

RESOLUTION NO. 6375-2021

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEBASTOPOL IN SUPPORT OF THE SONOMA COUNTY REGIONAL PARKS FOR THE PETALUMA SEBASTOPOL TRAIL PROJECT

WHEREAS, the City of Sebastopol completed a comprehensive General Plan update with adoption of a new General Plan on November 15, 2016; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA, codified at Public Resources Code § 21000 et seq.) and the State CEQA Guidelines (14 CCR, § 15000 et seq.), on November 15, 2016, the City Council certified and adopted an Environmental Impact Report (EIR) for the Sebastopol General Plan (the "Project"; State Clearinghouse No. 2016032001); and

WHEREAS, the proposed Petaluma-Sebastopol Trail project is consistent with the following General Plan Circulation Element Goals, Policies and Actions:

Goal CIR 1: Provide a Transportation System that Promotes the Use of Alternatives to the Single-Occupant Vehicle and Facilitates the Efficient and Environmentally Responsible Movement of People and Goods Within and Through the City of Sebastopol.

Policy CIR 1-2: Ensure that the City's circulation network is a well-connected system of streets, roads, sidewalks, and paths that effectively accommodates vehicular and non-vehicular traffic roadway users.

Policy CIR 1-3: Regard the quality of life in Sebastopol, maintaining its special small-town character, and providing a safety network of pedestrian and bicycle facilities as more important than accommodating vehicle circulation.

Policy CIR 1-12: Provide high quality regular maintenance for existing and future transportation facilities including streets, sidewalks, and paths.

Action CIR 1a: The City shall cooperate with other jurisdictions in Sonoma County to reduce transportation congestion through the following actions:

Coordinate with the County of Sonoma including the Parks & Recreation Department in efforts to expand regional bicycle and pedestrian networks to meet anticipated demands

Action CIR 1n: Create incentives for proposed development to incorporate measures to reduce vehicle trips, such as mixed use projects and including bicycle and pedestrian facilities in the development plans and connections to existing bicycle and pedestrian facilities.

Action CIR 1r: Coordinate with Caltrans to implement traffic calming, vehicle safety, and bicycle/pedestrian network improvements throughout Sebastopol. And,

WHEREAS, the Petaluma-Sebastopol Trail project is consistent with City Council Goals: Goal 3- Maintain, Enhance, and Increase Park-land in the City of Sebastopol, and Goal 4 – Maintain and Enhance the City of Sebastopol as a walkable/bike-able community; and,

WHEREAS, the City Council has been a partner to the Sonoma County Regional Parks in the development of the Feasibility Study since October 21, 2014, when it committed funding to the planning effort and provided a letter of support from the Mayor; and,

WHEREAS, the City Council heard a presentation of the final Petaluma – Sebastopol Trail and heard public comment at its September 7, 2021 meeting.

NOW, THEREFORE, BE IT RESOLVED that the City of Sebastopol City Council hereby adopts a Resolution Of Support for the implementation of the Petaluma Sebastopol Trail.

The above and foregoing Resolution was duly passed, approved, and adopted at a meeting by the City Council on the 7th day of September 2021, by the following vote:

VOTE:

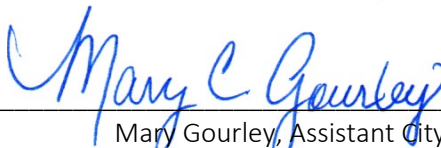
Ayes: Councilmembers Hinton, Rich, Slayter, Vice Mayor Gurney and Mayor Glass

Noes: None

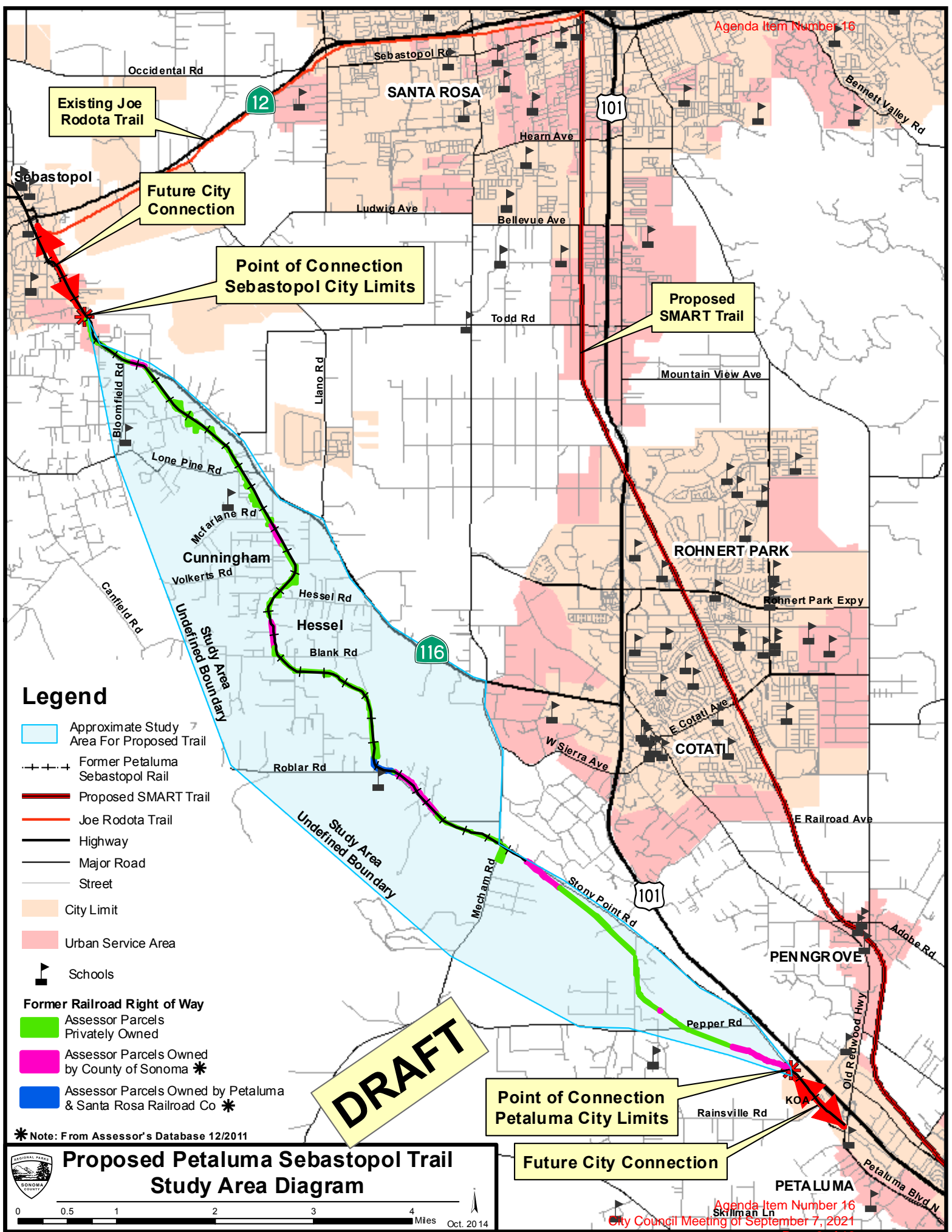
Absent: None

Abstain: None

APPROVED:  _____
Mayor Ura Glass

ATTEST:  _____
Mary Gourley, Assistant City Manager/City Clerk, MMC

APPROVED AS TO FORM:  _____
Larry McLaughlin, City Attorney



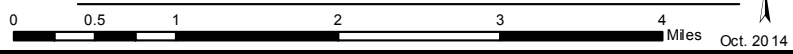
Legend

- Approximate Study Area For Proposed Trail
- Former Petaluma Sebastopol Rail
- Proposed SMART Trail
- Joe Rodota Trail
- Highway
- Major Road
- Street
- City Limit
- Urban Service Area
- Schools
- Former Railroad Right of Way
- Assessor Parcels Privately Owned
- Assessor Parcels Owned by County of Sonoma *
- Assessor Parcels Owned by Petaluma & Santa Rosa Railroad Co *

* Note: From Assessor's Database 12/2011

DRAFT

Proposed Petaluma Sebastopol Trail Study Area Diagram



**Point of Connection
Petaluma City Limits**

Future City Connection



EV.7: Improve, increase, and diversify the transportation connections to parks and recreation destinations.

HC.5: Increase active transportation connections to and within parks and recreation destinations.
 - Prioritize development of Class I trails that connect population centers to parks and provide off-road connections between communities.

Relevant Plan recommendations include:

- Work with Caltrans to connect the Joe Rodota Trail under the Highway 12 Bridge to the Sebastopol's Laguna Park.
- Develop the feasible sections of the Class 1 Laguna de Santa Rosa Trail, to the north and south, as identified in the bikeways plan.
- Develop the existing public access trail easements on Alpha Farm, Brown Farm, and Stone Farm in collaboration with the Laguna de Santa Rosa Foundation, Sebastopol, Santa Rosa, and others.
- Identify a preferred alignment for a Class 1 trail from Petaluma to Sebastopol, pursue feasible sections.

[http://parks.sonomacounty.ca.gov/About_Us/Project_Details/Sonoma_County_Integrated_Parks_Plan_\(SCIPP\).aspx](http://parks.sonomacounty.ca.gov/About_Us/Project_Details/Sonoma_County_Integrated_Parks_Plan_(SCIPP).aspx)

3.3 CITY OF SEBASTOPOL

City of Sebastopol General Plan (November 2016)

The 2016 Sebastopol General Plan is the overarching policy document that guides land use, housing, transportation, infrastructure, community services, and other policy decisions throughout Sebastopol. The General Plan includes the seven elements mandated by State law including: Circulation, Conservation, Housing, Land Use, Noise, Open Space, and Safety. The City's General Plan Update also addresses the following alternative elements: Community Services and Facilities, Economic Vitality, Community Character, and Community Health and Wellness. The General Plan sets goals, policies, and actions in each of these areas, serves as a policy guide for how the City will make key planning decisions in the future, and guides how the City will interact with Sonoma County, surrounding cities, and other local, regional, State, and Federal agencies.

<http://sebastopol.generalplan.org/>

The General Plan's Circulation Element reflects the City's desire to provide for complete street, bicycle, and pedestrian facilities. The following goals, policies, and actions support the Petaluma to Sebastopol Trail Project.

Goal CIR 1: Provide a Transportation System that Promotes the Use of Alternatives to the Single-Occupant Vehicle and Facilitates the Efficient and Environmentally Responsible Movement of People and Goods Within and Through the City of Sebastopol

Policy CIR 1-2: Ensure that the City's circulation network is a well-connected system of streets, roads, sidewalks, and paths that effectively accommodates vehicular and non-vehicular traffic



in a manner that considers the context of surrounding land uses and the needs of all roadway users.

Policy CIR 1-3: Regard the quality of life in Sebastopol, maintaining its special small-town character, and providing a safety network of pedestrian and bicycle facilities as more important than accommodating vehicle circulation.

Policy CIR 1-12: Provide high quality regular maintenance for existing and future transportation facilities including streets, sidewalks, and paths.

Actions in Support of Goal CIR 1:

Action CIR 1a: The City shall cooperate with other jurisdictions in Sonoma County to reduce transportation congestion through the following actions:

Coordinate with the County of Sonoma including the Parks & Recreation Department in efforts to expand regional bicycle and pedestrian networks to meet anticipated demands

Action CIR 1n: Create incentives for proposed development to incorporate measures to reduce vehicle trips, such as mixed use projects and including bicycle and pedestrian facilities in the development plans and connections to existing bicycle and pedestrian facilities.

Action CIR 1r: Coordinate with Caltrans to implement traffic calming, vehicle safety, and bicycle/pedestrian network improvements throughout Sebastopol.

City of Sebastopol Bicycle and Pedestrian Master Plan (2011)

The City of Sebastopol Bicycle and Pedestrian Master Plan (2011) updates the City's 2008 Plan. Both the Plan and 2011 Update were developed under the guidance of the Sonoma County Transportation Authority. The Plan falls under the "umbrella" of the SCTA's Countywide Bicycle and Pedestrian Master Plan and is consistent with vision, goals, policies, and objectives of the countywide effort. The Plan addresses physical and programmatic needs within the City of Sebastopol.

The Sebastopol Plan conforms to the Sonoma County and SCTA Countywide Bicycle Plans, which provide for regional connections between jurisdictions. While the Plan does not specify an alignment for the Petaluma-Sebastopol Trail, the following projects are proposed as regional connections on the south end of town:

- Class II bike lanes are proposed on SR 116 (Gravenstein Highway South) within the city limits and connecting south into the unincorporated County.
- A conceptual alignment for a proposed Class I pathway through the Laguna de Santa Rosa is identified along the eastern city limit between the Joe Rodota Trail and the south end of town.

<http://ci.sebastopol.ca.us/page/streets-bikes-pedestrians>

Laguna Wetlands Preserve Restoration Management Plan (2016)

Village Park Feasibility and Planning Study (2012)

The purpose of the *Laguna Wetlands Preserve Restoration and Management Plan* is to guide the City of Sebastopol's long-term management of the properties consistent with the Laguna Master Plan, City policies, and the terms of the conservation easements held by the Sonoma County Agriculture and Open Space Preserve (SCAPOS) on Meadowlark Field, Tomodachi Park, and Railroad Forest. The Plan includes an inventory of the natural, cultural, and recreational resources of the Preserve; describes restoration



and management objectives and actions as well as environmental compliance requirements; provides a typical calendar of annual maintenance and monitoring activities; and includes a cost estimate for implementation. The Plan also identifies regional efforts, such as coordinated management of the entire middle reach of the Laguna, and describes how the City can contribute to them.

The Plan incorporated portions of the City's *Village Park Feasibility and Planning Study* (now called Tomodachi Park) (Questa, 2012), that included an informal trail connection from the Rodota Trail to Highway 12. Portions of the Plan related to conversion of the upland portion of the Village Park have been superseded by recent Council action to retain the mobile home park for affordable housing, but trail connection components are still applicable.

Select findings, policies, objectives, and recommendations listed below are relevant to the Petaluma to Sebastopol Trail project and its potential connection to or interaction with trails and properties within the Laguna de Santa Rosa.

Bicycling and Horseback Riding - Currently, equestrian use is prohibited on the Preserve, except for the Regional Parks trail segment on the east side of Meadowlark Field. Bicycling is prohibited on the Preserve's unpaved trails, with the same exception. These policies are based on Master Plan guidance.

Equestrian use requires facilities not readily available at the Preserve (e.g., parking), requires greater vegetation clearance than pedestrian trails, and would not be accommodated by the seasonal bridge. Bicycling on the Preserve was prohibited in the Master Plan out of concern for pedestrian-cyclist conflict on trails. Both equestrian and bicycle use are allowed on the Regional Parks trails connected to the Preserve.

Preserve Identity, Accessibility, and Connectivity - The public's awareness of the Preserve as a unified entity can be increased by improving directional signage and maintaining a consistent visual identity among the parcels, and by facilitating links to other local pedestrian or bicycle routes.

A North-South Connection at SR 12 - An undercrossing linking Tomodachi with the Americorps Trail would provide a valuable linkage. Caltrans did not include space for such an undercrossing in their bridge replacement plans, despite strong community interest and requests from the Sebastopol City Council. This area can be, and is, crossed casually during low flows, although abundant poison oak on the north side of the bridge makes this less appealing. Regional Parks has also expressed interest in such a connector trail. This issue should be revisited after the bridge replacement is complete.

In addition, a connector trail leading from the eastern end of the sidewalk is planned for the north side of the new SR 12 bridge to the Meadowlark Field perimeter trail would be valuable to the community. This would allow safe pedestrian access to Meadowlark throughout the year, including during the fall and winter when the Youth Park floating bridge is not installed.

The trail would need to lead down from the highway's elevation and across a seasonal swale. Additional considerations may include ADA accommodations for grade and trail width; Caltrans design requirements and encroachment permitting; avoidance of a PG&E gas line parallel to the highway; avoidance of existing native vegetation; and bridge construction methods to avoid impacts to wetlands. OBJECTIVE PU-2: Enhance connectivity of trails on the Preserve with other local trails and pedestrian walkways.

- At Tomodachi, develop a seasonal connector trail from the picnic area south to the Joe Rodota Trail. This trail will cross through existing riparian habitat, and will require regulatory and



SCAPOSD approvals. Tomodachi’s conservation easement limits trails to “unpaved single-track pedestrian trails” and requires prior SCAPOSD approval.

- After Highway 12 bridge replacement is complete, collaborate with other stakeholders (CalTrans, Regional Parks, SCAPOSD) to develop a pedestrian undercrossing linking Tomodachi Park with the Americorps Trail, as well as a connector trail from the Highway 12 bridge sidewalk (northeast portion) to the Meadowlark Field perimeter trail, if possible.

http://ci.sebastopol.ca.us/SebastopolSite/media/Documents/Laguna_Preserve/sebastopol_lwpmp_final_adopted_01-05-16.pdf?ext=.pdf

3.4 CITY OF PETALUMA

City of Petaluma General Plan 2025

The Petaluma General Plan, and the Petaluma Bicycle and Pedestrian Plan (adopted as part of the Plan) is the “blueprint” that guides development and policy decisions throughout the city of Petaluma. The General Plan includes the seven elements mandated by State law including: Circulation, Conservation, Housing, Land Use, Noise, Open Space, and Safety, and incorporates a variety of alternative subjects. The General Plan outlines a vision for Petaluma’s long-range physical and economic development and resource conservation.

The Plan was developed to reflect the aspirations of the community and enhance the quality of life for its residents. It provides strategies and specific implementing policies and programs that will allow the Plan vision to be accomplished. The General Plan establishes a basis for judging whether specific development proposals and public projects are in harmony with City policies and standards. It allows City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve and enhance critical environmental resources, and minimize impacts and hazards.

Finally, the Plan provides the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Development Codes, the Capital Improvement Program (CIP), facilities and master plans, and redevelopment projects.

<http://cityofpetaluma.net/cdd/plan-general-plan.html>

City of Petaluma Bicycle and Pedestrian Plan (2008)

The Petaluma Bicycle and Pedestrian Plan was prepared for the purpose of making Petaluma a pedestrian- and bicycle-friendly community by means of ‘complete’ streets, infrastructure improvements, and transportation planning for the benefit of all. It was developed to meet the statutory requirements of the California Bicycle Transportation Act. It also addresses and plans for pedestrian needs. The Plan was adopted as an Appendix to the City of Petaluma General Plan. The Bicycle and Pedestrian Plan map shows a proposed Class I trail leading from Denman Reach along the Petaluma River north to the City limits near Stony Point Road as well as Class II bike lanes connecting along Stony Point Road north into the unincorporated County. The following goals and policies are relevant to the Petaluma to Sebastopol Trail:

Goal – Create and maintain a safe, comprehensive, and integrated bicycle and pedestrian system throughout Petaluma that encourages bicycling and walking and is accessible to all.



CITY OF SEBASTOPOL

Agenda Item Number 16

7120 Bodega Avenue, Sebastopol, CA 95472

Phone: 707-823-1153

Web site: www.ci.sebastopol.ca.us

CITY COUNCIL

Robert Jacob - Mayor

Patrick Slayter - Vice Mayor

John Eder

Sarah Glade Gurney

Una Glass

City Manager

Larry McLaughlin

Email: lwmclaughlin@juno.com

City Clerk

Mary Gourley

Email: mgourley@cityofsebastopol.org

October 21, 2014

Caryl Hart, Ph.D., Director
Sonoma County Regional Parks
23200 County Center Drive, Suite 120A
Santa Rosa, California 95403

Re: Sustainable Transportation Planning Grant Application

Dear Ms. Hart:

I am writing you to express strong support for the County Regional Parks application to the Sustainable Transportation Planning Grant program for a feasibility study for the proposed Sebastopol-Petaluma Trail, which would create a Class 1 pedestrian and bicycle trail serving commuters, schoolchildren, and recreational enthusiasts in this important transportation corridor paralleling Highway 116. The route would connect to the Joe Rodota Trail in Sebastopol, which links Sebastopol with Santa Rosa, and via the West County Trail, to Forestville. The addition of a link to Petaluma would be of major benefit to the entire County.

The City of Sebastopol sees this new trail as an outstanding addition to the Sonoma County trail network. The trail will be a substantial asset to the City of Sebastopol and the County of Sonoma, adding to recreational opportunities and alternative transportation options, including resulting in greenhouse gas reductions, by promoting walking and bicycling.

Sebastopol's share of the proposed route is small, and therefore our cost share is quite limited. However, to express our vigorous support and enthusiasm for the project, we have tripled our commitment.

We look forward to the success of the grant application and, in the future, development of the Sebastopol-Petaluma Trail!

Sincerely,

Robert Jacob
Mayor

cc: Elizabeth Tyree, Regional Parks
Sue Kelly Engineering Director
Kenyon Webster, Planning Director



City of Sebastopol

SEBASTOPOL
Local Flavor. Global Vision.

Agenda Report Reviewed by:
City Manager/City Attorney *[Signature]*

Mayor
Robert Jacob
City Council
Patrick Slayter, Vice
Mayor
John Eder
Una Glass
Sarah Glade Gurney

Meeting Date: Meeting of October 21, 2014
To: Mayor and City Council
From: Kenyon Webster, Planning Director
Subject: Sebastopol-Petaluma Bicycle Trail Feasibility Study Grant Application
Recommendation: Amend Capital Improvement Budget to Increase City Match Pledge to \$6,564; Authorize Mayor to Send Letter of Support for Grant Application
Funding: Currently Budgeted: Yes No N/A
Net General Fund Cost:
If Cost to Other Fund(s),
Fund:

City Manager/City
Attorney
Larry McLaughlin
City Clerk
Mary Gourley

The Petaluma Sebastopol Trail is identified as a project in both Sebastopol's and the County's Bicycle and Pedestrian Plan. The concept is to develop an approximately 11-mile paved trail connecting Sebastopol and Petaluma. The trail would be an outstanding addition to the Sonoma County trail network and would be a substantial asset to the City of Sebastopol, adding to recreational opportunities and alternative transportation options. The trail would be intended for walking as well as bicycling, and would serve commuters, schoolchildren, and recreational enthusiasts.

The concept was inspired by the Petaluma-Sebastopol Railroad. However, much of the former railroad right of way is privately owned and developed for other purposes. A comprehensive feasibility study is needed.

As most of the route is in unincorporated territory, the County of Sonoma Regional Parks Department is the lead agency for the project. Regional Parks has the most extensive experience developing bike trails of any jurisdiction in the County, obtaining grants, preparing studies, constructing, and operating and maintaining a network of trails. The City of Sebastopol has worked closely with the County on previous grant applications for the feasibility study. The study will provide a detailed evaluation of route options and issues, and is a requirement to identify a workable route, and move to the next phases of the project (design, permitting, and implementation).

The feasibility study will include public workshops to solicit input to help evaluate alternative trail alignments and other design considerations. Furthermore, the feasibility study will help the County develop a project budget that includes estimated costs for design and engineering, construction, environmental mitigation, and property acquisition.

Regional Parks will submit a Caltrans Sustainable Planning Grant application for the feasibility study this month.

Based on the previous estimated cost of the feasibility study, and its share of mileage, Sebastopol had pledged \$1,700 in its Capital Improvement Budget. The current estimated cost of the study is \$248,000, which would translate to \$2,188 as a minimum Sebastopol contribution. To enhance chances of a successful grant application and to strongly indicate Sebastopol's support for the project, staff is recommending that the Capital Improvement Budget be amended to show \$6,564 as a pledged match (three times the minimum needed).

Staff is also recommending that the Mayor be authorized to send a letter of support for the grant application.

Attachments:
Map
Draft letter supporting grant application



County of Sonoma
State of California

Agenda Item Number 16

THE WITHIN INSTRUMENT IS A
CORRECT COPY OF THE ORIGINAL
ON FILE IN THIS OFFICE.

ATTEST: FEB 13 2018

SHERYL BRATTON, Clerk/Secretary
BY *C. Woodson*
DEPUTY CLERK/ASST. SECRETARY

Date: February 13, 2018

Item Number: 7
Resolution Number: 18-0057

4/5 Vote Required

**Resolution Of The Board Of Supervisors Of The County Of Sonoma, State Of California,
Accepting The Findings and Recommendations As Contained In The Petaluma Sebastopol Trail
Feasibility Study**

Whereas, the adopted 2010 Sonoma County Bicycle and Pedestrian Plan identified the Petaluma Sebastopol Trail as a multi-use Class I Bikeway for the exclusive use by pedestrians, bicyclists, and other non-motorized modes; and

Whereas, the Petaluma Sebastopol Trail project limits are broadly described in the 2010 Sonoma County Bicycle and Pedestrian Plan; and

Whereas, in August 2015, the County of Sonoma entered into a funding agreement with Caltrans to prepare a feasibility study for the Petaluma Sebastopol Trail that is necessary to define the project limits, solicit public input, and evaluate existing site conditions for opportunities and constraints; and

Whereas, in January 2018, the draft feasibility study was completed and available for public review. Based on many variables such as existing site conditions and land ownership, the draft feasibility study identified a preferred trail alignment and alternatives; and

Whereas, comments on the draft feasibility study were received from the public, stakeholders, and partner agencies. Comments have been incorporated into the final Petaluma Sebastopol Trail Feasibility Study; and

Whereas, the Petaluma Sebastopol Trail Feasibility Study provides broad guidance and recommends pursuing opportunities that will assist in the implementation of the Petaluma Sebastopol Trail and alternatives, a planned recreational and non-motorized transportation corridor that, when complete, will provide a 13-mile long trail connecting Sebastopol to Petaluma and provide connections to other existing and planned pedestrian and bicycle networks; and

Resolution #18-0057
Date: February 13, 2018
Page 2

Whereas, the Petaluma Sebastopol Trail Feasibility Study will serve as an informational document to assist responsible agencies in future processes involving planning, environmental analysis, design, and construction of trail segments; and

Now, Therefore, Be It Resolved that the Sonoma County Board of Supervisors hereby accept the findings and recommendations for the preferred trail alignment and alternatives within the County as contained in the Petaluma Sebastopol Trail Feasibility Study; and

Be It Further Resolved that the Sonoma County Regional Parks Director may make minor technical adjustments to the Petaluma Sebastopol Trail Feasibility Study before publishing and distributing the Study as appropriate.

Be It Further Resolved that the Sonoma County Regional Parks Director be directed to coordinate with responsible agencies on implementation strategies including but not limited to pursuing grant opportunities and other means of funding to develop the proposed trail improvements recommended in the Petaluma Sebastopol Trail Feasibility Study as deemed appropriate.

Supervisors/Directors:

Gorin: Aye Rabbitt: Aye Zane: Aye Hopkins: Aye Gore: Aye

Ayes: 5 Noes: 0 Absent: 0 Abstain: 0

So Ordered.

Kari Svanstrom

From: lynndeed <[REDACTED]>
Sent: Thursday, March 25, 2021 3:42 PM
To: Steve.Ehret@[REDACTED]

Subject: Sebastopol Petaluma Trail Revision



Steve Ehret
Planning Manager
Sonoma County Regional Parks
March 25, 2021

Steve,

I encourage you to consider a revision to the Sebastopol Petaluma Trail route. A change from the end of the Joe Rodota Trail to Bloomfield Road could make this two mile segment considerably more desirable, far safer, and actually support your recreational goal for this trail. A potential beautiful trail path runs along the edge of the Laguna to the Bloomfield intersection where it could continue on along Hwy 116. This portion of the current trail plan needs improvement, and it appears relatively easy to change.

Safer

It would make this segment far safer. This Laguna segments would cross only **one** back road. Contrast this with the current Hwy 116 trail plan. If you include the portion of the route going through the City of Sebastopol, one must cross; 16 road intersections, 49 commercial driveways, and 28 residential driveways.*

Recreation

The recreation advantage should be obvious. The route is scenic with beautiful wide open space and creeks.** Plus this trail could easily connect to several other existing trails and future trails shown in your Master Plan. No one is going to walk or bike the current 116 route for recreation. Many will enjoy the Laguna route.

Cost

As to cost. It is likely a fraction of building the Class 1 trail at the edge of 116. The planned trail segment will require undergrounding a significant amount of drainage channels, relocation of power poles, dealing with far more easements, safety measures at the many intersections and numerous commercial driveways. Added is the additional cost of doing this work all at the highway's edge. By contrast the land on this alternate route is nearly all publicly owned. It would require only four private property easements that appear to have no use issues that would cause owner objections.

From your presentation to the Sebastopol Planning Commission you indicated that no consideration was given to a trail in this area. Please look into this possibility .There is such opportunity here to create something desirable and beautiful. Much of Sebastopol and beyond would greatly appreciate this change. I hope you will pursue it. I have detailed maps, video and other information that may help you envision this possibility.

Lynn Deedler

*Commercial driveways include single businesses to shopping center driveways. Residential driveways includes single family homes to 60 unit buildings.

**The popular Laguna Wetlands Trail and Sebastopol Laguna Preserve Trails across Hwy 12 go through similar landscape. These were among the least expensive trails to develop in the County. An easy connection to both these trails can be made.

Publicly owned open land extending to the edge of Sebastopol and the Joe Rodota Trail



Screenshot

Open private properties extending to the Bloomfield Road Hwy 116 traffic signal intersection. The road below is the only road the revised route would cross.



Screenshot