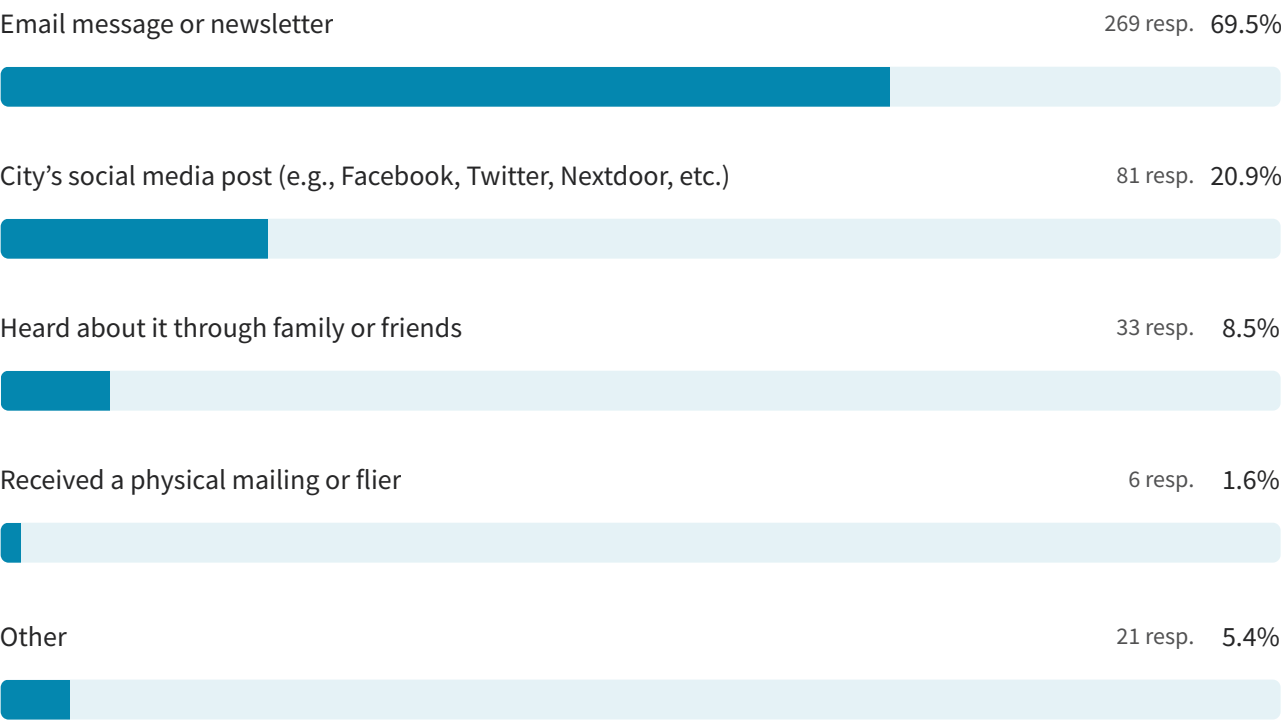


Petaluma Hwy 101 Crossing | February 2024 Public Input Survey

389 responses

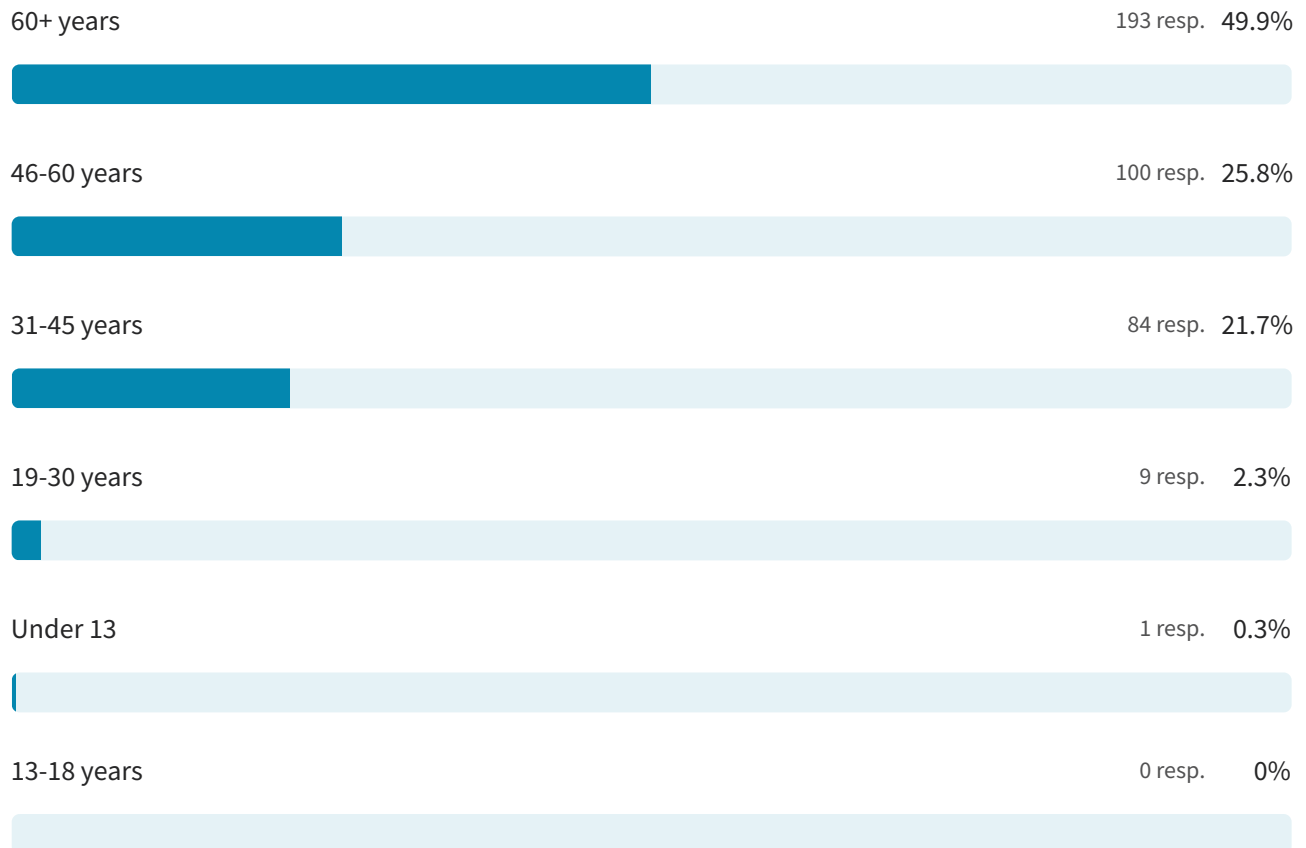
How did you learn about the Highway 101 Crossing Project?

387 out of 389 answered





What is your age range?
387 out of 389 answered





Do you cycle outdoors?

387 out of 389 answered

Yes, often

178 resp. 46%



Sometimes

121 resp. 31.3%



No

88 resp. 22.7%



Do you run, jog, or walk outdoors?

387 out of 389 answered

Yes, often

293 resp. 75.7%



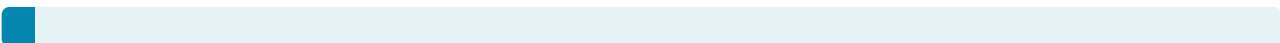
Sometimes

84 resp. 21.7%



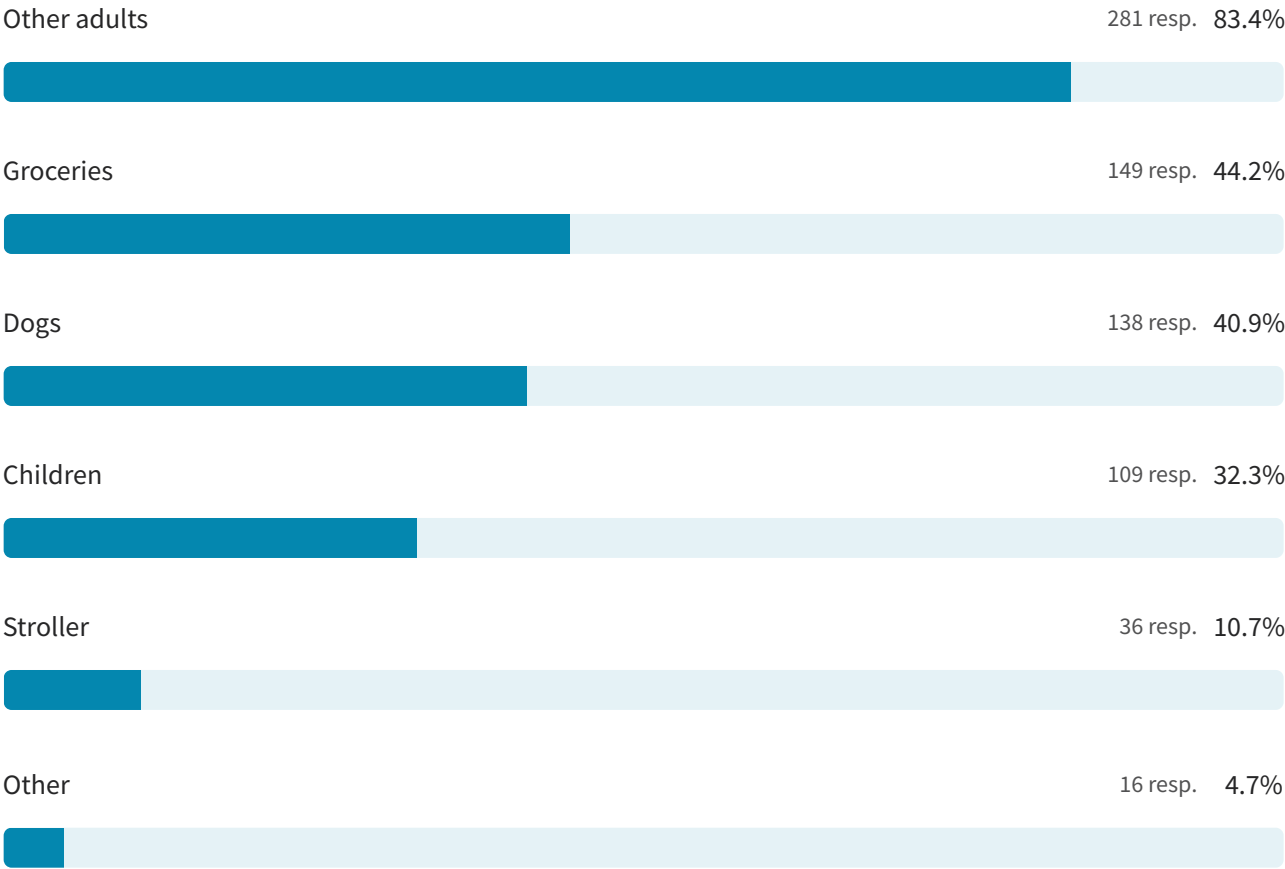
No

10 resp. 2.6%



Do you cycle, run, or walk with any of the following?

337 out of 389 answered





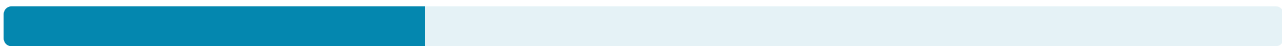
What age groups in your family often walk or bike in Petaluma?

374 out of 389 answered

60+ years 197 resp. 52.7%



46-60 years 123 resp. 32.9%



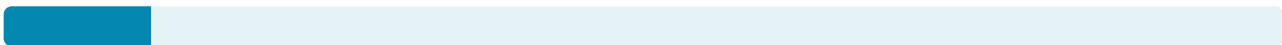
31-45 years 115 resp. 30.7%



5-12 years 81 resp. 21.7%



13-18 years 43 resp. 11.5%



19-30 years 30 resp. 8%





How important is it to you to improve pedestrian and bicycle connectivity between the east and west sides of Highway 101 in Petaluma?

387 out of 389 answered

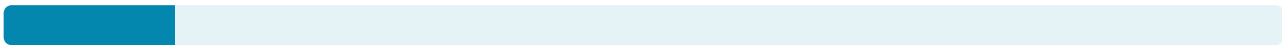
New or improved Highway 101 crossings for pedestrians and cyclists is an important key investment for Petaluma.

307 resp. 79.3%



The necessity and importance of a new or improved highway crossing for pedestrians and cyclists is not yet clear.

52 resp. 13.4%



Existing pedestrian and bicycle crossings of the highway are sufficient.

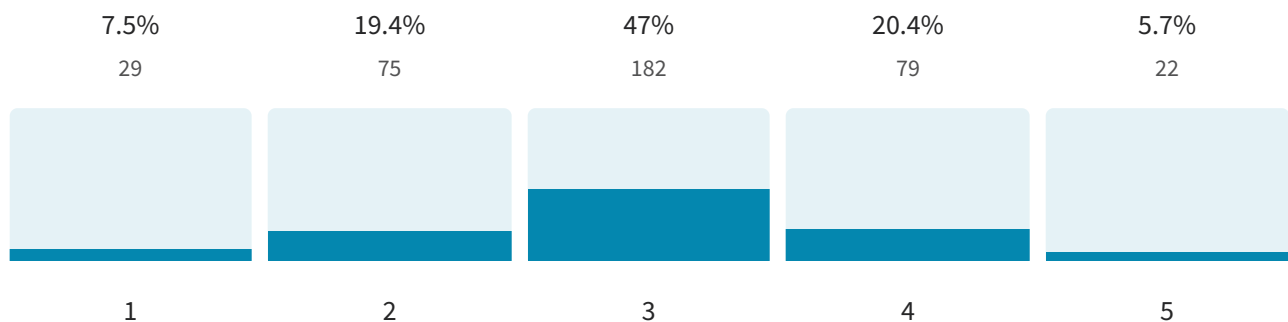
28 resp. 7.2%



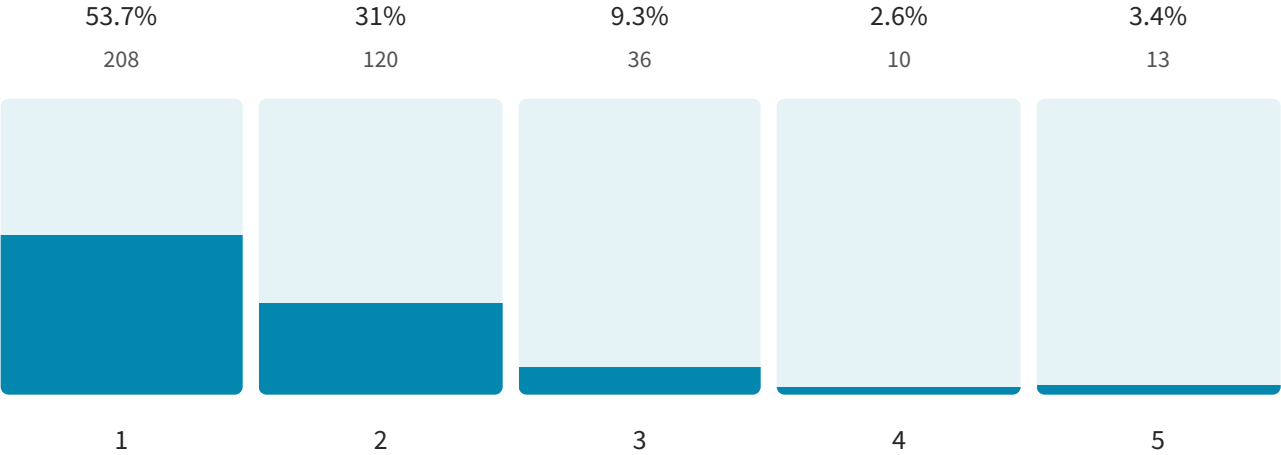
Please rank your priorities for the City's study of pedestrian and bicycle crossings of the highway:

387 out of 389 answered

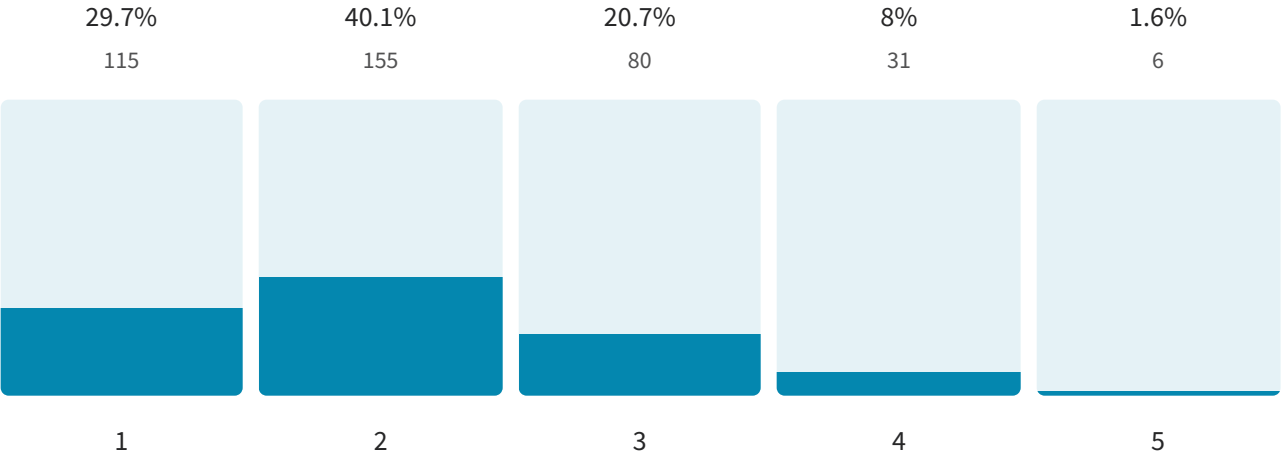
User experience



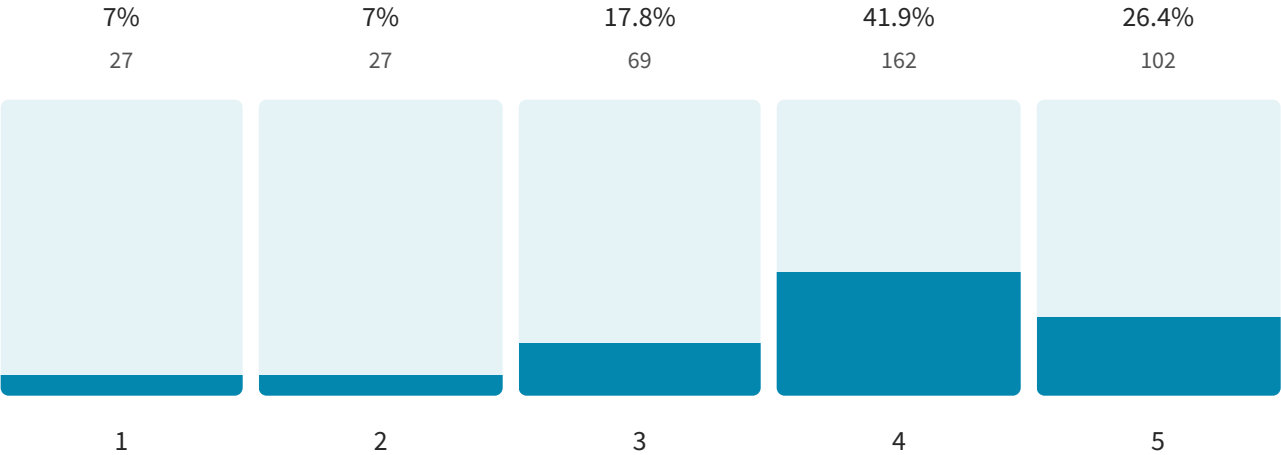
Safety



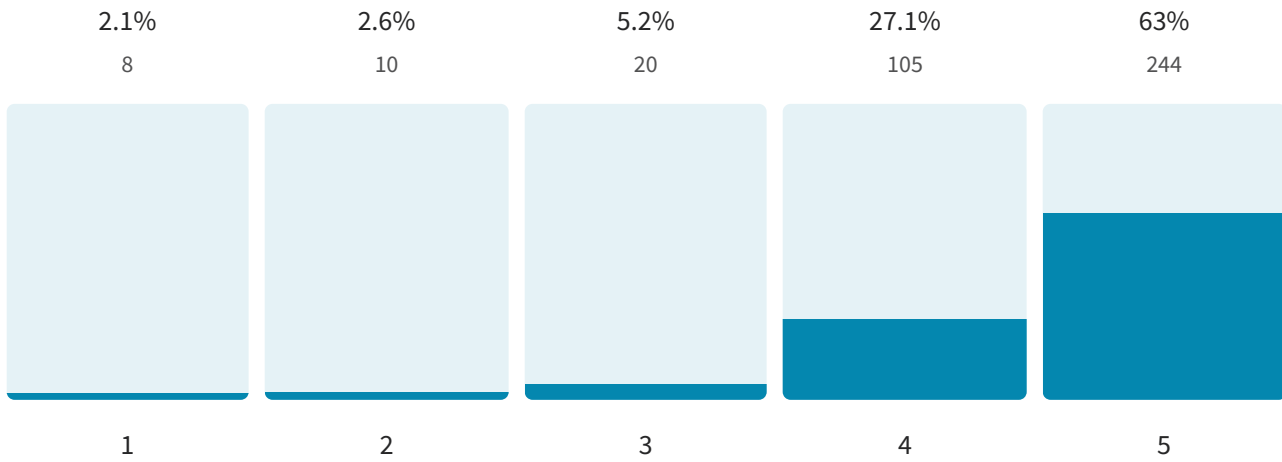
Connectivity and accessibility



Cost efficiency

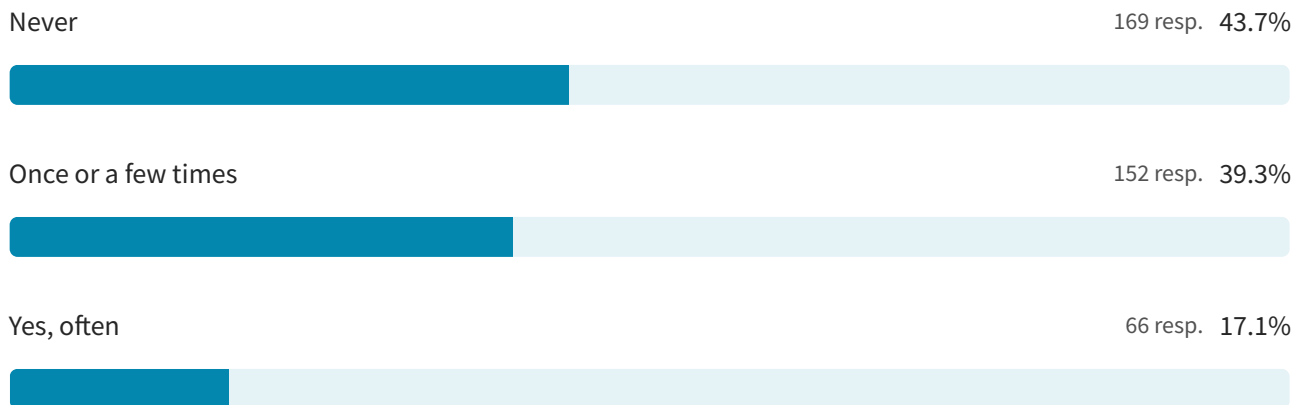


Landmark potential



Have you ever walked or biked over Highway 101 using the pedestrian bridge or "catwalk" at McKenzie Avenue, behind the Washington Place Shopping Center?

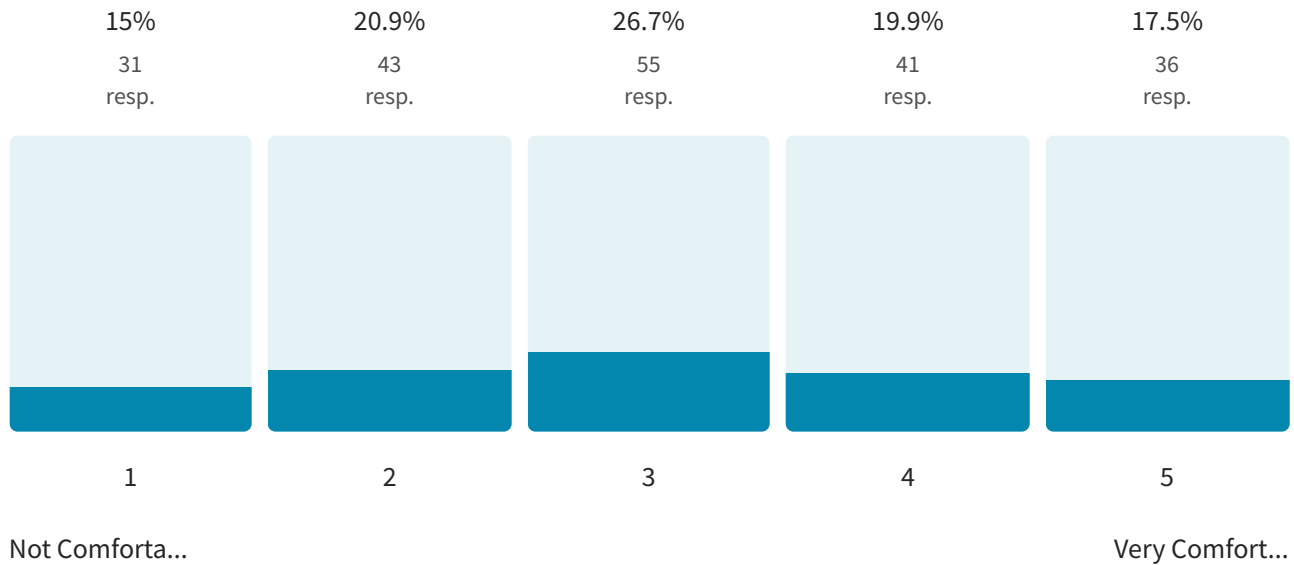
387 out of 389 answered



How comfortable do you feel walking or biking **across** the pedestrian bridge?

206 out of 389 answered

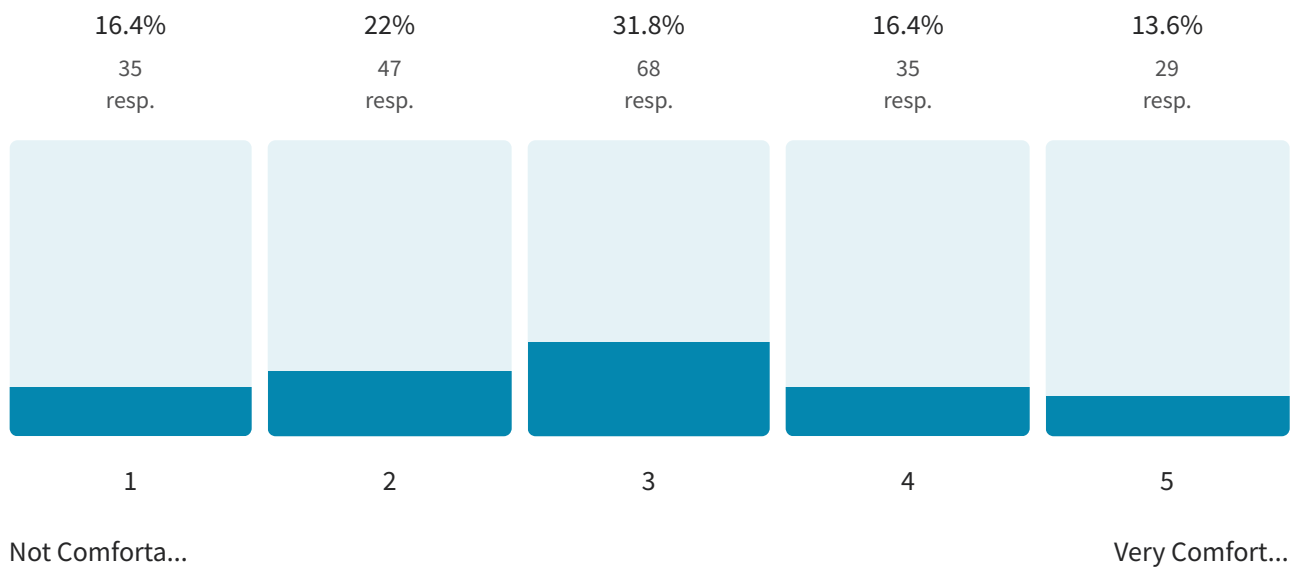
3.0 Average rating



How comfortable do you feel walking or biking **to reach or get to** the pedestrian bridge?

214 out of 389 answered

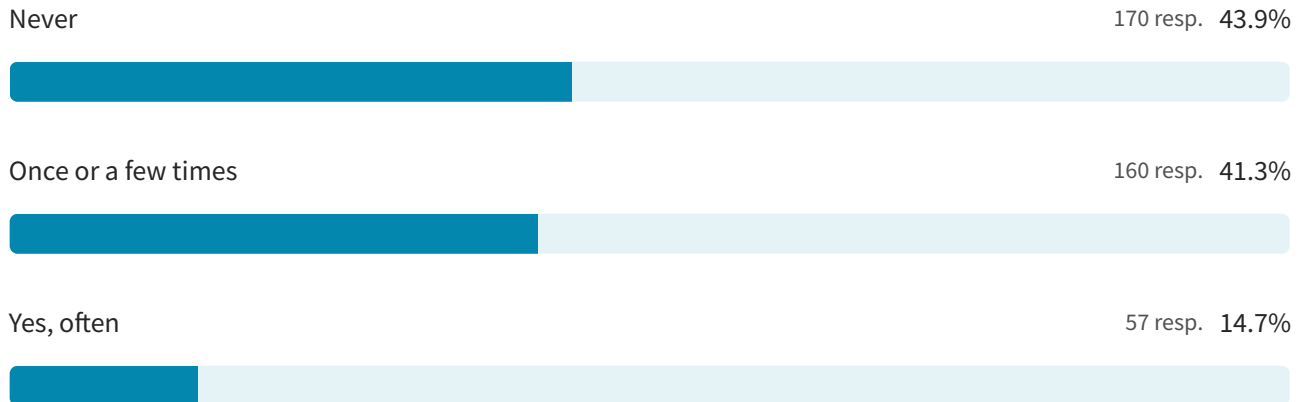
2.9 Average rating





Have you ever walked or biked over Highway 101 using the Washington Street overpass?

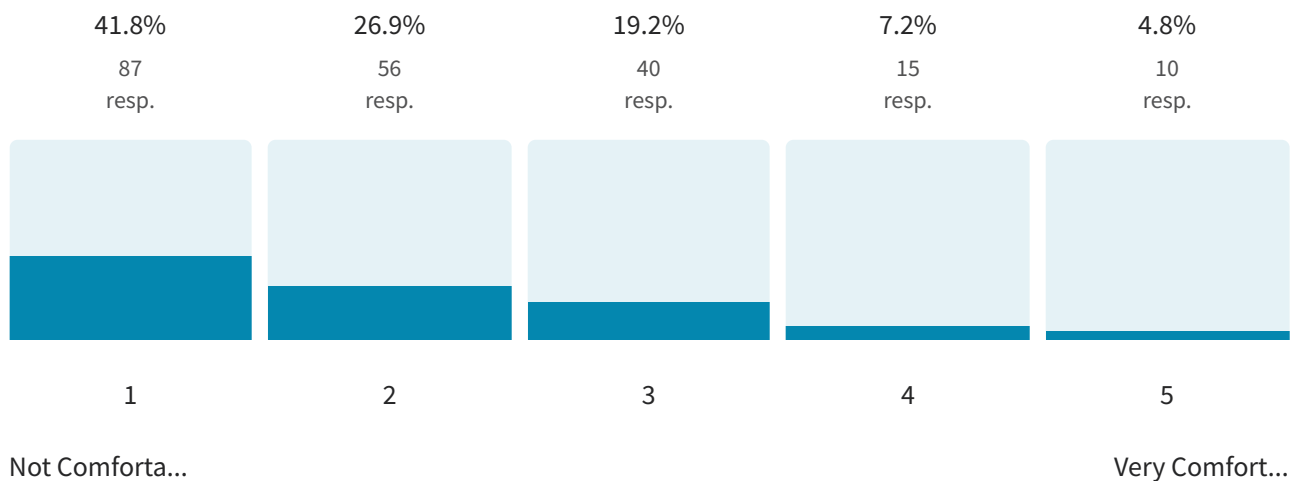
387 out of 389 answered



How comfortable do you feel walking or biking **across** the overpass?

208 out of 389 answered

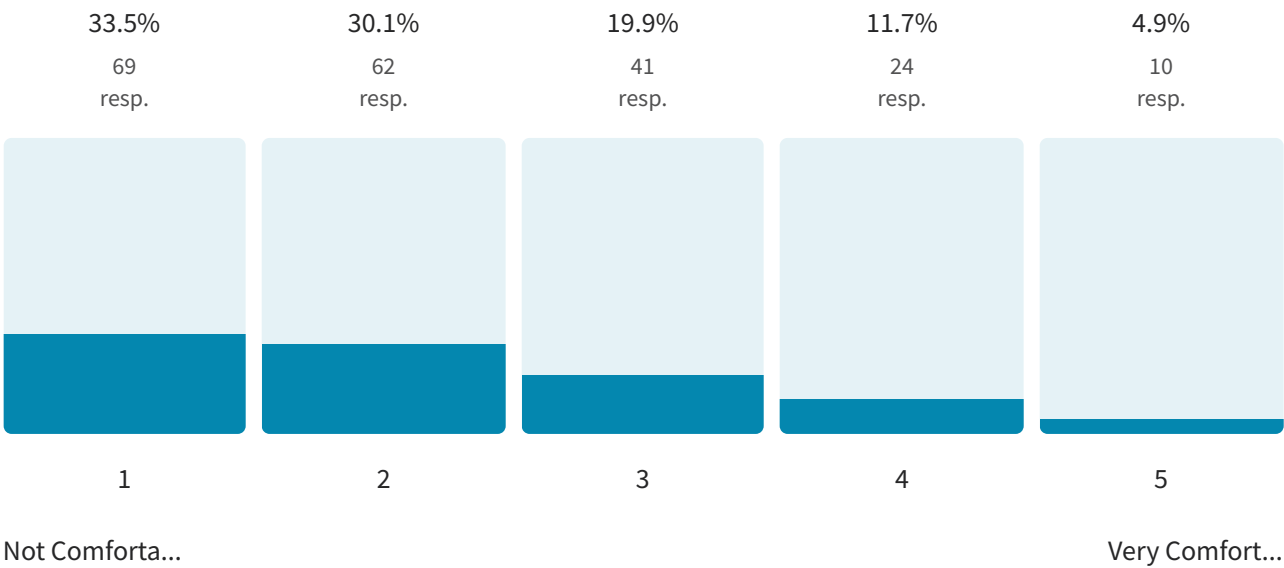
2.1 Average rating



How comfortable do you feel walking or biking **to reach or get to** the overpass?

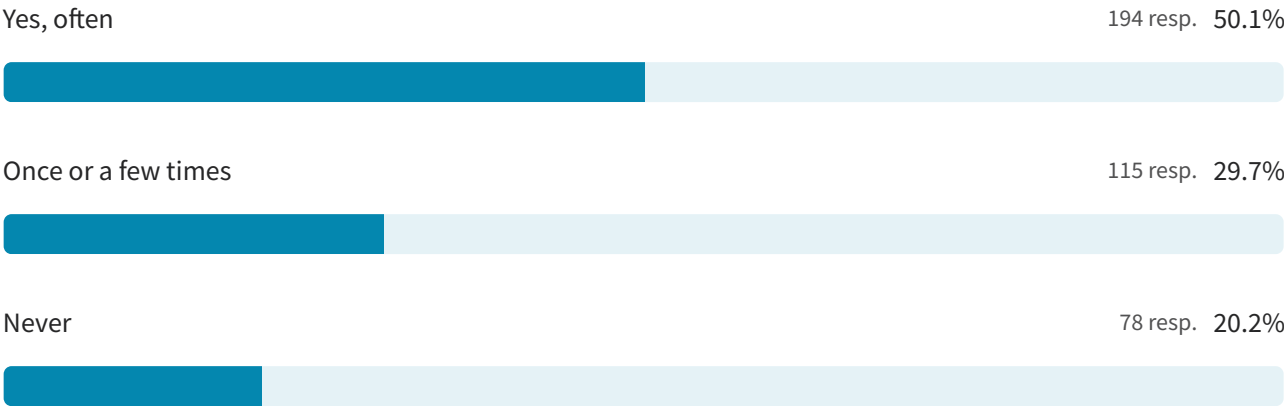
206 out of 389 answered

2.2 Average rating



Have you ever walked or biked under Highway 101 along the Lynch Creek Trail?

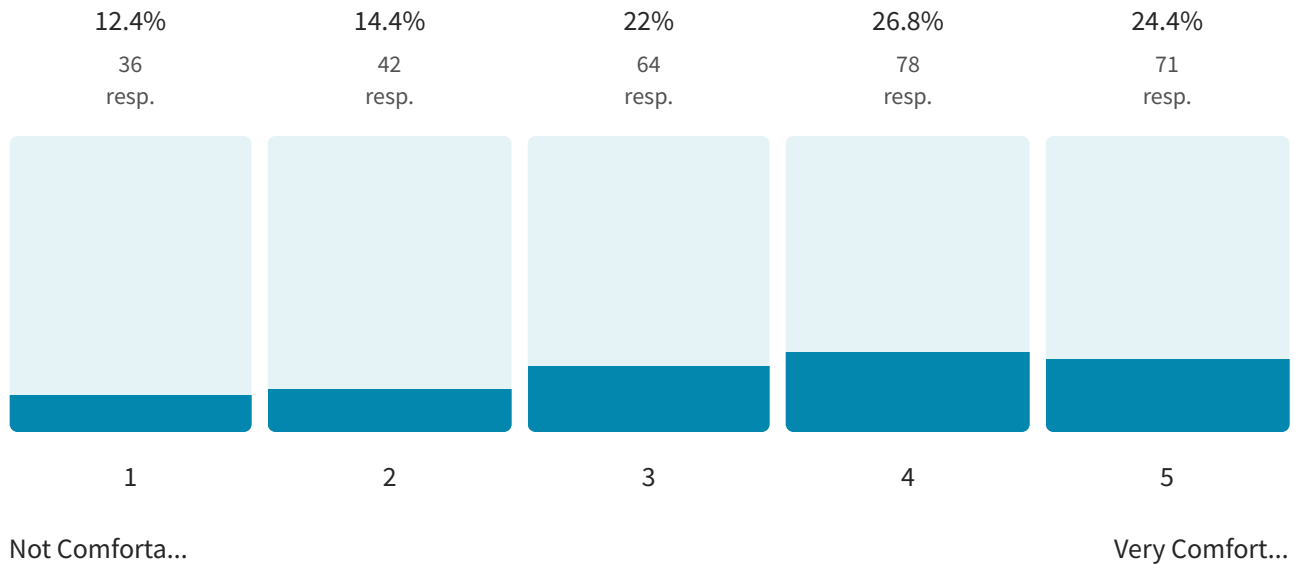
387 out of 389 answered



How comfortable do you feel **using** the Lynch Creek Trail undercrossing?

291 out of 389 answered

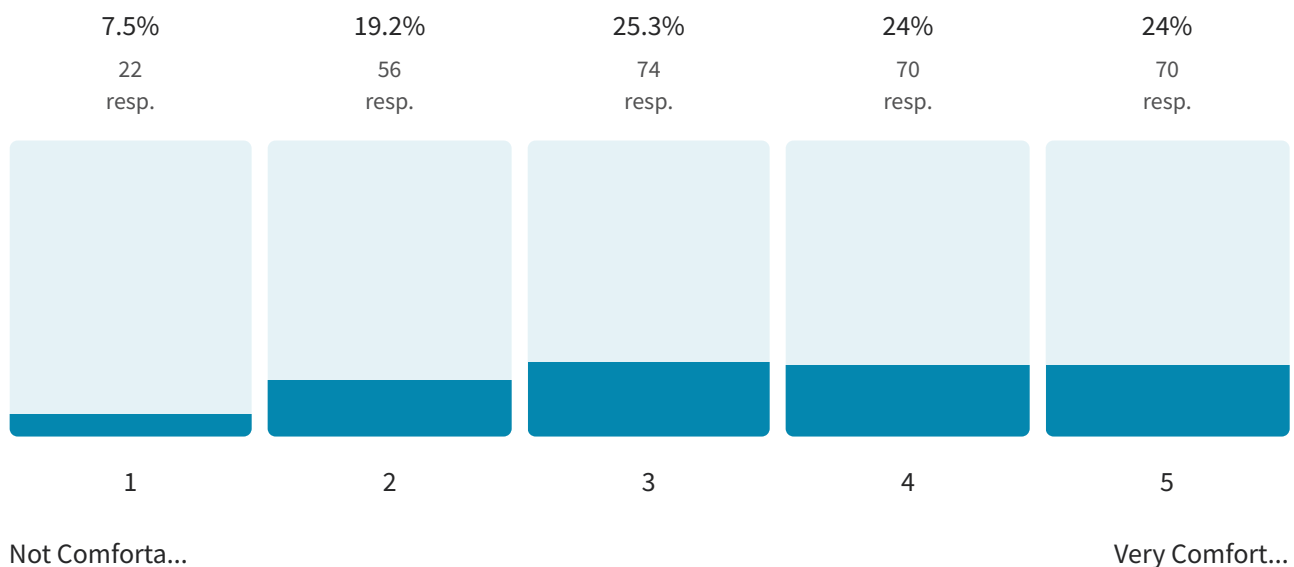
3.4 Average rating



How comfortable do you feel walking or biking **to reach or get to** the undercrossing?

292 out of 389 answered

3.4 Average rating





When crossing McDowell Blvd at the Lynch Creek Trail, do you usually:

362 out of 389 answered

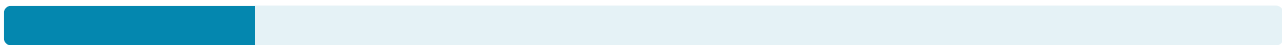
Use the crosswalk 200 feet to the north, at Lynch Creek Way

178 resp. 49.2%



Sometimes use the crosswalk and sometimes cross at the creek

71 resp. 19.6%



I have not crossed McDowell Blvd at Lynch Creek.

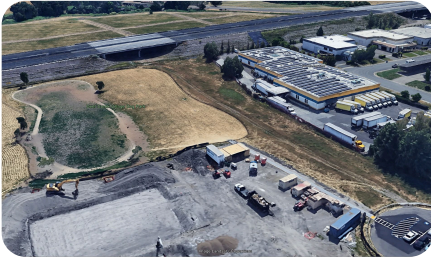
70 resp. 19.3%



Cross McDowell at the creek when there are no cars

43 resp. 11.9%





If a pedestrian or bicycle undercrossing of Highway 101 was created at Rainier Avenue, how frequently would you use it?

387 out of 389 answered

Very often 171 resp. 44.2%



Once or a few times 157 resp. 40.6%



Never 59 resp. 15.2%



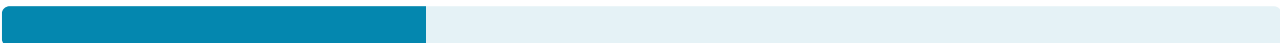
Have you ever walked or biked over Highway 101 using the Corona Road overpass?

387 out of 389 answered

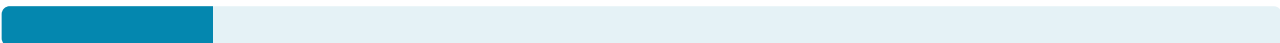
Never 195 resp. 50.4%



Once or a few times 128 resp. 33.1%



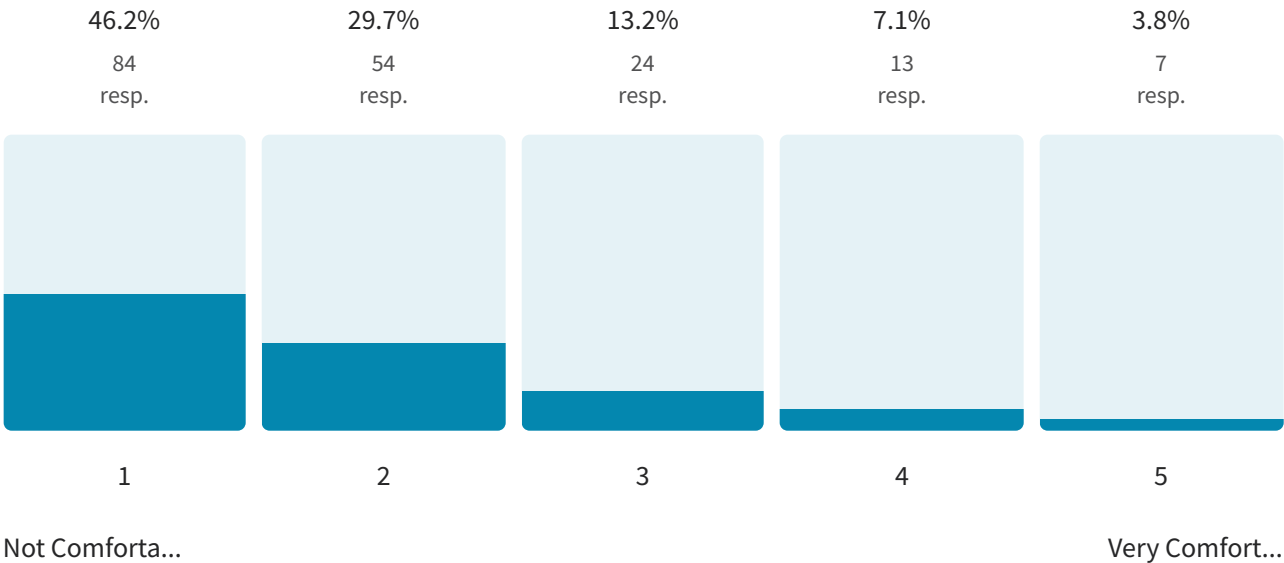
Yes, often 64 resp. 16.5%



How comfortable do you feel walking or biking **across** the Corona Road overpass?

182 out of 389 answered

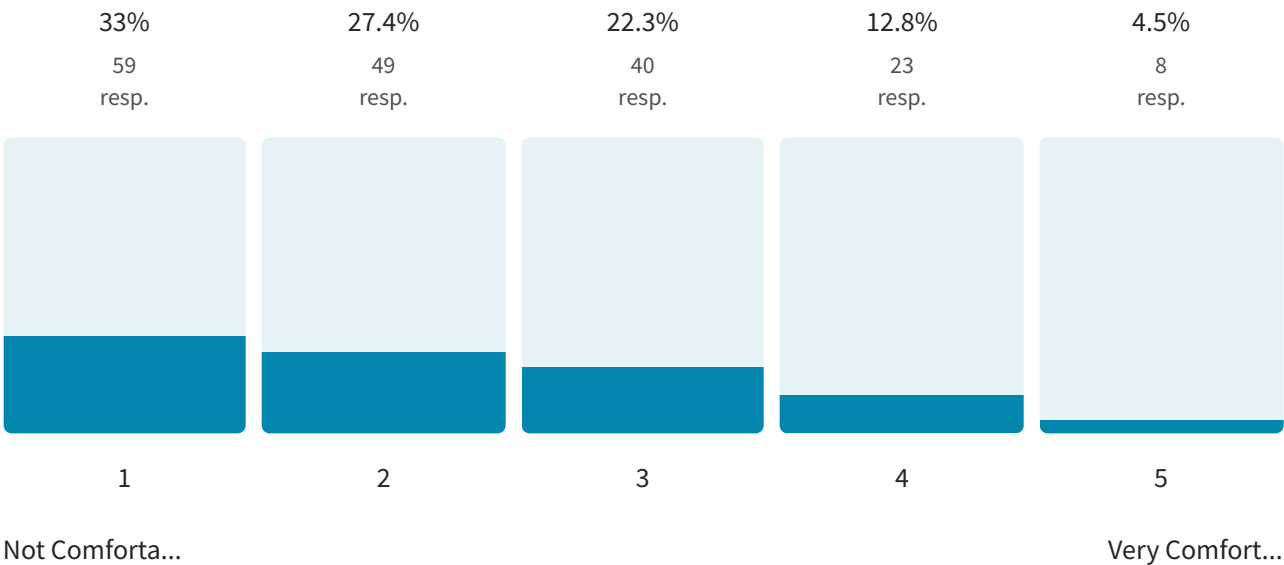
1.9 Average rating



How comfortable do you feel walking or biking **to reach or get to** the Corona Road overpass?

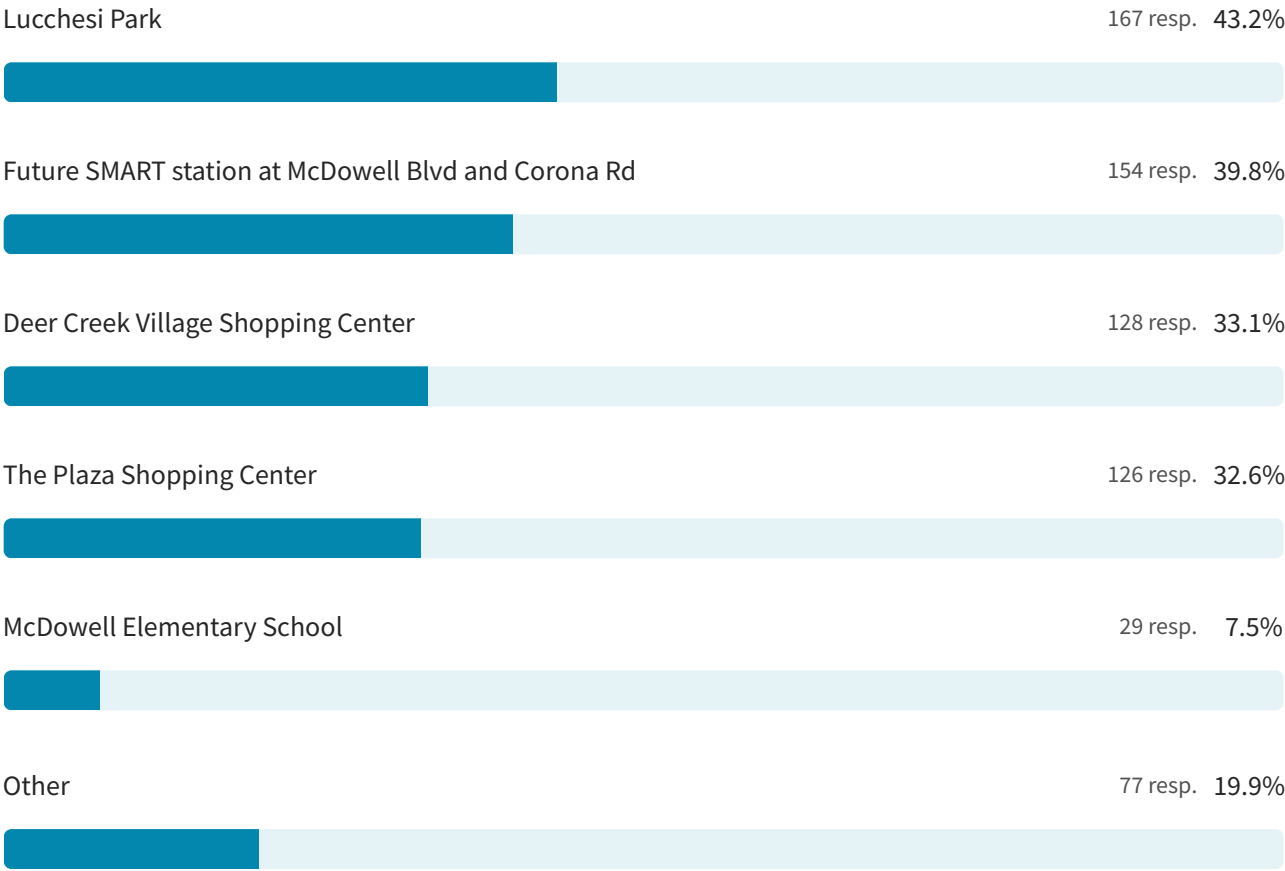
179 out of 389 answered

2.3 Average rating



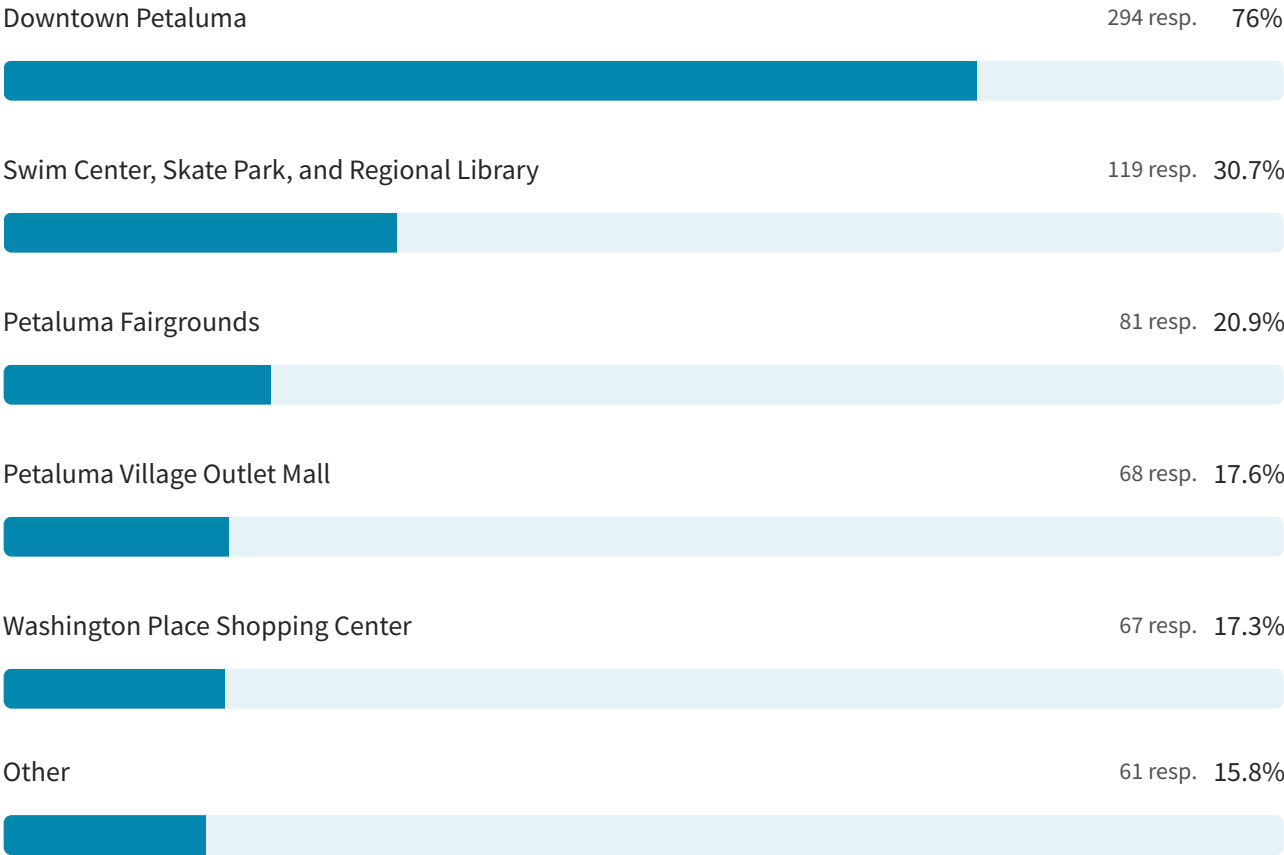
If there was a new or improved Highway 101 crossing for pedestrians and cyclists, choose **up to two** destinations you would walk or bike to on the **east side** of the highway:

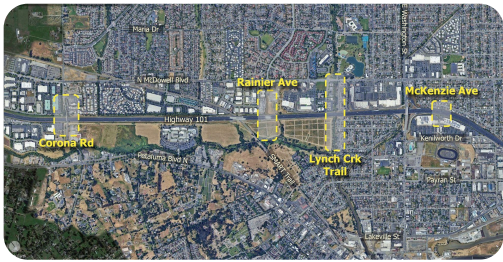
387 out of 389 answered



If there was a new or improved Highway 101 crossing for pedestrians and cyclists, choose **up to two** destinations you would walk or bike to on the **west side** of the highway:

387 out of 389 answered

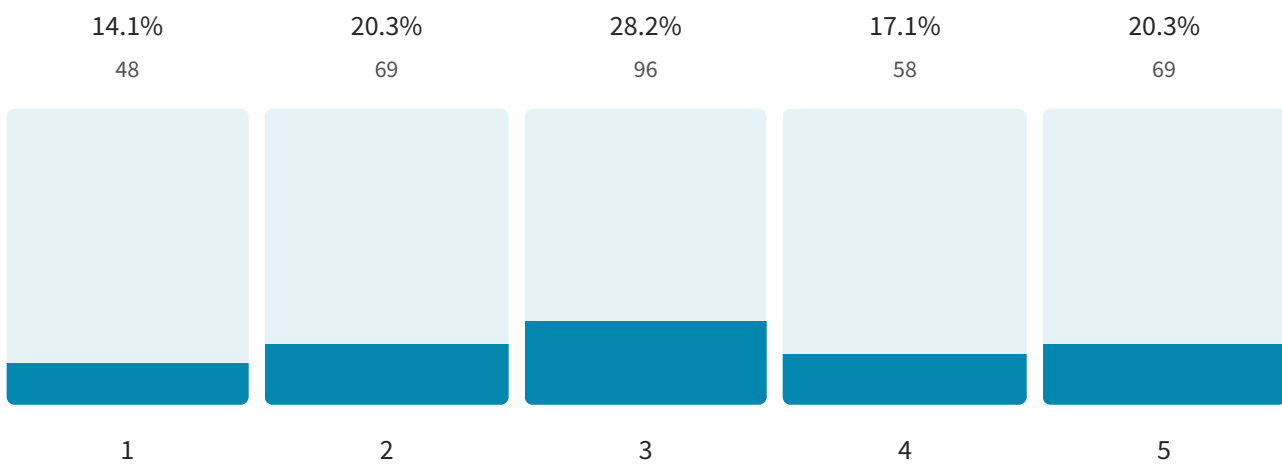




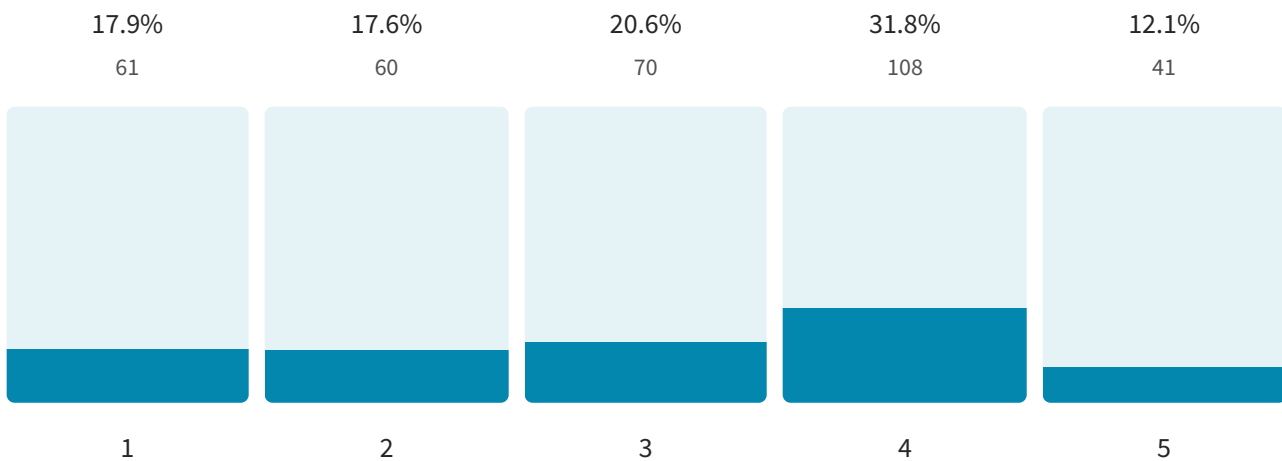
Although the City intends to improve pedestrian and bicycle safety at all crossing locations, please rank the following locations in the order of your importance:

340 out of 389 answered

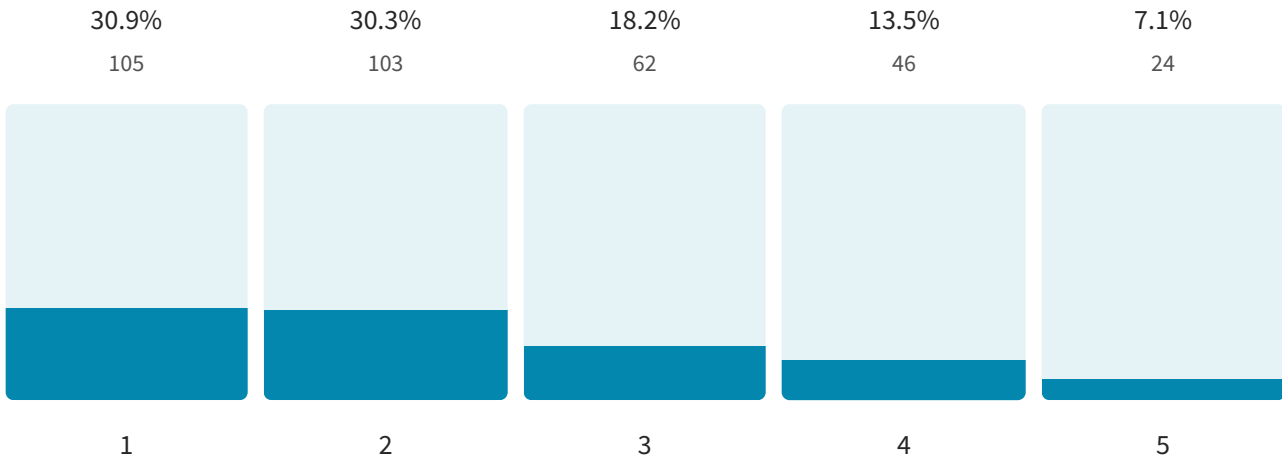
Corona Road



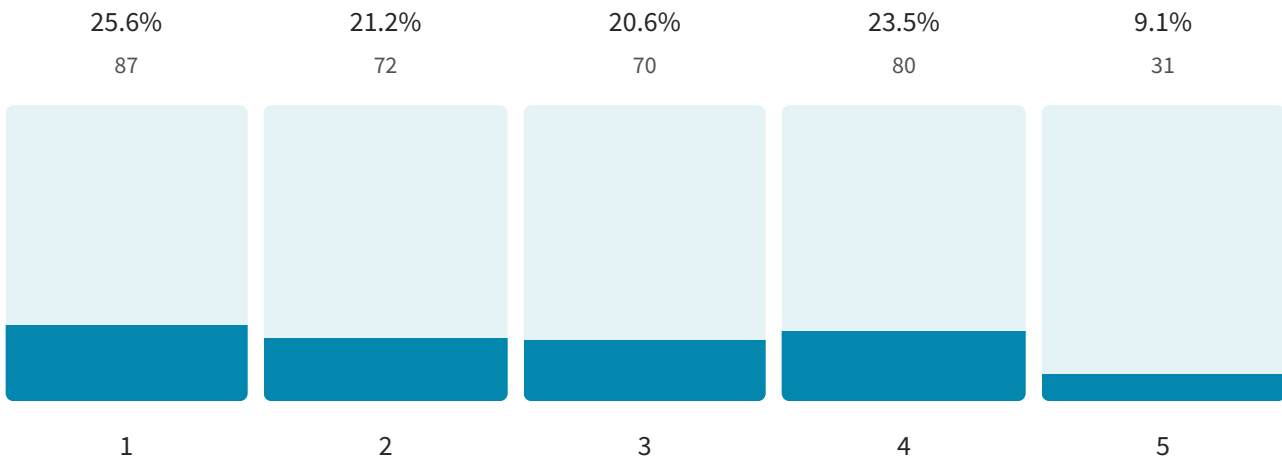
Rainier Avenue



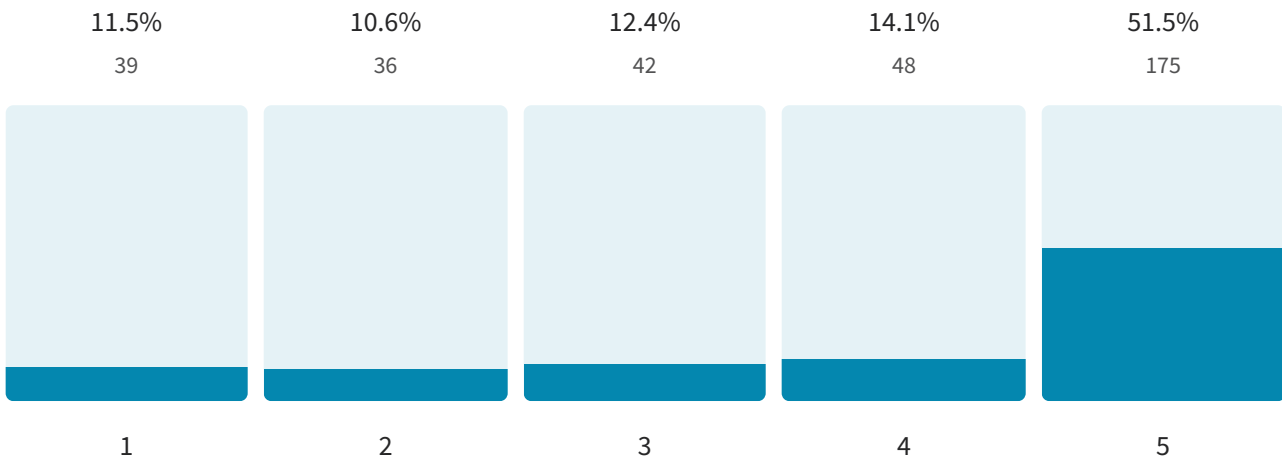
Lynch Creek Trail



Washington Street



McKenzie Avenue





Would you like to provide any additional comments or ideas?

389 out of 389 answered

Yes

179 resp. 46%



No

210 resp. 54%



Summary of Written Comments

Corona Road

Commenters highlight a concern with safety on the Corona Road crossing. They are aware of the cyclist fatality that occurred on the crossing, as well as the lack of pedestrian facilities. Suggestions for improving the crossing include adding protected bike/ped facilities, pavement markings, and reflective signage, and developing a separate bike/ped crossing at the location.

Rainier Avenue

The comments about Rainier Avenue are mixed, with some commenters desiring a connection for pedestrians and cyclists only, while others desire a through-street for all travel modes. Commenters point out the traffic along Rainier Avenue, a long history of planning for a connection under Highway 101 at Rainier Avenue, and flooding issues that would increase complexities and costs. Specific suggestions for improvements at Rainier Avenue crossing include protected bike lanes and a connection between Rainier and the Lynch Creek Trail.

Lynch Creek

The comments suggest that Lynch Creek Trail is an important east-west connector that is frequently used by the community. However, the comments also highlight major concerns about feeling unsafe or apprehensive along the trail, especially around Highway 101 and towards Downtown, due to the presence of unhoused individuals, drug use, debris, graffiti, and fast-moving motorized bicycles or motorcycles. Commenters also point out the poor experience of needing to bicycle on the sidewalk upon reaching McDowell Boulevard to cross the street or travel north-south. Suggestions for enhancing Lynch Creek Trail include improving paving, lighting, and security along the trail; regulating motorized vehicles; and improving connectivity and safety where the trail intersects with cross streets.

McKenzie Avenue

Commenters appreciate that the City removed the gate and bollards at the McKenzie crossing. However, many comments highlighted concerns about the steep approaches and tight turns, which make it challenging and unsafe to navigate, especially by children and cargo bikes, as well as poor visibility and feeling uncomfortable with using the crossing. Suggestions for improving the crossing include better lighting, adding a curb ramp on the east side, and cleaning trash and debris. Some commenters were unaware of the crossing and suggested publicizing it.

See appendix for full comments.

February 2024 Public Input Survey | Written Comments (Verbatim)

I stopped walking my dog on the Lynch Creek Trail toward Lucchesi Park, feeling it is unsafe to walk alone anytime of the day due to encounters with homeless people, and occasional individuals day drinking and smoking weed.

There is no curb cut-out from the catwalk to Maria

I don't care about bike or pedestrian access! I only care about being stuck in traffic due to the lack of adequate crosstown car access!! We need the Rainer car crossing!! Do not waste my tax money on the Caulfield crossing or improving bike and pedestrian access until Rainer is completed!!!! Also Washington Street is a mess!! How about fixing it too!

Please do anything you can to speed up building protected bike lanes and other safe infrastructure.

Improving these crossings is of the utmost importance. Also please remember to take into account other gaps/inconveniences in the bikeways. For example Lynch Creek trail at Sonoma Mountain has a curb so you can't exit the trail and turn right onto the bike lane without riding 500 feet on the sidewalk to get to the end of the block and onto the bike lane at Sonoma mountain southbound.

I ride my bike across town between 150 and 200 times per year. I live in the Petaluma Boulevard South area and ride my bike across town to City Sports or Leghorn Park to play tennis with a friend. I've noticed that the Lynch Creek Trail feels unsafe at times. On numerous occasions, there have been homeless encampments that have been there for days or weeks and on one occasion, there were two people strung out, probably on some type of opioid, under the freeway, with all of their stuff, scattered all over the walking/bike path. I have never seen law enforcement patrolling the path. One time I was riding through and a guy and his girlfriend were there with cans of spray paint, putting graffiti up all over the place. Please provide daily law enforcement presence for this path. 🚲

I would like to see the Rainier over or under crossing in my lifetime! I have already waited 30 years.

These connections are important because they link the two geographical parts of our city. However, the collective and individual value can only be fully realized when there is a thorough network of bike and ped paths across and to all parts of Petaluma. These are critical steps, and I applaud the effort to get community input. I would only add the need to provide a "connector" from Adobe Creek Trail under Lakeville to the S. McDowell area and a "connector" from the end of Hooper under 101 to the Marina area and the entire S. McDowell(Kaiser, many industrial employers) area. If the goal is to reach carbon reduction by 2030 by getting people out of their cars, these are crucial components.

Please put in the Ranier cross town connector. Geez how long and at what point will you guys get it together. As a family who has been here over 65 years many of us had been asking for this for decades

Washington overpass isn't meant to be for pedestrians and cyclists. Please stop funneling us there. It's car-centric, and needs to be car-centric to ensure smooth flow of traffic and goods. We don't want to ride and walk surrounded by multi-tone vehicles. We want clean and quiet and fresh air - build us nice paths.

The pedestrian bridge at McKenzie should be publicized and developed as part of a "park to park crosstown bike way", from the east side ballfields to Putnam Park. This should include safe bike lanes on D St. improvements between Petaluma Boulevard and Payran, a neighborhood Greenway on McKenzie and Maria with a traffic circle at McDowell.

1 Your survey makes no mention of the bike/pedestrian path under Hwy 101 between the marina and the
2 new Riverfront development, nor safe crossing across Lakeville Hwy. Would love to see a safe loop from
3 the Wiseman park area, along Adobe Creek all the way to Shollenberger/Marina, then under the Hwy 101
4 bridge to Hopper St and on to Downtown.

5 Also having a safer place to lock up a bike in Downtown and Fairgrounds/Washington Place would
6 encourage using a bike for more tasks.

7 Bicycle riders no noy follow the law most of the time.

8 auto access/traffic is a more immediate need

9 Currently, the lynch creek trail is in dire need of resurfacing between McDowell and the bridge over the
10 creek. The cracks in the surface are big enough to grab the wheel of a bike.

11 I am very worried about the increase of housing causing so much more traffic than there is now-
12 Petaluma is way too busy

13 It is a good start that this is being considered. What bothers me about the process is that instead of
14 doing what is best for the community the city's planners always send out surveys and base their plans on
15 the resident's responses. That is what is currently holding up the bike lanes on D street. A few residents
16 want to keep on street parking so no bike lanes. Stop asking permission and just do your job!

17 Petaluma must heavily invest in improving sidewalks especially on the West side if a primary goal is to
18 get residents to walk more.

19 The survey provides no context for a crossing at Rainier. If in taking the Rainier crossing (from east to
20 west), I landed in an unprotected corridor on PBN, I wouldn't use this crossing. If protected, I'd love to
21 bring my grandson on this route.

22 I would consider paving existing pathways and/or marking dedicated cycling lanes more important than
23 creating new pathways.

24 Getting across Washington Street and/or Petaluma Boulevard on foot or bike is problematic when coming
25 from the Lynch Creek trail. One has to go up to the corner, on the sidewalk, even if crossing over Water
26 Street.

27 please add more safer bike lanes ... btw-riding to novato from petaluma is quite terrifying when the bike
28 path enters the end of Petaluma blvd at the Kastania rd - I've been " nudged" by a truck mirror there,
29 who either didn't see me or didn't want to share the road- the green stripe need to continue all the way
30 up to the stoplight...

31 I dislike the way Rainier was changed. There are more houses going into Petaluma, which means more
32 people will be driving in town. Lanes are being taken away, and this is going to create more bottlenecks
33 and worse traffic. I've seen 0 bikes using Rainier in the morning. I appreciate that we want to make the
34 town more bike friendly and safe for cyclists, but I'm not seeing the cyclists out there. I'd like to see
35 upkeep of roads be a higher priority than more bike lane additions.

36 Walkability ranks pretty high on factors that make a city or town livable. Next would be safe, thriving,
37 public areas besides shopping centers to improve social activity. These two can be combined in wonderful
38 ways.

39 I think it is important to have as many safe, accessible crosstown options as possible, especially as our
40 city adds housing and population, to ease the traffic on our already stressed crosstown arteries.

- 1 Please continue to keep the bike paths from becoming homeless encampments. No Joe Redota trail here,
2 please.
- 3 Although Lynch Creek provides beautiful access to water and scenery, there are some scary aspects to
4 walking along that trail, at least if you are an older woman. There are often people camped along the
5 side of the trail. Although it is posted for pedestrians or bicycles and no electric vehicles, I have often
6 encountered people on electric bikes or mini bikes going way too fast. I love this connector but have
7 become somewhat fearful around using it.
- 8 Please prioritize bike safety and the new river crossing on the south end of town. Thank you!
- 9 Biggest benefit to me would be a bridge at the Petaluma Boulevard traffic circle near Crystal Lane. Then I
10 could easily bike to the east side and get groceries at Lucky
- 11 Desperately need sidewalks and bike lanes on many streets including Petaluma Blvd. Is there a policy to
12 always build Complete streets with detached sidewalks?
- 13 Bikers are a menace to walkers. Pls do not allow them on sidewalks or paths --only on roads. Thank you
- 14 I think we should use B St., which is wider for bike lane and not change current situation on D St. The
15 money saved from this change could be put towards something else that would be more beneficial for
16 bicycle riders. 5th Street also needs to be repaved if it all possible since it will be used for bike too.
- 17 Stop pushing the new green deal. Change the Rainer Ave back to normal, get rid of those false security
18 green post on McDowell. Your not getting the people out of their cars no matter what you do. The earth
19 has survived for over 4.5 billion years and will do so again. The so called experts who have been fighting
20 climate change has actually made it worst.
- 21 Rainier connect for all forms. It helps the entire Northern half of Petaluma. Otherwise the state wasted
22 money raising the highway
- 23 Lunch creek crossing on Sonoma Mtn Parkway is dangerous.
- 24 Please stop pretending there is a large biking contingent. Everything is starting to be about bike lanes
25 when it should be about pedestrians first. Very few bike rides get people out of cars. They are
26 recreational the vast majority of the time. And biker demographics are white and male. Peds are a truly
27 diverse group. Plus, until you have a clear solution for ebikes, you put peds in danger. Stop pretending
28 bike lanes are being used and being used by a diverse group. It's made up.
- 29 Please explore the potential for an additional undercrossing of US 101 along East Washington Creek. This
30 route could provide safe access to destinations on both sides of US 101, including the major shopping
31 destinations of Trader Joe's, Raley's, and other stores. The route would start on the westside from near
32 the intersection of Burlington Drive and Arlington Drive where the informal East Washington Creek trail
33 terminates, proceed eastbound along the north side of East Washington Creek, require earthwork and
34 tunneling for a pathway under US 101, and continue on the east side of US 101 to provide access to the
35 stores of Plaza North and Plaza South Shopping Center.
- 36 Not only safe paths but well lit - catwalk overpass is creepy. Thank you for assisting with these much
37 needed improvements.
- 38 The trails that go under the freeway feel unsafe because of homeless encampments. Overpasses are too
39 loud. Corona rd overpass needs to be much safer with protected sidewalk and bike lane. Adding sound
40 protection from the freeway would make it more pleasant.

How about getting East Side seniors to near downtown path and we can walk 10-15 min to town. We need shuttles for seniors. I am a senior. We elders need a way to walk and get downtown from East Side. I need busses. Shuttles.

Another Hwy 101 crossing that needs more attention for pedestrians and bikes than any of these is Lakeville underpass. This is scary to walk or bike on, and there is bike and pedestrian infrastructure leading up to this undercrossing. A cyclist was killed a few years back right there, then the memorial white bike was hit recently by a car. This is a big deterrent for any average cyclist thinking about commuting from the west side, mid-town to the business parks over near Ellis Creek. Also, the McKenzie overpass needs improvement. I can ride it but I'm an experienced cyclist and the ramp up and down is scary. Access to it from the McKenzie side needs to be improved, there's no curb ramp at the side walk.

Have garbage receptacles on overpasses and underpass. Allow both pedestrians and cars from Washington and McDowell to turn left directly into Kenilworth shopping center, that is into the target parking lot and to Kenilworth drive rather than currently going through Johnson ST. A direct exit from South 101 into Kenilworth Drive to reduce car traffic at that intersection. When the train comes and goes, gates down and up: give green light first for cross walk pedestrians.

What about East Washington. #1 for me. Would love to be able to bike and walk safely on that street.

safety between the east side elementary schools and Kenilworth junior high and the students homes should be a priority. the majority of students live in walking distance but do not, in part due to safety. the Sonoma Mountain Parkway does have safe places to cross to access the Lynch Creek path.

I live on the west side and walk my dog everyday. I feel unsafe in areas where there are no sidewalks, and I see parents struggling with strollers due to the poor condition of the streets and sidewalks (they are crumbling and or not usable due to tree roots and deterioration). As a city committed to doing our part to fight climate change, we need to improve our streets and sidewalks for cyclists and pedestrians.

I love walking! When I can, it's my #1 mode of transportation. I live on the east side, close to E Washington, and last summer decided to walk to the SMART train to commute into work. The distance wasn't the problem, however, after one week I gave up that walk for a few reasons: 1. It felt unsafe to walk in areas such as the Lynch Creek Trail, or the walkway at McKenzie Ave at the hours of my commute, as there were too many places where if something were to happen no one would see. 2. Walking along E Washington near Maria, pedestrians are way too close to traffic. The same goes for the E Washington over-crossing, where I'd be covered in grit from the large trucks passing by, by the time I got over the freeway. 3. The homeless problem is so sad to see. People hang out in the grassy area between the freeway & the Target parking lot, sleep in doorways such as near Payran or the gas station, and some have unleashed dogs with them to protect themselves. After one week, it just didn't seem worth the risk, and so I went back to driving everywhere. If issues such as these could be addressed, I'd love to go back to walking again. Thank you.

If you want to make bicycling safe you need to require every bicyclist to take a safety course. I walk every day on the west side and I can tell you 99% of the time bicyclists do not stop at stop signs. I've seen several times people fly through a red light at 6th and D. I've seen a neighbor toting his toddler fly through stop signs and red lights. I've almost gotten run over by bicyclists on the sidewalk. Not to mention electric bikes and scooters- are there any restrictions for these. Bicyclists are always bemoaning the fact that the roads are dangerous for them, if they followed the rules of the road there would be less accidents. God forbid they have to take their feet out of the toe clips or use their arm to signal a turn.

1 Please add lighting to the underpass on the Lynch Creek Trail. I have tried to use it as a regular
2 connector between my home on the northeast side and downtown, but it does not feel safe in the
3 evenings and after dark. Twice when I used the underpass in the mornings around 7:30 a.m. there have
4 been people sleeping directly on the trail that I had to stop and work my way around. My wife does not
5 feel safe walking on the section of the trail between McDowell and the west side at any time of day due
6 to the homeless people.

7 A 101 connector is only as good as its access, and the Lynch Creek Trail has very poor access to and
8 from Downtown. Specifically navigating from La Via Apartments to, for example, Petaluma Market is
9 scary, unsafe, and lacks any wayfinding signs. This is my #1 issue that I wish would be improved for our
10 existing crosstown infrastructure. A few wayfinding signs along that movement, and maybe some bike
11 user improvements at the terrifying intersection of Washington and Petaluma Blvd could go a long, long
12 way towards getting more people to take their bike across town.

13 The smart path crossing is an excellent cross town connector and should be advertised as part of this
14 project. In addition to the 101 crossing issue, need to really focus on making the paths up to the
15 crossings safer: ie chronic problem areas like east D at lakeville (hard to go east without making
16 motorists angry due to ambiguous signage) and Washington at Petaluma Blvd north, east bound
17 especially treacherous as is turning north on Petaluma blvd)

18 Please improve pedestrian and bike safety around the SMART station

19 A walkway from Payran to Corona Rd would be great

20 It would be nice if the Lynch Creek trail was fully paved. The gravel can be difficult to ride a bike over.
21 Also, many streets in Petaluma are simply uncomfortable to ride on, as the roads are poorly maintained.

22 Gaps in pedestrian and cyclist safety lanes exist in and around Petaluma well beyond crossing 101.

23 We should immediately post signage so people know the safest routes to get to regular places now, while
24 we work toward better infrastructure.

25 Why exclude Caulfield/Lakeville Hwy? Also, I can think of several different reasons people might feel
26 uncomfortable on the various routes, and I am concerned you might draw incorrect conclusions.

27 We need a new river crosstown connector on Caulfield In so people living on the southwest side of town
28 can use Caulfield 101 overpass to access that part of town

29 Wish you could improve bicycle safety for riding from NW Petaluma to downtown on the West side. We
30 walk as we don't feel safe riding in town. Wish all residential intersections were 4 way stops or
31 roundabouts. Appreciate you trying to get cars to slow down, but we need more stop signs to slow
32 people down, esp at night. Thank you so much for asking for our input.

33 I live close to Lynch Creek Trail but have never walked over to the westside because parts of it are
34 sketchy. (I am a woman and single.) It would be helpful if the city had "walking tours" if you will of the
35 pedestrian / bike paths you are considering so we can see what the future would look like.

36 I love the Lynch Creek Trail path that goes to Brewsters. I have encountered numerous situations where
37 I feel unsafe when walking there. Once I found a bleeding woman in the bushes. She only wanted water
38 and help out of the bushes. I would love to walk and ride that trail regularly but have safety concerns

39 Rainier crossing is a huge waste of resources and counter to flood mitigation, please please please focus
40 on fixing Corona, by far the most dangerous crossing with the fewest nearby alternatives. Thank you for
41 studying this!

101 Crossing is safety is good but the worst intersection in town is McDowell & Washington. Enforce the stop light laws!!!

There are numerous thrifty quick build options to do across these connectors to help improve safety and navigation. Please implement what you can ASAP, as we continue to develop a broader plan.

It is time for the city to create and maintain roads for cars not bicycles. I am sorry, but unless bicycles can contribute either registration money, taxes, or some kind of financial incentive to the roads, we need to stop pandering to the false assumption that they are in effect, doing anything for the environment and therefore, exempt from paying for their enjoyment at our expense. Every time I see a cross or a white bicycle with flowers around it, it is usually at a place where there is not an ounce of room for a car and a bike or even a pedestrian. The city and the county has put the onus of safety on every driver to watch out for bikes. If the city and the county what to improve bike paths etc., let those who use them pay for them. Find a way to tax them instead of putting the burden on those people who are already paying for any upgrades, pothole repair, and so much more that fall on the average, middle class person. Sorry to vent, but when it is difficult to just get by putting a roof over your head, creating more superfluous things to spend money on is just not right.

I feel safe on McKenzie, but do not feel safe on the part of the Lynch Creek trail that is under the freeway and on the west side, close to the freeway. There are no people or businesses near there and the few times I've been there I have observed homeless men camping or hanging out there.

I noticed there is no option to add a crossing of 101 near the Sheraton/Schollenberger. There is no crossing at all here which completely cuts of this large commercial & residential section from the west side. There should be 1) a bike/ped bridge from Pet Blvd S to the new development on the river, and 2) a bike/ped crossing under 101 to the Sheraton/Schollenberger

Magnolia is a bike and pedestrian death trap. Also crosswalk at Magnolia and Keokuck. Payran needs signs stating the 3' distance law between bike and car. Also bike lane and share the road signs.

The issues with Lunch Creek trail need to be addressed. New pavement, safety issues, etc. Also, there needs to be further updating of cycling or pedestrians options leading up to any crosstown over/under pass. (bike lanes, smoother roads, maintained sidewalks).

crazy, frightening people on the trails, homeless/drugs/rape

Hi think that we need to build an underpass or an overpass by Corona Road so we are off the road all together. There are a lot of cool places on that side of town but they are cut off because I do not like using that road(and my parents won't let me).

The crossing lights have improved safety on Washington Street, however, motorists still drive too fast and do not always stop. The corner of Kentucky and Washington is extreamly dangerous with left turns onto Washington. Crossing by GoldenEagle shopping center is also dangerous and I have witnessed many close calls where pedestrians are at risk

While most crossing are possible for bikes if you are careful or use the sidewalks the crossing at Corona is very unsafe for bikes or walking

I think there should be more education for drivers regarding pedestrian safety particularly when making right hand turns on red. Drivers focus on looking to the left to enter the intersection, but not the right. I get the fact that making intersections no turn on red can potentially back up traffic, but at the expense of hitting pedestrians. Washington & S McDowell and the 101 overpass on Washington are very dangerous.

- 1 Relatively, few people bike for errands in Petaluma- we need a cultural shift!
- 2 Need better /safer crossings on Lynch trail across Ely. Need better and more on and off exits and
3 entrances to the trail from streets.
- 4 My wife does not feel all that comfortable going thru the lunch creek trail undercrossing by herself (even
5 walking our dog)
- 6 New Road Sign Showing exiting Traffic In Front of 333 N McDowell Blvd
- 7 Please make safe walking and biking a priority to our city streets. It is quite scary sometimes walking and
8 especially riding through town. Roundabouts are one specific area where cars and trucks really don't feel
9 a need to share the road. Please include suggestions that vehicles mst share the road and that there is a
10 3 foot safety distance law. Thank you !
- 11 Part of the slight uncomfortable feeling about the Lynch Creek underpass is the danger from homeless
12 population. Regarding the Washington overpass, crossing over the exits and entrances to the freeway
13 can sometimes be dangerous.
- 14 My greatest concern is D Street from Lakeville to Petaluma Blvd. I suppose we can't widen the draw
15 bridge, but can we do something about the narrow constriction from Lakeville going west on D? It feels
16 dangerous. If that vacant lot will be developed, then they'll have to open it up anyway. Right?
- 17 Your survey assumes residents are younger, fit and able, and walk and bike. Its presented in a very age
18 adverse manner. Does not reflect most of the senior or disabled population here.
- 19 More paint on the roads marking bike routes
- 20 It seems that if we are going to make a path for bikes/walkers, a road would help with safety as there
21 would be more travelers in the area that can keep an eye out for bad situations. Lynch Creek has some
22 sad stories concerning the homeless that live along the trail and the feeling of safety for those using the
23 trail.
- 24 West side needs safe walking paths, rather than Petaluma Blvd to get north and south staying on west
25 side.
- 26 Recently there is a lot of motorized traffic on the Lynch Creek Trail. Class 3 bikes, and out and out
27 motorcycles. This is very dangerous to say the least. Enforcing current laws would be a big help.
- 28 Speed up putting a bridge over the river for pedestrian crossing near Petaluma Blvd and 101. Add better
29 way to get from downtown to South McDowell business park by pedestrian routes.
- 30 I would like to e-bike to Trader Joe's from the west side, but it's a nightmare. I'm not a fan of the
31 Mackenize overpass, but the real issue is how busy E.Washington and N.Mcdowell are. I do not feel
32 comfortable biking in that area at all. It's a shame because I would definitely go to TJ's on my e-Bike
33 weekly if it wasn't so dangerous. I also think the better way to get to Lagunitas/Henhouse from the West
34 is to take Petaluma Blvd and cross at Corona. I don't really like biking all the way on N.Mcdowell from
35 Lynch Creek Trail--unless the construction has been complete on N.Mcdowell and that road is safer for
36 bikes. N.Mcdowell was pretty busy with cars driving super fast and the road had lots of potholes. Maybe
37 it's better now but I haven't been in a while and it was not a safe bike ride from what I recall. I'm not
38 sure if the City of Petaluma or Sonoma County own I street, but I run and bike on I Street, and it's awful-
39 -so many potholes. I street really needs to be repaved. I Street is in shambles.
- 40 The survey is silent on the proposed Caulfield / Crystal eastside westside connection.

1 Most people are going to continue to drive no matter how much money you spend on bike paths to
2 appease a few. Take a look at all the seldom used bike improvements and note the lack of use. I walk
3 every day and see few bike riders in the special bikeways created recently. I think your mind is made up
4 on what you are going to do.. thanks for asking. Good luck.

5 The City has done an outstanding job with the road diet and separated bike lanes on Petaluma Blvd
6 South. Two other areas of concern for safe bike commuting are the overpass at Caulfield Lane (which
7 desperately needs a protected bike lane!) and Ely Road between Corona and Old Redwood Hwy. Thanks
8 for making our town a safer bikeable / walkable place!

9 Crossing streets on Lynch Creek trail is quite dangerous. Cars simply don't see the flashing yellow signs
10 on Sonoma Mtn pkw. Crossing McDowell and Lynch Creek doesn't work well since it requires that one
11 rides on the sidewalk.

12 The traffic needs to slow down. The under crossings need to be safe of loitering individuals. The gang
13 signs need to be eradicated. Very uncomfortable especially when alone.

14 There needs to be a flashing cross walk sign at the corner of Kent St. and Pet. Blvd. No. Also the
15 configuration to cross Payran on the SMART path is unnecessarily complicated--should be straightened
16 out.

17 Improve bicycle access and safety on D Street

18 The general cycling/walking infrastructure in Petaluma is poor. It surprises me how little america and this
19 town focus on other means of transportation. I've live here 30 year, and there have small improvements,
20 but its remarkable how broken and disjuncted the infrastructure is installed. Look how long it took to
21 install 100ft of path from the end on Lynch creek to Lakeville. what 10 years ? What about better cycling
22 access to the train station ? There are other area to improve before focusing on crossing 101. 1) improve
23 access to the train station @ D St. 2) Create a connector from the Train station to Lynch Creek trail. 3)
24 Make it safer to cross washington going to Whole Foods. 4) Building the bike lanes at D st 5) Connect the
25 remaining portion of north Bike trailing into Lynch Creek. 6) Fix the F'ing tressle and really improve the
26 river walk 7) charge for parking to fund city improvements 8) now that we are able slow traffic in all
27 residential areas. 9) install traffic calming measures everywhere 10) get rid of mandatory parking
28 requirements in the zoning code

29 I drive Rainier and McDowell every day and never see ay one using the bike lanes. Rainier is a mess and
30 a disaster.

31 I think it's important to provide safe access for both pedestrians and cyclists. Providing signage explaining
32 rules of how to interact is important as well to ensure cyclists behave in a predictable manner around
33 pedestrians. Also, determining how electric bikes may be used on these paths and crossings at high
34 speeds (15+ mph) should be clearly understood by everyone.

35 Crossing under Lakeville should be considered as well

36 In a number of these locations it is more the safety issues ex. homeless people and drug users.

37 It was/is very shortsighted to not look at traffic patterns once cars get to the Blvd on D street coming in
38 D st. No active discussion that I can see on the impact of Oyster cove. Any time line for foot/draw
39 bridge? Not even mentioned? Also, some consideration of bike commuters; to share the route with 'lolly
40 gagers' eyes down inattentive is just not equitable. If we are trying for a new paradigm we need to act
41 it.

1 Caulfield is a critical and very desired crossing for many, and unsafe for pedestrians and bicycles given the
2 narrowness of the bridge, no sidewalk on the southern side of it, and no shoulders. Why is it not among
3 the group of crossings to be considered.

4 Please have the street sweepers do the bike lanes, they ignore them and debris piles up and causes
5 issues. Sticks, stones, sharp objects, leaf piles and streetside shrubs all invade the space.

6 Crossing over Petaluma Blvd to get from the bicycle trails to west side is the least safe part of any ride
7 from east to west and back. Much worse than getting past 101. We've had numerous close calls even
8 though we've taken bicycle safety courses, wear loud safety yellow attire and use flashing bicycle lights

9 I think we should eliminate a car lane on each side of East Washington and have bike lanes on each side.
10 The pedestrian overpass needs to be cleaned up with art. Unhoused people who hang around the
11 overpass as well as on Lynch Creek trail need resources so that they aren't taking refuge in these
12 locations.

13 Your survey only included ages up to 60. Did not take into consideration AT ALL seniors and disabled
14 residents. As the Petaluma senior population ages, their needs are different and will only increase.

15 It is a real shame that most all the east-west bike paths in E Petaluma have horrible connectivity crossing
16 roadways, forcing bikes to make sharp turns into sidewalks to reach street corners with crosswalks. ALSO
17 it is not clear what the safest bike route into downtown is after Lynch Creek trail ends and the city could
18 install a new HAWK-type crossing across E Washington at Water Street and it would be much better than
19 the one to the east between condos and Grocery Outlet mall. Please make bike safety a priority so we
20 don't have to be afraid of our kids riding alone

21 I appreciate that our community wants to look into the increased use of biking and walking trails

22 I was an avid bike rider for most of my adult life . However due to increased traffic, distracted or careless
23 drivers I severely limit my time riding.

24 Finish development and construction of Rainier Avenue from Petaluma Blvd North and North McDowell
25 Blvd. This would improve pedestrian, bicycle and motor vehicle circulation within Petaluma.

26 Please fix existing bike paths, in addition to adding bike lanes on the East Side. McDowell and East
27 Washington is extremely dangerous. I've been nearly sideswiped several times. The shoulder abruptly
28 ends and there is no room for bikes. Rainier is also a concern, drivers are unable to see bikers on the far
29 right because of the lined up parked cars. I now ride with the cars on Rainier after a few close calls.

30 Keep up the great progress, it is much appreciated!

31 Lynch creek trail works well except for downed trees, sketchy people, dark & scary underpass frequented
32 by loitering people. I've never had an issue, but I've mostly passed when other walkers/bikers are there
33 and I have a dog.

34 I've tried walking along the Lynch Creek trail and unfortunately felt very unsafe due to people along the
35 trail with mental health and/or drug use issues.

36 I so much appreciate giving feedback and look forward to seeing improvements in the East West
37 connection!

38 I am extremely disappointed with the city's refusal to fund a crosstown connection on rainier. I think it is
39 a violation of longstanding development commitments and should be part of the city's plans to reduce
40 significantly increasing east side congestion at Washington.

The monstrosities you are building in our community are dangerous for pedestrians and drivers alike as well as ugly. The iron bars are horrible. They take up way more space necessary in the roads - as a driver I find it difficult driving by them. I can't imagine how a pedestrian would navigate them. These are not needed. A street light is needed. Policemen and women are needed to ticket the horrible drivers coming into our once safe community. They drive through red lights, do not stop for pedestrians at crossings and maintain their 80 mph speed at the ridiculous roundabouts, making them extremely unsafe for safe drivers.

THE CITY CONTINUES TO SEGMENT THESE ISSUES WITHOUT ANY APPARENT COMPREHENSIVE PLAN TO TIE NEW AND EXISTING LANES AND PATHS INTO A COMPLETE, SAFE, SIGNED AND EFFICIENT NETWORK

Please , No new taxes

No mention was made in the multiple choice questions about bicycle safety on Sonoma Mountain Parkway/Ely Blvd. The bike lanes are way too narrow and the posted speed limits (35 or 40 mph) too high to use the skinny bike lanes. Slow the traffic down, expand the bike lanes, and ask the PPD to show more presence along this road from Leghorn shopping center all the way to Frates Road.

Please evaluate other ways to calm traffic overall. Speeding, distracted driving, disrespect for cyclists and pedestrians are the key issues in Petaluma. I walk several miles with my dog each day and each day someone almost hits me. In the crosswalks! Never seen the like in some of the busiest cities I've visited or lived. Petaluma has the capacity to be a destination haven for peds and cyclists. New thinking is critical. An opportunity was missed on McDowell during repaving to create better cycling conditions. Old, car-centric thinking prevailed. We can and must do better.

Nice if photos can be taken by a drone, of all the walking/ biking trails available in this city. This way we can see the layout with all its salient features.

The main issue with the Lynch Creek trail is safety. There are a number of homeless individuals that hang out there and I often do not feel safe crossing on foot by myself. The Lynch Creek Trail could also use better paving on the west side where some of it is unpaved. It is not stroller friendly.

Thank you for making all Petaluma crossings safer for all road users.

Please consider integrating downtown smart to expanded bike/ped access. There is not a good way to bike to the smart station from downtown or vice versa.

From my 25 years of living in Petaluma, I've seen very few bike riders. All the bike lanes the city has installed seem under utilized. This isn't Europe, folks here don't rely solely on bikes for transportation.

Lynch creek trail is not a viable east west crossing in the rain due to the unpaved sections. Paving would be a huge improvement.

We are frequent users of the Lynch creek trail, however the homeless presence has increased dramatically in the past 6 months. Is there any plans to address this as part of your "safety" measures?

You didn't mention the smart trail which is a nice underpass and the one I use the most. Connectivity is a big problem for bike ways in Petaluma, for example the lynch creek underpass is fine (kinda bumpy) but the issue is you get dumped onto the sidewalk at McDowell with no where to go but walk to the crosswalk. Cyclists should be able to bike from door to door. We provide that for cars so it should be provided for all other modes too.

Replace the plastic bollards on McDowell with concrete ones.

I would support a Rainer under-crossing if such crossing is ped/bike ONLY. A meaningful cross-town connection could be achieved by confirming and implementing the current proposed changes on Rainer Ave and a short connector to LCT. Though key links, Mackenzie and Corona would likely require significant remodeling at a high cost. A more affordable thought is Corona could use some green paint, reflective road lights, and perhaps vertical signage (alerting drivers) to improve the existing crossing. Some obstacles have recently been removed on Mackenzie, thank you. Some posts remain on the plaza side, and a curb cut on the east side would also be helpful. I am an experienced and confident cyclist who rarely crosses 101 via Washington. The entire Washington corridor needs major reconfiguration; attempting to improve any one segment is insufficient unless the whole route, from McDowell to Pet Blvd and ideally to Howard, is improved.

Please make fat tire motorized bicycles illegal on walking trails. They are often going way too fast and have little or no regard to walking public

It is so flat in Petaluma, all of it could be done by bike if we invested a bit in protected(!) bike lanes. I bike everywhere, but it is not safe and definitely not safe for kids. Would love to get the kids safe routes to ride bikes to school!

We bike on Corona quite often and it feels very dangerous. Not enough space for bikes, especially by the railroad tracks.

I don't think improving crosstown bike/walking paths will increase use of them to any significant degree

I had no idea the McKenzie crossing existed until now! I wanted to applaud the city for the bike path improvements on McDowell north, it's been really great. I'd urge to focus on connectivity on future projects. Safety comes from better behavior from drivers, which comes from seeing more of their fellow citizens utilizing alternative modes of transportation. Right now there are tons of great paths and trails all over the city and they have extremely low rates of connectivity. Making the network feel more connected and more prioritized will dramatically increase usage. Imagine a person riding from the West Side to Plaza South or Washington Square shopping malls: You have this really, really nice river path with good access (except Washington side), and then you're spit out onto McDowell with no clear way to cross and no option but to break the rules and ride on the sidewalk to finish your errands. That kind of poor user experience is a huge barrier to adoption, and one that can be fixed with less investment than starting the whole network from scratch. More connectivity will change this city for the better!

Very excited to see all the new improvements. I should note that I find Lynch Creek Trail to be the easiest way to cycle under the 101 but I have had run-ins with people hanging out under the overpass and there are frequently shopping carts and other debris in the way at that crossing which led me to give it a 4 rather than a 5 score. It's still the most pleasant way to get downtown from the East Side. If there was an improved crossing at N. McDowell it would certainly be faster than taking a car at most times of the day. An underground passage could be fantastic. In most cases, I vote for prioritizing the Lynch Creek Trail as the cycling/pedestrian crown jewel of Petaluma. It's already so useful, small tweaks could really push it as a more mainstream thoroughfare for even novice cyclists. The McKenzie crossing is really sad, I suppose I didn't rank it higher in my choices because I rarely use it, but it seems like the easiest one to fix. If it was cleaned up and the openings widened a bit and maybe some wayfinding to make the entrances easier to find, it could be a real asset especially with the coming changes to the fairgrounds. Finally, as someone who lives near Rainier ave, I'd love to see that pedestrian/cycling crossing developed sooner rather than later. After so much conversation about the automobile crossing, it would be wonderful to still see the project live on as a pedestrian route, I think it would see a lot of usage as the new Deer Creek Village apartments start to see tenants.

Believe Rainer Ave under/overpass makes little sense in mitigating traffic congestion, which is the biggest problem & hinderance to safety. Big improvement at Corona overpass, where North SMART station will actually be would be much smarter & cost effective as far as biking riding goes. Improvements to Lynch Crk trail would be big help for pedestrians as well as bicyclists. But until we get parents to feel safe letting their children walk & bike to school, we're smoking pipe dreams for making it safer to get around town. Expansion of Petaluma People Services ride services for seniors, etc. would also be big help in getting folks out their individual vehicles and onto public transport and it's much more cost effective for the individual. However, all these things need lots of public meetings and PR to promote. Also incentives to use public transport and alternatives like PPS ride services. Few years ago there was a Treasure Hunt using the public buses that generated quite a bit of interest & usage among young people that didn't use the buses. Creative ideas like this that would generate interest & use would be big help in getting Petaluma less vehicle centric. A look at other similar communities for ideas like these could help. People need a really good reason to change their habits and incentives to keep doing new and better habits. I see more seniors and retired or baby boomers still working using shanks mare or bicycling than any other demographic. I live on Fair St. just off Western Ave so I see plenty of kids, their parents but most are riding in vehicles. I do see young families riding & walking downtown on weekends & holidays. On the westside where much of city is a grid, alternate streets could be converted to one way with half the street for vehicles and half for walking & cycling, etc. Also, do something similar to London, England where it costs to drive in town if not a commercial vehicle. Folks won't like any of it initially but human's are adaptable and will if we give enough carrots and few sticks to incentivize them. I had to become partially disabled and on road to being crippled to get me as a young middle aged male to start using a bike as my main mode of transport, exercise & fun except for work which necessitated driving as clients businesses were all over bay area. Once started I found I had a lot of fun riding a bike and began to detest driving a vehicle as it's boring in comparison, not to mention mind numbing and just plain bad for one's health. That's me story and I'm enjoying it.

Lighting along the Lynch Creek Trail, and on the trail along the railroad track would make night biking safer

Please create lighting and signage at entrances to new trail next to smart tracks (near Lucky entrance and DMV).

We regularly choose to use residential streets to avoid cars. New crossing at Oak is poor for bikes, we use it often to enter downtown from east side to dine.

I stopped riding to work when a person was killed on their bike on the Corona overpass. That overpass is too dangerous.

I heard that the city is already looking into the feasibility of a pedestrian tunnel that would go under McDowell/run along lynch Creek. I think that's a great idea and similar projects should be looked into. Getting across McDowell and Sonoma mountain parkway will usually add a lot of time to my trips on bike. The east side of Petaluma already has some wonderful trails along each creek. Connecting them with more pedestrian tunnels/underpasses is something I think should be looked into. It would allow more connectivity and remove some of the hurdles of active transportation. Thank you for taking the time to read this and for all of the work you're doing. I see a lot of negative comments from people on Instagram. I think they at their core many of them are uninformed. Maybe posting pictures of bike infrastructure in the Netherlands and the Nordic countries along with some of the benefits of this infrastructure (especially economic and health) could inform some of them. Thank you again. I really appreciate you taking on this challenge.

- 1 Lynch Creek trail is a great connector for walking and bikes, but it is not safe due to folks with mental
2 health and drug issues. Washington and Corona are not safe because they were designed for cars not
3 pedestrians.
- 4 It's great seeing all the improvements to bike lanes in town, but they're just not well connected. I don't
5 feel safe biking in the areas between the newer, safer lanes so still don't ride my bike. I used to but
6 almost got hit on Lakeville, McDowell, and D Street. Also the bike lanes - even the newer, safer ones -
7 end up filling up with debris and rocks. I just wish we could have a bike lane that was separate from the
8 road and the sidewalk, and not on the same level as the road. Could we turn sidewalks on one side of the
9 street to bike lanes, for example?
- 10 The bicycle community complains that our infrastructure is based around the car and it's difficult to share
11 the road. A crossing at Rainier would be perfect opportunity to create another crossing with the primary
12 goal of bicycles, being the primary mode, transportation, but allowing vehicles also across as an example
13 of how future roadways should be built.
- 14 Thank you for finally removing the obscene gate at the catwalk, and the bollards. It is a great
15 improvement.
- 16 And thank you for enabling "Ped Advance" at the traffic signals with pedestrian movements. It is a huge
17 benefit for pedestrians.
- 18 McKenzie crossing has improved for biking with children with the removal of gate and bollards. However,
19 it still needs a curb cut at the entry on McKenzie. The tight turns going up/down the walkway is
20 challenging and unsafe with cargo/kid bikes.
- 21 Use any extra money on the police force or helping the homeless. There are plenty of bike and walking
22 paths around town.
- 23 Thank you for the effort!
- 24 This is a waste of time and money. Most people drive and will continue to drive. Make roads safer for
25 vehicles.
- 26 This survey was predisposed to a set of conclusions. Thoughts of alternative perspectives were not
27 offered.
- 28 for me, 101 is it the major hurdle. The intersection at D street and Lakeville present many issues
29 concerning safety and connectivity.
- 30 improvements are needed to improve accessibility and safety for people with disabilities and seniors.
- 31 The changes that were made to Rainier between Maria and Rainier are a disaster! I have to wonder how
32 much thought was put into this decision.
- 33 Please improve lighting on Caufield overpass and up to McDowell. I walked this at night a few months
34 ago and it was very dark. I was not seen.
- 35 Please fix our streets
- 36 Please, please make Petaluma more bike friendly and safe for use to go to either side of the city.
- 37 Adding trail to Corona Road that passes by outlet mall and adding trail or sidewalk to new SMART
38 station. Expanding/ improving bike trail along north McDowell.
- 39 Rainer undercrossing should be wide enough for emergency Fire, Police, Ambulance vehicles! Please!

- 1 When bike lanes are created having the "green barriers" seem to be an obstacle to cleaning those lanes.
2 I will now often not ride in those bike lines due to the amount of "road debris" in the lane which could
3 puncture my tire or cause me to fall off my bike in certain cases.
- 4 Stop wasting our city dollars on bike paths that are not needed and start using it to fix streets, lights, etc.
- 5 It feels extremely unsafe using the pedestrian walkway to cross 101 at the Washington overpass.
6 Connecting east side to west side at Luchessi Park or Rainier would be great
- 7 Not sure whether Petaluma can address the crossing at SR 116, but that would be my #1 choice for
8 improved bike access across 101
- 9 The catwalk needs to be cleaned up and have its lighting improved. It's the best location for walking
10 between the east and west sides of town, but incredibly neglected and doesn't feel like a safe place. The
11 street leading to the catwalk needs improvement as well
- 12 I already use the Lynch Creek Trail quite a bit to cross from the west to east side of town by bicycle. I
13 would like to see better, safer bike routes for me to travel from D St to the Lynch Creek Trail
- 14 I do not feel safe on Lynch Creek Trail and business & homes along the trail have problems with
15 homeless, theft and vandalism.
- 16 Please be sure to make the approaches to these improved crossings safe as well.
- 17 Lynch path needs upgrading, and the beginning of it, by Clover, needs paving and a bigger opening from
18 Lakeville. The crossing at McDowell is certainly problematic, as is getting to the path along McDowell.
19 Corona Road Bridge is quite narrow and a bit nerve-racking, and the memorial white bicycle there is a
20 constant reminder of the risks associated with crossing it. Corona Road in general, especially going out
21 toward Ely and Adobe roads, needs to be widened with proper bike lanes. I have punctured tires on goat
22 heads multiple times on that stretch, which is also quite bumpy. The new bollards on the new McDowell
23 paths up by the breweries are really fabulous, but only if you have a way to regularly remove debris from
24 the lanes, since the street cleaners are obstructed. I'd rather have a clean lane without bollards than
25 bollards with gravel, sand, and leaves in the lane. I'm looking forward to the new bike path along SMART
26 to Penngrove, especially since biking along Redwood Highway in front of the SMART offices is really
27 fraught owing to poor pavement conditions. And crossing from there over to McDowell is not great on a
28 bike, given the speed of cars along that stretch. Finally, you don't mention Caufield Street and the new
29 bridge, but that will be total game changer. Really looking forward to that. Thanks for all the
30 improvements!!!
- 31 The Mckenzy catwalk pedestrian overpass has a steel plate doorway on the East side top that attracts
32 teenagers and other unsafe looking people who hang out there and leave trash which makes it feel
33 unsafe and uncomfortable to pass through. I have often used the Caufield overpass to avoid this and
34 turned around. However Caufield has bad bike lanes and other problems that make it unsafe to go back
35 and over also. If Caufield could be made safe and safe ways to go from Lakefield to D street or from
36 Caufield over the river on a pedestrian bridge to Petaluma Blvd created, that would be good also.
- 37 Corona road overpass is the most dangerous for pedestrians and bicyclists. There is very little room for
38 error and bicyclist are very difficult to see at night. There have already been accidents at this location.
39 This location should be the first to be fixed especially with the new SMART station opening there soon.
- 40 Rainier is not an issue with biking. Traffic is minimal compared to Washington and Corona. Lynch Creek is
41 safe when the homeless are not around.

1 I see very little walking or biking. It is impractical in today's busy lifestyle. I drive 99% and would like
2 roads improved for cars.

3 The pedestrian overcrossing at McKenzie is very often filthy. Residents have cleaned it themselves but
4 the city needs to step up and take responsibility too.

5 Bike riders not using bells or shout outs are a real danger to walkers!

6 Si hubiera la oportunidad de conectar la calle Rainer Ave. con Petaluma Blvd. seria un gran alivio al
7 trafico que hay en las tardes en en la calle Washington. Y habria menos peligro para los ciclistas que
8 circulan por esta calle. Gracias por la oportunidad de dar mi opinion y tomarse un momento para leerla.

9 *Translated: If there was the opportunity to connect Rainer Ave. with Petaluma Blvd. it would be a great*
10 *relief to the afternoon traffic on Washington Street. And there would be less danger for cyclists traveling*
11 *on this street. Thank you for the opportunity to give my opinion and taking a moment to read it.*

12 The Park to Park Crosstown path, with signage and safe/safer routes, especially on D Street could be a
13 great community resource - connecting both sides of the city, promoting our parks and tourism and
14 everything in-between.

15 I'm very concerned about the number of high speed (15 to 20+mph) electric bikes and scooters on the
16 Lynch Creek trail these days. There needs to be an enforced speed limit, and riders need to warn
17 pedestrians before they pass. Also there are sometimes gas powered motorcycles on the trail - like
18 proper road motorcycles! People taking shortcuts instead of using the roads. This is clearly an abuse of
19 the trail and unpleasant for other users.