

**Rainier Avenue
Traffic Calming and Paving Project
Web Form Responses**

Entry Date	Comment:
4/6/2022 14:46	As a resident who resides on Rainier & having had 2 of cars crashed into and totaled, I agree on the elimination of the 2 lanes to help reduce traffic speed. I am deeply concerned on the idea of having the bike lanes added closest to the side walk as this will place our cars closer to the road putting our cars park on the street more at risk of getting crashed into. Furthermore, I live on the 2nd driveway on the left before Maria Drive and as it is, it is difficult to pull out on street because of the fast cars passing by & the way the road curves. Currently, I have the cushion to stop on the space in the bike lane after I exit my driveway should a car come by fast before I get into the lane. If you put the bike lane closer to the curb, my view will be blocked by the cars parked, & will have a higher % of getting hit by cars coming by because of the obstruction of those parked cars & the way the streets curves. Please consider protecting the Rainier resident drivers from being hit.
3/23/2022 21:36	I'm a quad owner on Rainier but am unable to attend the meeting on 4/29 but I share all of the concerns of my neighbor's group and heartily support their recommendations, especially, moving the bike lane so there is a two-way lane on the south side. Given the fact that there are no driveways on that side and no parking allowed, having the lanes there seems to be a no brainer. I am also very concerned about the crosswalks as my wife, who uses a medical scooter, puts her life in danger every time she uses the one at Rainier and Rushmore. The fact that the city has chosen not to enforce the state law calling for a 20ft no parking zone on both sides is unfathomable to me. If nothing else happens to Rainier the enforcement of the parking laws should happen ASAP. I would also like to see a larger flashing sign at the crossway. Now many drivers either ignore the flashing sign or do not see it. Police ticketing for speeding or ignoring the flashing warning would enrich the city coffers.
3/23/2022 18:51	I'm not sure that I can make the meeting on March 29, 2022. That being said, I support the neighborhood-coordinated proposals and alternatives that Carolyn Brand has worked on with community input and neighbor discussion. If I am absent, Carolyn can speak for me and my family. We have worked tirelessly as a neighborhood to ensure that our friends and neighbors have made a concerted effort to ensure that we meet the city goals for safety and traffic reduction while also ensuring that there is stakeholder input in the process to address our shared goals. Thank you for the opportunity to discuss this initiative.
3/22/2022 6:41	I'm unable to attend the Rainier Neighbors presentation on 3/29, but I support the ideas being presented by our neighbors group Thank you
3/19/2022 17:48	I may not be able to attend the Rainier Neighbors presentation on 3/29, but I support the ideas being presented by our neighbors group, specifically alternate proposal #2

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Entry Date	Comment:
2/26/2022 22:17	<p>As a long time resident (30 years) of the area near Rainier (I live on Pipestone Circle) and someone who frequently walks and crosses Rainier at Acadia Drive, one of my greatest concerns is the way vehicles use the stretch from Maria Drive to Sonoma Mountain as a speedway, accelerating quickly to cover the stretch and often going way beyond the speed limit. I've had one very close call from a motorcycle going at high speed and unwilling to allow me to finish crossing safely (he was not anywhere in sight when I began crossing). So anything you can do to make it safer for the numerous pedestrians who cross at Acadia Drive would be greatly welcomed.</p> <p>I know there is a light and crosswalk at Sonoma Mtn, but that's a long block up and back down from Acadia Drive.</p>
2/24/2022 19:31	<p>Forwarded from NextDoor.com discussion string initiated by Teddy Herzog about Petaluma Road Diet projects:</p> <p>From Bernie Album, 2/24/22: "Take note a major concern I have about Rainier Ave is because one side is residential, there are cars parked on one side. A draft plan showed Class IV bike lanes between the curb, a barrier, parked cars then a travel lane. This design appears to be dangerous for bike rides because I do not like being tapped between the curb and any kind of barrier. I see potential conflicts with pedestrians accessing or exiting parked cars in addition to debris like broken glass, miscellaneous trash and loose gravel in the bike lane. Who and how will the bike lane be maintained?"</p>
2/24/2022 18:26	<p>Would you please provide the following information: If parking on the North side of Rainier is moved from curbside to "outside" of the proposed bikeway, adjacent to the through-traffic lane, how many actual parking "spaces" would there be on the North side with 20-ft setbacks at 28 locations along the street (20-ft on each side of 14 quad driveways) plus intersection setbacks? Thank you.</p>
2/24/2022 17:22	<p>Forwarded from NextDoor.com RAINIER AVENUE REDESIGN PROJECT - SPECIAL INTEREST GROUP on NextDoor.com:</p> <p>From Stephanie Sims, 2/23/22: "I'm not opposed to the lane change on the road. But like others I'm concerned about the layout, bike lane, safety, parking, trash pick up and to be frank the overall aesthetics of the barriers on the road. That video confirms it's not safe to exit driveways and makes the street appear more city like than residential. I'm so frightful at the thought of myself or kids using bike lines hidden by parked cars turning into driveways."</p>

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2/24/2022 17:09	<p>From Lori Lee 2/24/22: "If they're doing the redesign to get the class IV bike lane funds, they're chasing the money and I'm afraid that they'll push it through regardless what anyone says even if it doesn't make sense. I hope that's not the case, but they're not going to have the \$\$ to complete the connector for a LONG time so they may see this as their golden ticket."</p> <p>comment: Others have expressed this idea to me in casual conversations in the neighborhood. There does seem to be an urgency by the project team to do the project. But we cannot effectively address motivations. We're focusing on engagement, which the team surely knows is neither easy nor speedy in these times.</p>
2/24/2022 16:59	<p>Forwarded from NextDoor.com RAINIER AVENUE REDESIGN PROJECT - SPECIAL INTEREST GROUP on NextDoor.com:</p> <p>Continued 2/24/22: "[Consider] how many cars go in and out of the [quad lots] driveways each day. With 4 homes per cul-de-sac, and I would start using that term, you can estimate at least two cars per home. Then, the average number of car trips per car that the city uses is 7.2 per day. So, 4 homes times two cars times 7.2 trips per day equals roughly 50 cars in and out of each cul-de-sac per day."</p> <p>comment: 2 cars per home is minimal estimate. In our quad alone, there are 5 daily commuting cars PLUS 5 additional cars owned by residents at home who drive in-and-out on daily errands PLUS 3 "other" vehicles such as RVs and pickups which are parked either on quad-lot parking pads and on the street. And this is not unusual for the Rainier neighborhood. We can canvas for more accurate statistics.</p>
2/24/2022 16:46	<p>Forwarded from NextDoor.com RAINIER AVENUE REDESIGN PROJECT - SPECIAL INTEREST GROUP on NextDoor.com:</p> <p>From 2/24/22: "Maybe they should test this concept on West Payran ... it has minimal cars parking on street, and has plenty of space. And West Payran is an absolute nightmare for bike/ped, crashes, and speeding. Comparable traffic volume to Rainier too.... West Payran has comparable traffic volume. Plus the few homes on West Payran are not cul-de-sacs serving as driveways for multiple homes. It would be less inconvenience for homeowners. Speeding and crashes are also a huge problem on West Payran. I bet the residents on that street would love any improvement to bikeability. Families won't even let their children cross the street in crosswalks alone on that st."</p>
2/24/2022 16:40	<p>As lead of the Rainier Avenue Redesign Project special interest group on NextDoor.com, I will be entering copies' of our membership's posts in this forum, for your consideration. This is an effort to provide the community requested feedback that otherwise may not be seen by your team. PLEASE NOTE: These entries, to follow as they come in, will have my name as the sender, but will include the actual commenters' names in the body of the post. (So you will see a number of entries with my name, but are forwardings from our NextDoor.com group.) Thank you!</p>

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Entry Date	Comment:
2/24/2022 16:39	As lead of the Rainier Avenue Redesign Project special interest group on NextDoor.com, I will be entering copies' of our membership's posts in this forum, for your consideration. This is an effort to provide the community requested feedback that otherwise may not be seen by your team. PLEASE NOTE: These entries, to follow as they come in, will have my name as the sender, but will include the actual commenters' names in the body of the post. (So you will see a number of entries with my name, but are forwardings from our NextDoor.com group.) Thank you!
2/23/2022 21:01	This email is directed to Ken Eichstaedt - Ken, I live on Rainer between Prince Charles and Rushmore. I questioned your count of parked cars so I took a quick drive down. While parking on my block is pretty full, parking between Rushmore and the Parkway the cars that are parked on the south side could fit into the spaces on the north. That means my only concerns parking are focused on getting in and out of our driveway and the safety of the Crosswalks. My wife avoids any that do not have a signal, but, even the Rushmore one that does have a signal is unsafe. With the button on the sidewalk, on the north side and a car or truck parked just the east, you can't see an oncoming car nor can the driver the person. Many drivers, even if the sign is flashing, drive right thru if they do not see an actual person in the crosswalk. My wife who uses a medical scooter can't see oncoming traffic till the nose of the scooter is in the lane. One of your photos shows a vehicle blocking sight lines.
2/23/2022 19:31	As an east side resident living near Lucchesi Park who frequently walks and bikes along Rainier, I fully support a road diet on this road with separated bike lanes, improved/shortened crosswalks, and removing unneeded parking. This is an opportunity for our community to improve safety and increase active transportation. This could set an example for the city and county of how separated bikeways could successfully function in our community, and show the community it's possible.
2/23/2022 17:14	<p>Bike Petaluma supports the proposed improvements to Rainier. Buffered bike lanes on Rainier will make riding safe for all ages and abilities. Safety is the most common reason people give for not riding or walking on short trips. Improved bike and pedestrian infrastructure will improve safety for all road users and reduce traffic by getting more people out of cars.</p> <p>Additionally we would like to request bollards or something similar to keep cars out of the bike lane and buffer, a bike button on the eastbound side of the Rainier x McDowell intersection, and safer connections from Rainier to the Southpoint and Lynch Creek trails.</p>

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Entry Date	Comment:
2/23/2022 10:50	<p>These comments are to help make the project acesaaible to people with Disabilities. The proposed crosswalks are good as they are highly visible and have curb extensions. If not already in the plan add plastic bumps on the curb ramps to give a physical indication that the sidewalk will end. Given the heavy traffic on the street it would be good to have pedestrian signals all the crosswalks at the Maria Drive intersection. The crosswalk will need to allow enough time to cross a person with disability may need 15 seconds instead of 10 to safely cross The button to press the signal will need to be at a height/angle to easily pressed by someone in a wheelchair. The button should also vibrate to give a physical indication when its safe to cross in addition to visual and audio ques that its safe to cross. Finally both proposed street design(McDowell and Rushmore) are good as having a physical barriers make them more acesaaible, consider having a protect lanes on Rainer Ave as well.</p>
2/21/2022 23:14	<p>I think that it's a good idea to narrow that intersection. It will make it safer.</p> <p>Also, plan that Rainier will be a wildlife corridor that would go under 101.</p>
2/21/2022 17:58	<p>The drawings that are visible online don't provide a great level of detail. Overall, I endorse the concept of a road diet. There is no justification for Rainier or any of the other 4-lane roadways in town to be 2 lanes in both directions. Travel lanes need be no wider than 10'. If we are serious about Vision Zero, we will post the speed limit at 25 mph. With a bit of imagination and artistry, the proposed roadway need not look so sterile. How about some trees?</p>
2/10/2022 21:57	<p>This is a good street to test concept and design with minimal effort by mostly stripping. Since it really does not get used as much as other streets and has lots of width it is a good start point. But it does not go anywhere and is a short stretch so getting comparison data before/after will not be much different. Like first roundabout to give people the idea, experience it, practice with it.</p> <p>Can we also do similar design for Washington from Adobe Road to FWY or FWY to past downtown. This is where it is needed more and could be part of new plans for Washington.</p>
2/7/2022 20:20	<p>You have had several chances to fix the turn arrows and they still are wrong. Hope whoever does the road markings gets it right. You do not discuss parking but if your plan is to still allow it on the north side it will make the bike lane tricky - avoid the parked car or truck or RV and hit barrier or avoid the barrier and hit the parked car or truck or RV. I know there is supposedly a bike lane there now but with all the cars packed, I do not think I have ever seen anybody try to ride in it.</p> <p>Is it the plan that eventually all east/west streets will have bike lanes or is it planned to make Rainier the bike route to the West? What's the plan for the Bike Trail? If it does not already run from Sonoma Mtn Parkway to Petaluma Blvd as once planned, will it?</p>

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2/6/2022 18:21	<p>A post card was mailed to us which references a community workshop and the city of Petaluma website for the Rainier Avenue project. I cannot find a reference on the website about how to attend the workshop. Please let me know how and when to attend.</p> <p>Thank you,</p>
2/6/2022 10:55	<p>The intersection of Rainier and Acadia needs a crosswalk with a flashing light to cross Rainier - similar to what is in use at Rushmore. A lot of pedestrians and cyclists cross Rainier here.</p>
2/6/2022 10:45	<p>The intersection of Rainier and Acadia needs a crosswalk with a flashing light to cross Rainier - similar to what is in use at Rushmore. A lot of pedestrians and cyclists cross Rainier here.</p>
2/5/2022 14:39	<p>Hi Team,</p> <p>We have lived in the immediate area on and off for about five years.</p> <p>We are excited Rainier will be getting paving and striping improvements. Adding a bike lane (with no physical barriers) sounds fine given very few cars seem to consistently park on Rainier.</p> <p>I have to disagree on cutting down drive lanes as this doesn't make sense considering the likely significant increase in traffic from the planned Rainier crosstown connector.</p> <p>Thanks and regards,</p>
2/4/2022 17:08	<p>I think this is a waste of money. So let's squeeze the 5000 vehicles a day from 4 lanes to two lanes. That doesn't make any sense to me. You say there were 9 crashes at this intersection.. what intersection??</p> <p>How do I attend the meeting in February. This was to suppose to tell us. There was no information about the meeting. Please advise. Thank you.</p>
2/4/2022 16:49	<p>To Whom it may Concern,</p> <p>We received the flyer about the Virtual Community Workshop for the Rainier Avenue Complete Street Project and about using Zoom. The flyer does not give you a "meeting id number" to use to logon to the Zoom meeting on February 23rd. Under Meetings on the page it shows future meeting but not for this, only the Technology Advisor Committee. The flyer says this meeting will be at 6pm to 8pm but no meeting id number. When or how to we get this information before the meeting on that day.</p> <p>Sincerely</p>

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Entry Date	Comment:
12/23/2021 11:12	<p>This project, and the road-diet for Petaluma Boulevard South, are going to help the city meet it's goals for carbon reduction. I whole heartedly support both of them. As a cyclist and a motorist I can attest to both Rainier and Petaluma Boulevard South having far fewer motorists than they were designed to support (according to numbers I've found here http://www.mikeontraffic.com/numbers-every-traffic-engineer-should-know/), yet cycling on both of those streets can be quite sketchy at the best of times. Having dedicated class IV, class III, and even class II lanes will go a long way to making cycling more accessible and possible for all Petaluman's.</p>
12/12/2021 12:38	<p>Hi. Is this project still on track? It seems unlikely to be completed this year. Looking forward to progress on this project. It is a much needed improvement.</p>
10/8/2021 15:36	<p>Mr. Eichstaedt, I live at in a quad. I am totally against your proposal for the following reasons. The parking that you are allocating by the quad will not be enough because everyone that parks by the condos will be trying to park by the quads. Most people in the quads have three or more cars and cannot park in the shared driveway because it is a "Fire Lane". With the crosstown connector opening there will be even more cars coming down the street at 40 or 50 mph (especially around 3pm thru 7pm). No police are around to stop them from going over 35 mph. Some person from the condos will try to park on this side and then walk thru that traffic and get hit by a car and injured/killed. This is not a good idea. There are not enough bike riders to justify this change. If you want to make it safer, put some bumps in the road all the way to Sonoma Mountain Parkway. People are going to fight over the parking and some cars may get side swiped.</p>
10/6/2021 20:02	<p>I am very excited about getting a Class 4 bike and pedestrian travel way in Petaluma and esp. so since it is near where I live. I am sure the community input and engineering will be worked out and we will love the outcome. Live Green buffers and shade from trees will benefit everyone - slow traffic, shade travelers, shade the street to reduce heat island effect.</p> <p>I would like to explore an extension of this concept in a larger vision. Since car road proposed for Rainier overcrossing is unlikely due to costs, let us use that proposal and turn it into a bike and ped pathway that crosses the train tracks at ground level and river with a light bridge. That bridge would be strong enough and wide enough for an ambulance or police car for cases of emergency use. One lane wide with shoulders for passing of ambulance and bikes or peds. No car or truck travel. All part of creating multiuse park in the flood zone. Connected trails.</p>
10/3/2021 6:30	<p>I would oppose reducing the number of lanes of traffic. That will be a major road with the completion of Rainer crossing.</p> <p>What really needs work more is North Mcdowell north to Redwood. Highway. When is this going to worked on? More traffic than Rainer.</p>

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Entry Date	Comment:
9/29/2021 16:24	<p>I don't know what the fiscal impact is on reducing the lanes coming or going on Rainier, but from a traffic flow standpoint, it is a bad idea. The most convenient connector for most is the East Washington connector. It can take upwards of thirty minutes to get from the Eastside to the Boulevard some days. The traffic is horrific and with all the building that has gone on over the last 20 years, we have MORE people and vehicles to move - not less. I moved here in 2000 and one of the selling points in the paperwork for our development was the Rainier crossing...I'll repeat - that was in 2000! Still no overpass/underpass to this day and now a 'road diet' is being proposed? Oh my goodness - please tell me that this isn't set in stone yet. PLEASE take the community's opinion into consideration since we are the ones who will have to live with it. We need the Rainier Crossing before anything else is done.</p> <p>Thank you for your time.</p>
9/27/2021 14:47	<p>This project is unnecessary and does not adequately address the needs of our neighborhood. No left hand turn lane is needed, and bicycle riders very rarely use this street. Try sending someone out every day for one week to see how many bikes use this street. Eliminating parking does not make sense. Put our taxpayer money where it is needed most - North McDowell please.</p>
9/25/2021 16:04	<p>I am shocked money is being spent on a project like this when there are currently no traffic issues on Rainier and it's one of the few well paved streets in Petaluma. There are so many streets in our city in horrific shape with severe potholes that should be addressed well before this project should even be considered. I have biked and walked down this street plenty of times without any issues. There are many other streets in our city that could use drastic improvements to make driving, biking and walking safer- this is not one of them.</p>
9/21/2021 21:09	<p>I like the new proposal on Rainer from North McDowell to Sonoma Mountain.</p>
9/20/2021 19:38	<p>Love the buffered bike lane and parking adjacent to drive lanes. Why aren't the bike lanes green in entirety? Thank you</p>
9/20/2021 18:26	<p>I would propose keeping the travel lanes 10' in the Rushmore to SMP section and give the extra space to the bike lanes or buffer zone. Giving that extra space to the buffer zone could help provide extra space for passengers opening the passenger side car door. Similarly in the N. McDowell to Rushmore section, I'd explore reducing the travel and turning lanes to 10' and give the extra space to the bike lanes and buffer zones. Reducing the traffic lanes will slow cars and create safer streets. Thank you for this project!</p>
9/19/2021 11:14	<p>This is going to block traffic going to and from all schools during pick up and drop off times. It will make it less safe for people, and create more carbon from stopped traffic. I would like to know when you are going to propose this idea to the community, so we the people who live in the area can have a say in our streets. Rainer is the Caufield lane of the North East side. If you would not do this to Caufield please don't do it to us.</p>

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9/19/2021 10:14	Schools were closed at time of traffic count. Street is being extended to relieve E. Washgt. So more cars will be using it. Bad idea to reduce lanes. Schl.Chld.use sidewalk. Look @ So.Mtn.Prk. Way. Actually, even many adults do, City is making a BAD decision if going forward.
9/18/2021 13:55	We do not agree with the proposed changes. Rainier is a essential thoroughfare that connects people on the eastside to shopping on McDowell as well as at least four public schools, at least one preschool and the Junior College. To lessen the number of lanes would divert traffic to neighborhoods, which affects the quality of life for those streets. In addition the bike lanes on Rainer on fine as they are! To make changes to Rainer is making changes for the worse and will create a traffic nightmare.
9/18/2021 13:54	We do not agree with the proposed changes. Rainier is a essential thoroughfare that connects people on the eastside to shopping on McDowell as well as at least four public schools, at least one preschool and the Junior College. To lessen the number of lanes would divert traffic to neighborhoods, which affects the quality of life for those streets. In addition the bike lanes on Rainer on fine as they are! To make changes to Rainer is making changes for the worse and will create a traffic nightmare.
9/18/2021 10:59	Stop wasting money and fix the streets that need it. SAD!
9/18/2021 4:50	Exactly, the road gets used by a lot of cars, NOT bikes or pedestrians. I can not remember the last time that I saw a bike on that road. Plus, please, if you don't use that road, DO NOT have anything to do with this decision.
9/17/2021 21:29	What impact to expect this to have on traffic? It's already bad. This plan leads me to believe it will be worse. Please do not eliminate traffic lanes.
9/17/2021 20:35	I strongly support this project.
9/17/2021 19:45	I am very supportive of the proposed changes to Ranier, especially in anticipation of the Petaluma North train station. I would highly encourage the consideration of reduced speed limits or traffic calming on Ranier.
9/17/2021 17:27	If the city is concerned about public safety and safer routes near schools, I wonder if they have driven down Caulfield and Casa Grande Road. These roads are basically gravel. We live on Warrick ct off Rodgers way, which are also basically gravel. I appreciate the slurry projects around town, but not seeing any of these other roads in the cities 5 year pavement plan is unacceptable. Pavement preservation is important but the city needs to focus some of that attention to other streets that are actually failing and dangerous for the public.
9/17/2021 12:14	LOVE IT!!!
9/17/2021 9:58	The road markings that are shown here look good for everyone.

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Entry Date	Comment:
9/17/2021 7:49	I do not see the need to change the lanes from 4 to 2. Plus, taking away parking so we can only park on one side of street and then have to cross to get to apartments is dangerous. This is ridiculous in my opinion. I like having the option to pass a slow, under speed limit, car. Don't take that and parking away. Resurface and be done. I've ridden my bike on there no problem without bike lane. Spend rest of money on more needed roads like I street or Ely ext. Those need work and bike lanes!
9/17/2021 7:45	I do not see the need to change the lanes from 4 to 2. This is ridiculous in my opinion. I like having the option to pass a slow, under speed limit, car. Don't take that away. Resurface and be done. I've ridden my bike on there no problem without bike lane. Spend rest of money on more needed roads like I street or Ely ext. Those need work and bike lanes!
9/16/2021 19:03	<p>I'm glad you are working with the community before finalizing the project. I approve of using funds to pave Rainer Avenue from North McDowell Blvd. to Sonoma Mountain Parkway. I don't approve of changing the pavement markings.</p> <p>We have lived off Rainier Avenue near Acadia Drive for 26 years. I think Rainier Avenue is already one of Petaluma's safest roadways for cars, pedestrians, and bicyclists. I would like to see no changes to the pavement markings. If anything put a crosswalk at Acadia Drive, that would improve safety for those crossing at that intersection.</p> <p>If you want to meet Climate Action goals by allowing roadway users to feel more comfortable and safer walking and riding bikes in Petaluma there are plenty of unsafe roads that would be a higher priority than Rainier Avenue and need improvement.</p> <p>Funding provided by SB-1 & Measure U should be used to fix and improve roads that desperately NEED SAFETY IMPROVEMENT like Corona Road, North McDowell Blvd., and East Washington St.</p>
9/16/2021 18:49	Could the intersection of Ranier and Maria also become a round about when they do these changes? I think we should make as many intersections in town round abouts, i hate stop signs.
9/16/2021 17:04	I like the new proposal on Rainer from North McDowell to Sonoma Mountain.
9/16/2021 16:02	i find reducing the lanes from two eachway to one eachway is stupid and really not very practical. I am not sure if Petaluma is just getting to the point if you want to get around this town you can't drive. I am so disappointed on this mayor, city counsel and the bullcrap that is happening. under what common sense approach does this make sense. Can't wait to vote the current folks out.
9/16/2021 16:02	i find reducing the lanes from two eachway to one eachway is stupid and really not very practical. I am not sure if Petaluma is just getting to the point if you want to get around this town you can't drive. I am so disappointed on this mayor, city counsel and the bullcrap that is happening. under what common sense approach does this make sense. Can't wait to vote the current folks out.

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Entry Date	Comment:
9/16/2021 15:35	I am a homeowner who lives very close to here, a driver, a bicyclist, and a voter. Please do not make Rainier 1 lane at the intersection of N. McDowell! This will increase traffic congestion at this intersection and I have never felt unsafe riding my bicycle here. Thank you.
9/16/2021 12:42	PLEASE reconsider turning this stretch of roadway into 1 lane each way. It's a major artery regularly used by parents driving to/from school(s). You will essentially be creating gridlock between 800-830 & 215-315 which will result in reckless driving as drivers become frustrated. The middle turn lane makes no sense and takes up useable roadway. Anyone who traverses this stretch daily knows that 2 driving lanes are needed.
9/16/2021 11:49	I applaud the intentions shown here: specifically: reducing the number of traffic lanes and providing protected bike lanes. These comments: 1) Where are the much-needed street trees (shade reduces Urban Heat Island effect, sequesters CO2, etc.), 2) Traffic lanes need be no greater than 10' in width. Wider lanes increase speeds which tend to result in more extensive accidents. Remember our Vision Zero goals!!! 3) Can we please consider CoolSeal (a light-colored asphalt-based sealcoat) as has been used extensively in LA).
9/16/2021 10:52	Try driving Sonoma Mountain Parkway during drop off and pick up times. Trying to get both kids picked up and dropped off at Kenilworth and Casa Grande. Almost impossible as it is!! This would make the traffic on Sonoma Mountain Parkway worse. Just a ridiculous idea by someone who obviously doesn't drive in the area during these times.
9/16/2021 10:42	Sorry, but this is a horrible idea!! The traffic in that area is too bad during school pick up and drop off times. This will make it worse and terrible to have to drive through. There are too many people in Petaluma to take it down to only one lane each way. Don't do it!!!!
9/16/2021 10:12	Hi Ken, The design looks like a great improvement on the current one! My question/suggestion is to at least allow for tree plantings along the street was much as possible, if they cannot be part of this phase of the project. On another bicycle note, I commend the crew who did the re-paving after the infrastructure work on C Street between Fourth and Sixth. They did a painstaking job of getting smooth connection between the new blacktop and old cement/curb transition. They left no bulges to threaten my stability on the bike! I was so impressed I watched them working on it and thanked them personally. (I recommend we have them redo the terrifying bulges on East Washington Street!)
9/16/2021 10:08	I've lived in Petaluma for 40 years and see about 3 people riding bikes per year. We should be making safer streets for cars. Cars are needed for shuttling kids, grocery shopping, transportation to work, etc. Nothing will get people out of cars and to think so is delusional and unrealistic.

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Entry Date	Comment:
9/16/2021 9:33	1.What will the barriers look like? 2.Who and how will the bike lane be kept cleaned of broken glass, debris, hazardous obstacles like tree branches,sand,trash? 3.As a bike commuter I am worried about conflicts with the parked car drivers,passengers and other pedestrians accessing sidewalk when crossing the bike lane. 4.Bikes commuters traveling in Class II bike lanes can navigate around obstructions such as trash bins,delivery & service vehicles In a Class IV I fear being trapped with no way out except stop. 5.Pedestrians making a mid block crossing from the south side will be forced to walk in travel lanes to access the closest open barrier space to access the sidewalk on the north side. 6.Barrier design should provide many openings to allow bike riders to escape riding in the lane and for pedestrians to safely access the sidewalk without conflicts with on coming bike, traffic. 7. Signage should indicate direction -> of traffic
9/16/2021 8:24	This is a complete waste of tax payer dollars. These funds should be used elsewhere for city roads. Pave Rainier yes, but that is all. There are already bike lanes and sidewalks on both sides of the street. When was the traffic study done? During Covid and school lock downs when there was hardly any traffic? Stop wasting money. Start ticketing all the cars for sale or trucks that advertise services, that will keep the bike lanes open.
9/16/2021 8:22	Hoping you'll repave 8 th St btw D and I. It's so patched and crowned that it's hard to open the driver's side doors and exit the car when parked on the street. Thanks!
9/16/2021 6:57	I would oppose reducing the number of lanes of traffic. That will be a major road with the completion of Rainer crossing. What really needs work more is North Mcdowell north to Redwood. Highway. When is this going to worked on? More traffic than Rainer.
9/16/2021 6:31	Your "slurry" seal your using a is a cheap fix that does no good on repairing our horrible petaluma roads do it right the first time and it will last for decades. Also when are you guys going to re pave Caulfield that pot holed rd is a hazard. As far as your north McDowell project it's a huge waste of money as you guys stated it's already a high traffic busy rd so why would you get rid of a lane to build a bike lane for your urban development agenda?? The decisions you guys make for our town are asinine and do us all no service with trying to destroy down town and remove our fairgrounds that have so much potential for the community but instead you guys want it to fail and look like shit so you can build more unnecessary housing and vacant store fronts. Wake up and listen to us because you guys are ruining our town and doing everything backwards. Another topic is our outdated parks why isn't money being put towards a program to update ans create more parks for our young community??

**Rainier Avenue
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9/16/2021 5:58	Don't waste money on reducing the number of lanes when you keep allowing apartment/homes to be built in the surrounding area. More people + less lanes = more congestion, pretty easy math.
9/16/2021 5:39	Once again the City of Petaluma fails its tax payers. There were many small streets that were paved that didn't need it but yet North McDowell and Caulfield Lane among others were completely untouched. This Rainer street project, a street I drive on every day, is totally unnecessary and another waste of our tax payer money. I protest this project sir. There is plenty of bike and pedestrian space on Rainer as of now
9/16/2021 0:12	I live in a neighborhood by this proposed project. This street is a major thoroughfare during commute time since it is very close to a couple of schools. Please reconsider reducing the lanes. People will just opt to take residential streets as a work around. I'm all for increased bike lanes, but I don't think this will have the intended consequence. There are streets nearby that are in need of a slurry seal much more than Rainer. This just doesn't make sense...
9/16/2021 0:08	Glad to see this happening. Few cars for a 4 lane main route. Built to serve the road across the fwy and river and train tracks so future traffic may depend on whether the EW crossing ever comes to be. I would like to see bike and pedestrian path continue under fwy to river. No cars. Would like to hear more about barrier that is "green" and how to get some vegetation in that barrier, hopefully lots of native shade trees.
9/15/2021 23:53	As usual.. the city is taking our hard earned tax dollars and wasting them on 1) slurry seal that is a quick fix and doesn't address the long term degradation of roads in this pot hole filled city. 2) taking out valuable lanes for traffic and parking and making both issues worse. Thanks again City of Petaluma for making infrastructure worse for the general public. Someone should be fired....
9/15/2021 23:07	Will there be any work done to the residential inlets on the North side of Rainier? Some desperately need to be replaced.
9/15/2021 22:27	We live in the neighborhood right off Rainier and Acadia. Our family uses this road daily as pedestrians and drivers. I haven't seen busy traffic or safety concerns. Would love to see the data on this. This seems like an unnecessary project that could have unintended consequences with the reduction in lanes. These funds could be spent elsewhere.
9/15/2021 21:56	Please, I am begging. Do not turn this wonderfully wide road into a single traffic lane each way. You're taking out the south side street parking. I see the photos of what is proposed, but as someone who frequents that road multiple times on the daily, it eases the horrid traffic off of Washington. Corona already gets backed up, I would think that would happen to Rainier as well. Please do not turn this road into single lane traffic roads.
9/15/2021 21:21	Please, I am begging. Do not turn this wonderfully wide road into a single traffic lane each way. You're taking out the south side street parking. I see the photos of what is proposed, but as someone who frequents that road multiple times on the daily, it eases the horrid traffic off of Washington. Corona already gets backed up, I would

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	think that would happen to rainier as well. Please do not turn this road into single lane traffic roads.
9/15/2021 20:34	I like the proposed Class IV Bike Lane Cyclists and auto drivers both appreciate the Separation
9/15/2021 20:32	Increasing bicycle infrastructure and making it safer to bicycle in Petaluma should be a very high priority. I support this project and wish more could be done on other streets (Lakeville, Casa Grande, Caulfield, Ely, McDowell and East Washington come to mind). The joint/groove between the concrete gutter and asphalt paving needs to be considered/improved.
9/15/2021 20:24	I'm curious when the traffic study was done- when Sonoma Mountain Elementary and Kenilworth Junior High had remote school due to the pandemic? Please reconsider reducing the number of lanes as this is a very busy thoroughfare.
9/15/2021 20:11	I like the new proposal on Rainer from North McDowell to Sonoma Mountain.
9/15/2021 20:03	I strongly support this change. The city badly needs bicycle infrastructure.
9/15/2021 19:48	Hello! I live at 1585 Rainier Ave. I'm wondering if you will be fixing the pavement in the inlets to houses. The road in our little inlet is very messed up. It would be amazing if we could be included in the road improvements. Thanks so much!
9/15/2021 7:49	I think this is a waste of time and money. This is probably one of the least problematic streets in the City. I understand anticipating for the over/underpass, but with that so far away, I think money could be used much better elsewhere. The traffic barrier is clunky and so very unnecessary here, I see no benefit in changing the lane configuration either. Again, there are no issues that I've see. To warrant such a drastic change. What a waste! I hope you truly are taking residents comments seriously and not just doing this for the visual. Thanks.
9/15/2021 7:08	As a resident impacted by this project, I am very concerned on the impact to homeowners in the proposed change areas. This area is already known for its drag racing and sideshows based on its current configuration of 4 traffic lanes. This area is also widely used by both residents for parking and offers a bike lane. Not to mention there are many creek trails in this area that are bike and user friendly. The impact to homeowners will significantly reduce their parking space to live in the area. This definitely will require discussion and planning with the residents of the effected area. Reducing the lanes to two traffic lanes with your proposed wider bike lanes with safety markingd and allowing the existing parking seems like a safer control of speeding traffic while also making safer accommodation for bicyclists and residents. There is never congested traffic on this roadway and the existing 4 lanes only welcomes street racing, endangering all that use this roadway.

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Entry Date	Comment:
9/14/2021 21:12	I really like that the city is thinking about adding more bike lanes!! I love riding my bike around town, but am often hesitant to ride with my young children because I don't feel certain roads are safe for them to ride on. I think with the current level of traffic, reducing down to one lane in either direction is reasonable. I'm sure the city has projections for what the population will be like in 20 years. Does it seem like with projected population growth that the traffic would increase to a point where one lane for cars in either direction would not be sufficient? Or do the models think that one lane in either direction will continue to be adequate to support increased traffic flow with population growth? If it would not lead to increased congestion in the future, i would support this project!!
9/13/2021 20:31	Rainier is too busy to go down a lane-and likely to get busier if the cross town connection is built. This plan is far from an improvement.