - both intersections - so traffic does not back up for blocks.
116.	1) There should be a stop sign on Mill Station Road at the Ragle intersection.  2) Traffic calming measures should be taken on Ragle to slow car traffic (like speed tables and features that narrow car lanes in certain areas. I worry that once the street is made wider and bikes/peds have their own

	dedicated space, the motorists using Ragle as a bypass will travel even faster than they already do. We need to slow through traffic... it's fine for everyone to use Ragle Rd to bypass 116 and downtown, but they need to drive slowly and respectfully;
	3) Need a cross walk at Ragle & Danmar. This is a common walking/biking route for locals using the foot path connecting the two sections of Danmar, but it is unsafe to cross Ragle to get to Danmar
117.	Bike paths and sidewalks are critical for safety. Yet.. reducing any lanes would add to the awful traffic and existing backups. Parking is already rediculous. Traffic flow is number 1 e concern even over bike and walking paths. Downtown Sebastopol is already avoided by so many due to congestion. I live outside of the city limits but I own a business downtown.
118.	No
119.	Ragle Road should have a continuous bike and pedestrian path that is separated from the vehicle lanes. Eliminate Class 2 bike lanes in favor of a paved path and shift the road itself to the East 6'. It's a school and park dense area, and the path should be as safe for children as West County and Joe Rodota. Anything less in planning documents is problematic.
120.	Bodega Avenue is narrow and dangerous enough! Putting a bike path in would make it worse. Especially in the area you are looking at. Try repaving it instead. Ragle Road - same issue.
121.	Please don't use HAWKs, just put in regular stop lights that everyone can recognize and doesn't need special training to understand what's going on.
122.	Match the signage and safety standards to current or planned improvements throughout the region.
123.	Strong preference for multi-use pathways over paint-only bike lanes along Bodega and Mill Station.
124.	Bicycle lanes on Bodega Avenue and Mill Station Road would need to be "protected" from vehicle lanes, due to car speeds. The question 11a above should specify what kind of bike lanes are being proposed. Class IIs would not be safe on this road. Please consider much needed alternatives to Bodega Avenue such as the Apple Blossom Trail. <a href="http://www.sebastopoltrailmakers.org/apple-blossom-trail.html">http://www.sebastopoltrailmakers.org/apple-blossom-trail.html</a>
125.	I hope the bike lanes are painted so they are easy to see, especially in the evening. Also, some form of speed control (bumps, etc) for cars would really help along some of these areas for safety purposes.
126.	I walk daily, often to shop and run errands. I mostly avoid the places that you are planning improvements because they are dangerous. I am 100% in favor of all of these improvements and would use them. I do not bike in Sebastopol because biking feels dangerous. I would probably bike more with these improvements. Thank you!
127.	Nothing additional
128.	Multiuse lane from at least Barlow to 116 on Mill Station Decrease speed limit on Mill Station to more appropriate speed for dense residential area, at least from Barlow to Ragle on Mill Station- with a few speed humps to retrain drivers to slow down Question- how did all the residents in all these Zones get this survey? Data needs to be collected from all the residents in order to prioritize the minimal resources allocated, right?
129.	Sidewalk on Mill Station from 116 to Barlow Lane
130.	I live on watertrough and would LOVE to walk to town. But currently do not feel it's safe to do so.
131.	On Mill Station: physical barriers between car lane and pedestrian/bike path.
132.	Please insure that walkways/pathways are wheelchair/stroller accessible
133.	I do not want any trees cut down at Ragle Park to allow for bike lanes!
134.	Adding a bike lane to Bodega Ave seems the most important to me in terms of getting around town.  Ragle Road is essentially unwalkable from the park entrance to Mill Station. A multi-use path on Ragle from Bodega to Mill Station and on Mill Station to Gravenstein highway would be nice. It think a lot of people would continue their park walks along the road if they had the option.
135.	A hawk signal at robinson rd and bodega avenue fir children and parents walking to parkside elementary
136.	Stop sign or crossing light at the Ragle -, Mill Station intersection
137.	Bus station at mill station & 116.





138.	Maintain what we already have! And if you really want to make good changes, make sure the bike lanes on both sides are marked, clean, And fix Pleasant Hill south - no one can safely walk, bike or even drive without the bushes scratching! Why no concern about this current severe safety hazard?!
139.	I am concerned about the almost non-existent use of the bike lane on 116 north of town and the elimination of parking for the restaurants that are along that stretch. We already have the trail that is parallel which I have used extensively that duplicates that bike lane. Trying to find parking for the restaurants is difficult without going into the neighborhood streets. What a waste of government dollars that could have been used for the improvements you are aiming for on Bodega Ave, Ragle and Mill Station.
140.	Look at how the Dutch construct their bike lane infrastructure.
141.	I am in support of all the proposed improvements to increase the walkability of our community!
142.	More lights at crosswalks and more crosswalks by cemetery dangerous to try to visit if not in a car
143.	I think trying to cram footpaths and bike lanes on some of these roads is going to be very dangerous and cost some of the shade trees that pedestrians enjoy right now. So few people use the existing bike lanes on a daily basis is it worth the time and money to add more. Proper raised sidewalks and more safe crossings at road junctions would be a far better investment!
144.	What's needed is ONE GOOD ROUTE THROUGH TOWN for cyclists. Joe Rodota is peripheral and need to share with pedestrians and dogs. Not safe and causes erratic speed. would do almost all my errands by bike if I felt I could go through town SAFELY. Also on garbage days you have to walk into the roadway to proceed.
145.	Extend bike lanes on all of Mill station rd. After the last rd. improvements the speed and negligence of the drivers has doubled along with the number of cars using Mill Sta. rd. as a bypass of 116. I walk and bike on Mill Sta. rd. I have lived on Mill Sta. rd. For 33 years. I would be overjoyed to have a safer and calmer experience of Mill station rd.
146.	Remove the bike lanes on 116 south of town. I quit shopping in Sebastopol because the traffic getting into town is horrendous. I have yet to see a bicyclist.
147.	Not sure what the solution would be, but on garbage day it is very difficult to walk the sidewalk on Bodega Ave between Robinson Rd and Jewel Ave
148.	Build a safe, more spacious and covered bus stop, off the road on Mill Station, near the light at Hwy. 116
149.	No.
150.	Pedestrian crossing on Ragle road!!!!
151.	I'm not a biker but bike lanes make driving less stressful
152.	Crosswalk Across Community Church and O'Reily
153.	I don't think bike lanes along high traffic areas make things safer. We need dedicated walk/bike paths
154.	More police presence and tickets to speeders on Bodega. People drive MUCH faster than the posted limit and I rarely see anyone pulled over or ticketed.
155.	Enforced speed limits
156.	I don't travel these roads often by walking or biking, generally I'm in favor of better pedestrian and bike infrastructure, but none of these proposals will really impact my walking and biking around town. I'm also a pretty brave walker, and while I'd prefer a bike lane, the lack of one doesn't stop me from biking.
157.	A SAFE crosswalk at Danmar (across 116) would be a good interim fix for safe paths along Ragle Rd and Mill Station Rd
158.	There is an unmarked but frequently used foot path entering Ragle Park at the SouthEast corner of the park, on Ragle Rd between Valentine and Covert. Many pedestrians cross Ragle Rd here to enter the park. This is a dangerous spot, and we wish you would install a "light-up" cross-walk for pedestrians, dog-walkers, and kids to use. I understand that to cross the road here is to "jay-walk" and it is not the preferred place, it's just that this pathway across Ragle Rd is used so frequently it would be incorrect to assess foot and bike traffic improvements without taking this location into consideration. Thank you!
159.	To get to these roads many people use Florence Ave. Florence has turned into a one way street on one end and is dangerous for bikes and cars. The rest of the street is narrowed due to street parking on both sides. There is no room for bike riders with traffic on Florence. Adding to the normal daily Florence traffic the City bus in the middle of the street due to parked cars and the



	daily trips of the fire department heading to emergencies. There should be a study on the in town roads most people use to get to Bodega, Ragle and Mill Station.
160.	Consistent speed limit at 25 mph the whole way.
161.	Yes. What can we do about the vehicle traffic coming into and out of Sebastopol on west Highway 12/Bodega Highway?
162.	Please don't sacrifice parking for walking or biking
163.	There needs to be a pedestrian crosswalk with flashing light button across Hwy 116 to the Sebastopol Charter. It could be at Danmar or Mill Station. If Mill Station, there needs to a sidewalk from Danmar to Mill Station. There are many children who need to cross Hwy 116 to get to school. It is very dangerous as traffic is fast moving and not closely monitored. I also think if it were safer for kids to bike or walk to school, less parents would drive them.
164.	Bodega Avenue desperately needs to be resurfaced
165.	keep bikes-skateboarders and roller skaters off greater downtown sidewalks!!!
166.	Traffic circles, bike lanes
167.	Clear signage
168.	The ragle rd & bodega hwy crosswalk is not safe. The sun shines in your eyes going west. Too many aspects to contend with in order to cross safely even with blinking cross walk.
169.	Yes, use a walking stick (red cane) and side walks would be most useful
170.	Make safer crossings. People don't stop for the flashing lights at the cross walks. I have almost been hit by cars on multiple occasions on Bodega Ave at S. High Street by Wells Fargo/Library. Even in the early mornings with the cross walk lights flashing and wearing reflective vest and wearing a headlight, people don't stop. I was in the middle of the cross walk and two City of Sebastopol maintenance trucks drove right through!!! If I wouldn't have stopped I'd be dead!!!
171.	ADA compliant sidewalks and bike paths along Ragle road from Bodega and along Bodega, where the cemetery, are way overdue and I'm so happy/hopeful that they are a priority. I have had close calls along those roads (often while pushing my children in a stroller) than I can count— it's sometimes terrifying taking a neighborhood walk to the park, and I have to dodge Bodega avenue every time we ride bikes to the library or downtown
172.	Paved bike/walking path through Libbey Park (Super Park) from the end of Washington to Pleasant Hill Ave North. This would make an easier, safer route for pedestrians as an alternative to Bodega and a lot less expensive and shorter in time to plan and implement. Maybe this could be a good first step since other options may take a few years to authorize and fund?
173.	1. pavement smoother than the moon's surface 2. eliminated deep drainage gullies that can cause fatal injuries when sideswiped/buzzed by a motor vehicle.
174.	Lanes on Bodega are not safe. Good bikers should take the whole lane.
175.	1. Consider connecting western entry of Valley View Dr in Section C to southern portion of Ragle Ranch Park with new trail access, and ideally don't pave over the grass strip on that section of Bodega at all. Widening the roadway for anything less than Class I bike lane will only increase speeds. People use parking slated to be removed to make phone calls when coming back from the coast and receiving service - if you remove this option, more people will make calls while impairing driving on winding rural roads just west of City limits.  2. Improve sidewalk conditions at Bodega & Virginia and replace tree that destroyed sidewalk. Currently glaringly inaccessible and a major block to connectivity.  3. Improve townhome-adjacent sidewalk on north side of Bodega between Golden Ridge and Pleasant Hill - concerning to see it omitted here given its importance and connection to new housing development.  4. Add crossing on south side of Bodega/Pleasant Hill intersection, greater connectivity to Cemetery trails throughout (people access it to mourn, walk, and jog so consider how it connects to Pleasant Hill and Mitchell Ct neighborhood as well, especially if no improvement to northern side of street - this is your most important segment of the whole project).



176.	Add a crosswalk at Danmar on Hwy. 116, add a slow for school zone at near the Sebastopol Charter School, add speed bumps on Ragle to slow bypass traffic, add a stop sign at Mill Station and Ragle to slow traffic. Thanks.
177.	Speed bumps. How about pleasant hill road, too?
178.	Ragle Road is not wide enough from Mill Station to the Park to add a bike lane. A walking path would be extremely helpful there; it's currently not safe. But it's the shoulder of the road that would need to be improved.
179.	Graton Rd between Edison and 116 needs sidewalks
180.	The intersection where ragle meets bodega feels particularly unsafe on a bicycle, requiring crossing lanes of fast-moving traffic without any protection
181.	Bike path rather than lanes, much safer
182.	I think we need to leave the roads alone and improve them to traffic and cat passed through more quickly. If we had more bike lanes then we're gonna have more traffic problems which we already have
183.	Yes please do all you can to make these more walkable and bike-able. I do not drive and walk and bike all over Sebastopol and surprised all the time how there is lack of infrastructure. I have been nearly killed several times by cars and have witnessed an elderly person break her neck and other traumatic casualties
184.	I don't feel that there is any way you could make biking safe on any of these streets. There is too much traffic on them and the roads are too narrow to accomodate both bikes and cars safely
185.	Larger shoulders for starters
186.	The intersection of Mill Station Road & Ragle Road is quite dangerous. Visibility needs to be improved, especially for drivers turning onto Ragle Road across traffic from Mill Sta Rd. I've almost been hit there on bike, waiting at the end of Ragle Rd to turn L onto Mill Station Rd, as a car comes blazing around the corner. So big signage for cars turning Left onto Ragle Rd.
187.	I think that the intersection of Jewel and willow should have a traffic circle. I've seen far to many close calls with kids trying to reach the park. It's a perfect spot for a traffic circle with cross walls.
188.	affordable housing along these routes, preferably using a community land trust nonprofit model
189.	Please look into getting a bike lane put in on the Pleasant Hill road/Watertrough loop (which is off of Bodega)!! There are multiple schools, children, and bike races that use that loop and there is no space for bikes or pedestrians. The sign says to leave 3 feet minimum, but that means cars must go completely into the oncoming lane. Children need a safe path to go to and from school. Please!
190.	No
191.	Crosswalk HAWK on Bodega between Luther Burbank crosswalk and Pleasant Hill to facilitate safe pedestrian crossing.  Reduce speed limit to 25 mph on Bodega at Ragle, through downtown or add speed bumps.  Crosswalk on Ragle Rd near SE entrance or speed bumps. More signage about speed limit and proximity to park.
192.	Bike lanes
193.	greater enforcement of vehicle (auto, truck, motorcycle) speed limits
194.	Fix the roads around here stop spending money on bicycles that should not be on the roads
195.	Build a bypass road to reduce traffic in Sebastopol. Better law enforcement of speed limits. Many more stop lights. How about the high speed traffic on High School and N Main St? There is little if no traffic enforcement by City or County.
196.	Do not put bike lanes on Bodega. Please support the Apple Blossom Trail. This is a multi-use pathway that would be child and family friendly. With the new developments along Bodega, there will be more cars and more construction. This will not be good for bikes.
197.	Bodega Avenue is a state highway and a death trap for pedestrians and cyclists. Putting in bike lanes and sidewalks will only increase the danger. Put the effort and money into walking and bike paths parallel to Bodega a block north by extending Washington St. and a block South by connecting Leland-Swartz-Valley View. The Cemetary and Church are in agreement, as is the County to make a walking-bike path to the Apple Blossom School. That is the way to connect downtown to the West side safely and beautifully.



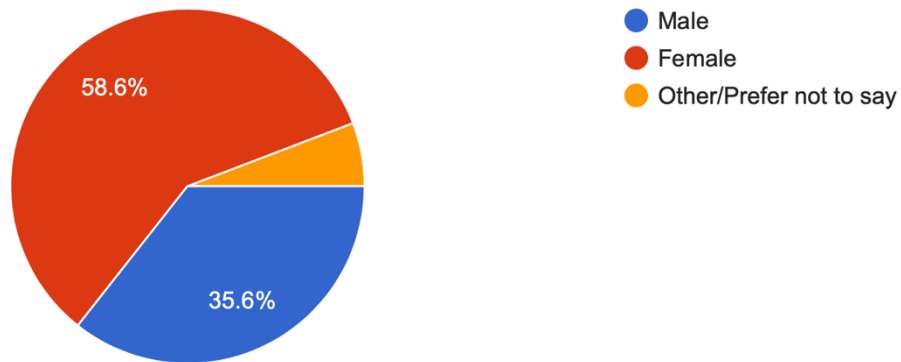
198.	Use the money to fix our roads not for walking or biking this town needs to in prove the roads not wasting money that you always say you don't have and why not let some new businesses come in our town that's what I have to say
199.	Please note that I have a big issue if the proposed bike path would take away parking along Ragle Road from Frankel Court to Covert Lane. Those parking areas are extremely important. There already is a bike/walking path alongside Ragle Road within Ragle Ranch Park...so any additional bike path in that area would be redundant. The big issue with Ragle Road is from Covert Lane to Mill Station Road. It would make sense to build BOTH a sidewalk AND a bike lane from, at least, the tennis courts in Ragle Ranch Park to Mill Station Road. There ALSO should be at least two additional street crossings at either end of the Ragle Ranch Road walking/bike path.
200.	Leave it alone. Bikes don't belong on two lane country roads period.
201.	Make cars slow down with speed bumps.
202.	Bodega Ave is already narrow, winding and very busy. It is already dangerous to make left hand turns into driveways. If the lanes are narrowed to allow for bike lanes, the whole situation becomes even more dangerous. I don't think Bodega Ave is a good road for bikes. Except for a few spots, there are quiet streets that offer better alternatives. Pedestrians also avoid Bodega Ave and stick to Washington Ave. or Jewell Ave. These are better for walking and biking for all reasons. The section of RAGLE ROAD between the park and MILL STATION ROAD has no quiet street alternative route and no shoulder. This section seems like the most important area for a sidewalk or a bike lane. Either a bike lane or a sidewalk, or both, are really needed here.
203.	We are a biking family and it is how we get around. I think it is important for people getting their driver licence to learn how to interact with bikers. Maybe the city or library could host classes on how to drive when around walkers and bikers.
204.	1: paved walkway across south end of Libby Park (eg path from end of Washington ) to Pleasant Hill Rd (safer/easier to get to #24 bus stop than along Bodega); 2: lots of people use cemetary for walking and dog walking. Need a flashing yellow crosswalk across Bodega at Golden Ridge Ave. 3: an additional #24 bus stop somewhere across from the cemetary would be helpful. 4: note - it feels safer to walk/bike to Ragle Ranch via Pleasant Hill and Covert rather than via Ragle. 5: zone choices are confusing (my location - near Washington/Golden Ridge) (what zone?)
205.	It would be best for cars and pedestrians and bicyclists if there were more off-road paths like the Joe Rodota Trail. I've heard of an Apple Blossom Trail and Gravenstein Trail that would be nicer and safer for my family. Thanks!
206.	Continue sidewalk at Ragle park all the way to mill station and allow bicycles
207.	Protected bike lanes!
208.	Create multiuse trail from ragle road to Danmar (existing cut through). Add signaled crosswalk at Danmar. Use of Danmar seems much safer and preferred compared to Mill Station.  Traffic calming of Ragle Rd. Speed is an issue. Speed humps, narrow travel lanes, or numerous constrictions could be helpful.
209.	Signs to keep bicycles to stay one side of the path to make walking less dangerous
210.	Please consider not just pedestrians, but those who use wheelchairs to get around. This is critical in designing sidewalks that are wide enough and not blocked by telephone poles, etc, like other places in town.
211.	The bike lanes on Morris Street have made it impossible to legally drive on the street and maintain any distance from a bike
212.	This survey is not adequate. I live on Petaluma Ave and since the bike lane was put in 4 cars have been hit that were parked on the west side and my fence was hit. I have only ever seen about 2 cyclist a week use the bike lane and some folks cycle on the street without using the bike lane.
213.	I oppose this proposal. Bike lanes on Bodega Ave will be dangerous, and bike lanes on Ragle Road will be hazardous in major sections. Instead, I support preserving funding for the Apple Blossom Trail. Specifically, by developing Apple Blossom Trail with a bike/walking path connecting Leland St, along the church. This is the ideal way to connect Joe Rodota Trail in town to the rural west side.
214.	the police should do a sting to catch people on their cell phones texting!
215.	street trees where there are none

- 216. Seriously consider making bicycle/ walking paths on Washington Street the main viable option to reach Ragle Road which would be much safer, pleasant, and healthier option than Bodega Avenue, a State highway.
- 217. More police officers giving citations to people who run lights, stop signs, ignore pedestrians at crosswalk and speed.

## About You

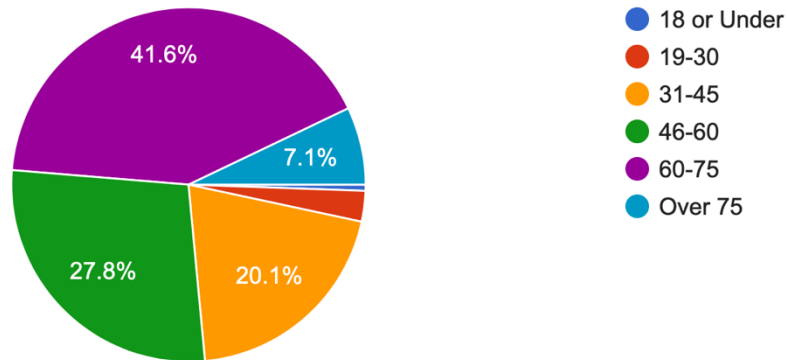
### 13. Gender:

536 responses



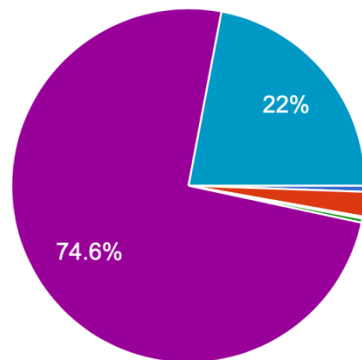
### 14. Age:

536 responses



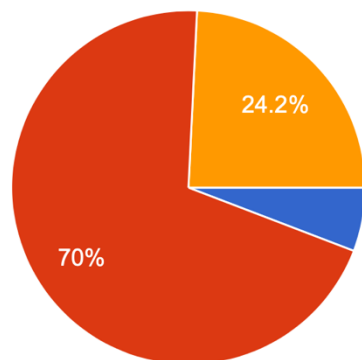


15. Race:  
536 responses



- American Indian or Alaska Native
- Asian
- Black or African American
- Native Hawaiian or Other Pacific Islander
- White
- Other/Choose not to state

16. Ethnicity:  
516 responses



- Hispanic or Latino or Spanish Origin
- Not Hispanic or Latino or Spanish Origin
- Other/Choose not to state