

General Plan 2000-2020

Workshop #7 – Transportation/Circulation

FACILITATOR SUMMARY OF COMMENTS*

Saturday, October 20, 2001 – 8:30 AM-12:30 PM

***PLEASE NOTE:** Each bullet point represents one table's comments.

Summary of comments to Transportation Choices (themes of thought, similarities in comments).

- ▶ The table felt that the three choices were not made clear to the participants. Many at the table felt that perhaps a downtown shuttle and a mass transit system should be put in place.
- ▶ More bike and transit friendly. Express buses. Petaluma is small enough to ride bikes. The same road has many uses. Safeguard main roads. Bikes not only to path system.
- ▶ Car/Bus/Bike to have designated lanes on main roads. Older people don't have bike options. Motorized scooters and other modes of transportation in the future. Ability to walk while still moving traffic is unsafe for pedestrians. On Petaluma Boulevard North there are no sidewalks need safety. People use all three modes of transportation – need to share all. Pedestrians and bikes along creeks. Need better corridors and existing streets. Too much land taken up by autos – auto culture. Hard to change terminology. An attractive street always include furniture; however, it is expensive and expensive to maintain. Hard to prioritize needs/wants. Retrofitting streets can be done, but low on time and money. Skateboarding is an alternative form of transportation for teens which needs to be incorporated. During rainy times, people don't want to bike, etc. It is difficult to connect across rural roads with bikes, etc. Landscaping – the money spent pays off and should be a 1st priority. Streets already in existence should be upgraded – bike lanes. Utilize main corridors. Not important to have perfect landscaping in rural areas. Roads have to be visible.
- ▶ More frequent transit service. Land use to create wealthy streets. Facilitate East to West movement. Conservation, restoration, preservation to reduce car use and dependency. Minimize auto-use downtown. Need increased accessibility for people with disabilities and others without access to cars. Reduce car dependency through improved transit and bike facilities. Reduce traffic in

historic downtown, but need to accommodate some traffic in and out of town (balance). Make Petaluma Boulevard more pedestrian and bike friendly. Accommodate traffic slow in certain areas while maintaining flow. More parking on edge of historic downtown. Bike and pedestrian areas are ok on East side, but streets are too wide (Ely, McDowell and Caulfield). Don't want to take road space for bikes on some roads, but bikes should not be excluded. Very interested in mixing modes, not focusing exclusively on vehicles.

- ▶ Recognize congestion free, but want balancing act for bikes and people. Some car-free zones are good. Congestion free could be very ugly. Car free could be inconvenient but would be nice in certain areas.
- ▶ Mixed use of roadways preferred, but try to keep different transportation modes separated from each other, via barriers, etc. Dedicated roadways for pedestrians/bicycles. Keep heavy trucks on dedicated roads. Mixed-use neighborhoods – walk to work. BART or something like it. Every street available to pedestrians.
- ▶ Smaller blocks that are narrow and pedestrian friendly. Grid pattern more attractive. Get people out of their cars. Need more in scale housing on East Street. Need redevelopment in older East side with more parks through streets and strategic buyouts. Once at work would like to be able to walk to do errands. On Petaluma Boulevard, Ely and McDowell, need to change street scale with trees and parking lane. Bike and walk to Jr. High School (Petaluma and new Jr. High School. Connectors are important. Underground parking on union square.

Comments during PEDESTRIAN exercise (common hot spots or identification of favorite locations to walk):

PEDESTRIAN HOT SPOTS IDENTIFIED

- ▶ Plaza Shopping Center. Bodega and Park Avenue. No pedestrians crossing at Petaluma Boulevard South and Marina. No marked crosswalks at Hayes Avenue and El Rose Drive.
- ▶ At McDowell Boulevard and Washington Street it is hard to see pedestrians. There are no sidewalks along Petaluma Boulevard North. Bus connection from Airporter - not signalized for pedestrians when crossing. There are no crosswalks East of Sonoma Mountain Parkway and there are high speeds. Sunnyslope has a good wide shoulder. McNear at Petaluma Boulevard crosswalks have high-speed cars.

- ▶ Close Kentucky Street to cars for events such as Farmers Market. River area as a pedestrian facility. Washington Street is unsafe to cross – there are no pedestrian signals and is too wide. Petaluma Boulevard North is not safe to cross. Flashing pedestrian signals would help. Pedestrian safety is a big issue. New painting of cross walks helps. Signals at East Washington Street are too short – can't get across the street in time. Lighting at night – pedestrian lighting. The downtown is safe, i.e., Washington Street - traffic is slow with signalized intersections. North of Washington Street doesn't exist for pedestrians – there are fewer businesses.
- ▶ Petaluma Boulevard and Washington Street.
- ▶ East Washington Street. Narrow lanes. Beautify. Buses. Victoria - slow cars. Add crosswalks and reduce trucks.
- ▶ East Washington. Bodega Avenue. Petaluma Boulevard. Corona Road. Old Adobe Road. Highway 101 overcrossing. Lakeville. Magnolia Avenue. Western Avenue. No public access to Urban Separator in many places. Washington Street is difficult to cross. Can't see warning light at Putnam/Petaluma Boulevard North crossing – need overhead flashing light. Sidewalks are uneven.
- ▶ McDowell Boulevard and Washington Street. Bantam Way – Kenilworth overcross. Petaluma Boulevard and Washington Street. Payran past Petaluma Boulevard North.
- ▶ Hard to cross McDowell Boulevard and Washington Street because cars are running the red light. Crossing near Mervyn's, Park Lane and Maria Drive. At McDowell Boulevard and Washington Street there is a blind spot. At the airport there is a broken sidewalk.
- ▶ At Windsor Drive cars are speeding. Sidewalk extending to Windsor Drive Southern end to "D" Street to Washington. Pedestrian access on Kelly Creek. Access from home to parks. Bike improvements. Would like to see river walk pedestrian path. Redwood Business Park is not pedestrian friendly.

FAVORITE LOCATIONS TO WALK

- ▶ All parks. Lynch Creek walk.
- ▶ Maria Street is pedestrian friendly. The downtown is good for pedestrians because the traffic is slow.
- ▶ Parks. Places with interesting houses - "F" Street. Downtown pedestrian district.

- ▶ Neighborhood. River and creek access roads.
- ▶ Creekside next to the airport. Shollenberger Park. Wickersham Park. Perry Park. Walking from Sutter Street to Wiseman Airport Park. In the downtown areas: Petaluma Boulevard at Washington Street and Western Avenue and Kentucky Street.

Comments during BICYCLE exercise (common hot spots or identification of current bike routes used):

BICYCLE HOT SPOTS IDENTIFIED

- ▶ Petaluma Boulevard North and South. Washington overpass off Highway 101. Bodega Avenue.
- ▶ McDowell Boulevard and Washington Street has heavy traffic and at Shopping Center. Need open overcrossing over Highway 101 for bikes all the time. Bike lane on one side of Washington Street overcrossing. Sidewalks on one side. Lakeville Street shoulders. "I" Street. Add bike path along rail road right-of-way from Novato to Santa Rosa.
- ▶ Paths not on every major collector. Side roads are too costly to revamp every street. Bike paths in floodplain. Finish connections. Agreement with Bicycle Plan. Ring around City for bikes. Lynch Creek undercrossing.
- ▶ East Washington Street has narrow lanes. Share sidewalks. Arterials and connectors. Need loop system. Utilize rail. Add traffic calming of streets.
- ▶ Same as pedestrians. Tie town together with bike paths and make East/West closer. Promote pedicabs and employ teenagers. Remove small obstructions to make biking easier. River route and railroad route as travel corridors.
- ▶ Bike spine on river and railroad. More and better paths. There are very few, if any, long safe paths.
- ▶ McDowell Boulevard and Washington Street. McDowell Boulevard and Corona overpass. Highway 101 and Washington Street. Bodega Avenue.

- ▶ Designated areas that are safe for bicycles. Need connectors across the river and make a river path. Use rail lines for bike paths. Allow the Boulevard for cars and designate alternative for bicycles. Lane bikes and cars work in harmony. Sonoma Mountain Parkway cross railroad – rails with trails. New Jr. High needs to be bicycle oriented. Rainier bike and path under the railroad tracks. Access on Bantam Way for bicycles to the Jr. High. Need berm or shoulder on Petaluma Boulevard North leading into town. Redwood Business Park has substandard bike lanes.

CURRENT BICYCLE ROUTES USED

- ▶ Lynch Creek trail.
- ▶ East Washington. Lakeville. Old Adobe Road. Petaluma Boulevard. Bodega Avenue. Creek access trails.
- ▶ From Old Adobe Road to the airport.

Comments during TRANSIT exercise (common hot spots or identification of suggested new routes):

TRANSIT HOT SPOTS IDENTIFIED

- ▶ Redwood Park. Airport shuttle to Petaluma Boulevard North.
- ▶ Parking next to bus stops. Disconnect from Petaluma transit to Golden Gate transit. Communicate more about the system citywide. Post schedule and routing map at bus stops. Bus should run longer.
- ▶ Need better education regarding routes, schedules and City tours. Rail system utilized – old rail. Could not locate tracks on map. Expand local service at peak times. Fifteen minutes walking time from neighborhoods. Regionally will the rail work? Can't get to rail depot easily and get to the City. Should Hub be downtown? Maybe a place with parking. Need bike lock areas by transit. Fifty years from now, what technologies will exist? More bike racks on buses. Water taxis have more charm than transit and provides good alternative and historic tour.

- ▶ Connection to San Francisco – 14 miles to the Bay via the river may not work. Bike parking facilities near transit. East/West access is important. Concerns about transit come from the East side to downtown. Better transit to parks (Lucchesi), especially those used by the Latino Community.
- ▶ Need more frequent buses in the morning and afternoon for school kids. Neighborhood traffic management. Speed is a problem and restrictions are needed. Too many stop signs. Need Citizen Traffic Committee.
- ▶ Drive to park to take bus. Not convenient. Have to wait too long for bus service – frequency. Expand bus service. Pedestrian pathways need to be divided between scooters, skateboarders and rollerbladers. People moved here for affordability. Density has to be reached for transit to pay for itself. Multiple-use density. Copeland Street Hub – multiple use with high density that is close to transportation. Transit needs to be close to job destinations.

SUGGESTED NEW TRANSIT ROUTES

- ▶ Water taxi along the River. Light rail. Petaluma Boulevard South.
- ▶ Make runs shorter loops and more often.
- ▶ Rail system at Novato, Civic Center, all the way to the Ferry and Santa Rosa. Can't get through Marin. High-speed rail through Empire across Lakeville hayfields to Mare Island Bridge to Richmond and connection to BART. Need cross-corridor rapid transit. Hub transit center – old depot as Hub. Improve local transit with express to Hubs by direct shot not route.
- ▶ Link rail to San Francisco with high speed. Charge drivers for transit. Ferry – is regional transit going to be useful if it doesn't connect to San Francisco? Concerned about water taxi effects on wildlife, due to dredging. Little ferry to cross the river. New trolley – use Northwest Pacific rail line to old theater (North McDowell Boulevard at Redwood).
- ▶ Bus stops: more apparent stops, more lighting, shorter time on bus routes and free bus service. Rail use. Commute.
- ▶ Stops at Marin, airport, medical offices on McDowell Boulevard and the Golden Eagle Shopping Center.
- ▶ Bus service that would connect to rapid transit.

Comments during NEIGHBORHOOD TRAFFIC MANAGEMENT exercise (cut through neighborhoods and speed impacted neighborhoods):CUT-THROUGH NEIGHBORHOODS

- ▶ Windsor Drive, Hayes Lane and Western Avenue.
- ▶ Use stop signs on arterials. There are no signs to say merge on Bodega Avenue. Keep arterials free flowing for traffic.
- ▶ Truck traffic on Petaluma Boulevard North to Liberty. Need signs and directions for people who don't know the routes – specific intersections on maps. Not just traffic calming, need to ensure room for vehicle volume.
- ▶ "I" Street. Windsor Drive. Maria Drive.
- ▶ Windsor. Sunnyslope Avenue.
- ▶ Trucks use cut-throughs. Commuters using Windsor Drive to by-pass downtown. Need peripheral route around town for non-local.

SPEEDING IMPACTED NEIGHBORHOODS

- ▶ Windsor Drive, Hayes Lane and Prince Park.
- ▶ Speeding from the High School. There was speeding at Miwoch School so they added stop signs and the problem was solved on St. Francis Drive.
- ▶ Windsor Drive. Hayes Avenue. Webster Street. "B" Street. English Street. El Rose Drive. Rainier. Sonoma Mountain Parkway. Ely Boulevard. McDowell Boulevard.
- ▶ Windsor Drive. Sunnyslope area.
- ▶ Windsor Drive has cut through and speeding.
- ▶ Ely and Sutter Street is difficult to cross to the trail because cars are traveling 40+ mph. When crossing Sutter Street, cars travel 40+ mph as this street connects Washington Street to Ely – needs speed bumps or dips.

Comments during VEHICLE ACCESS exercise (common hot spots for vehicle access and identification of desired new connector streets):VEHICLE ACCESS HOT SPOTS IDENTIFIED

- ▶ Downtown.
- ▶ Connection East/West beltway around the City. Corona overpass needs interchange. Consensus on everything but development in the floodplain.
- ▶ Downtown area.
- ▶ Old Redwood. "D" Street commute traffic. East Washington. Corona.
- ▶ Rainier overcrossing (northern crossing). Mountain View to Lakeville or Caulfield Lane overcrossing. The Rainier overcrossing area represents unchanged natural area and could be mature park and should be left unchanged.
- ▶ Need signage that shows how to flow. Sometimes the center lane is the through lane, other times the right lane is the through lane. Sometimes drivers find they are in the wrong lane and need to take dangerous measures to get in the proper lane. Too many traffic lights on short streets that impedes the flow of traffic. Need free flow right lanes to move traffic.

DESIRED NEW CONNECTOR STREETS

- ▶ Around West side of Petaluma. Southern crossing Caulfield Lane to Petaluma. Crosstown at Rainier Interchange at Corona Highway 101.
- ▶ Caulfield Lane and Corona crosstown rail/bus transit. Cross-town connector.

MISCELLANEOUS COMMENTS

- ▶ More bike and transit friendly.
- ▶ Need campaign for transit marketing. Extend transit hours.

*PLEASE NOTE: Personal comments regarding elected officials were not included.