

# **General Plan 2000-2020**

## **Workshop #7–Transportation/Circulation**

### **MAP EXHIBIT SUMMARY**

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

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#### ***Map Comments for Table Top Exercise – Pedestrian and Bike***

In this particular table top exercise participants were asked to identify areas of interest/concern for bicyclists and pedestrians by placing the following symbols on the map exhibit:

- ▶ Gold Star: Bicyclist Hot Spots
- ▶ Green Star: Favorite Walking Spots
- ▶ Red Star: Pedestrian Hot Spots

For a summary of the above data see the map exhibit titled: “Workshop #7 Summary, Transportation – Pedestrian and Bike.” In addition to identifying specific areas of interest/concern with ‘stars,’ participants were encouraged to write additional comments on the map. Those comments are summarized below:

**\*PLEASE NOTE:** Each bullet point represents comments from each table.

#### **TABLE 1**

- ▶ Like to walk Belleview to Keller and volunteer.
- ▶ No sidewalk on Hayes.
- ▶ Webster and Hayes (Petaluma High School) dangerous.
- ▶ Bicycle hot spot – Post Office (4<sup>th</sup> & D).
- ▶ Petaluma Boulevard and Washington Street intersection hard for bikes.
- ▶ Streets around shopping centers have no accommodation for pedestrians – cars have right of way everywhere – even crossing sidewalks.
- ▶ River could be developed into a wonderful path – pedicab connector between downtown and outlet mall.
- ▶ Drivers ignore the flashing “pedestrian in crosswalk” lights on Sonoma Mountain Parkway at Turtle Creek.

- ▶ East Washington between McDowell and Sonoma Mountain Parkway/Ely is totally inadequate for bicycles and pedestrians.
- ▶ Crossing freeway entrances either as a pedestrian or bicyclist is hazardous.
- ▶ Many kids try to cross over to Prince Park – have no designated crosswalk on E. Washington.
- ▶ Nowhere to go on Corona overcrossing.
- ▶ Corona overcrossing a hot spot because of speed of auto traffic/safety.
- ▶ Lynch Creek at Turtle Creek subdivision is a wonderful example of pedestrian/bikeway along the creek.
- ▶ Hard for pedestrians to cross McDowell at Sunrise Park.
- ▶ Sidewalks end along McDowell Boulevard North.

## **TABLE 2**

- ▶ Little to no access along river.
- ▶ In general bike trails along waterways. These provide natural pathways divorced from automobile access.
- ▶ Broken sidewalks/pavement around Turning Basin.
- ▶ No access to downtown from Lynch Creek.
- ▶ Trip hazards at Washington and Lakeville.
- ▶ Washington and Liberty needs light, cars too fast.
- ▶ Rough sidewalks C Street between 5<sup>th</sup> and 6<sup>th</sup> and Douglas between Upham and Post.
- ▶ No pedestrian access along Hwy 101 south of Petaluma.
- ▶ Dangerous merge at southbound entrance to Hwy 101.
- ▶ East Washington Street approaching downtown, lanes too narrow.
- ▶ Like to walk at Lafferty.
- ▶ Pedestrian scenic route on Adobe.
- ▶ Need downtown bicycle parking areas.
- ▶ Petaluma Boulevard North dangerous.
- ▶ Magnolia, no bike access.
- ▶ Kentucky Street and Bodega are bicycle hotspots.
- ▶ Narrow lanes for vehicular traffic, no curbs, and gradual incline for transition to different lanes small pillars separating bicycles and cars.

- ▶ Telephone poles, service box, light poles block sidewalk on McDowell near Rainier.
- ▶ Poles, service boxes removed from sidewalk on McDowell near Rainier.
- ▶ Bike path along rail.
- ▶ No pedestrian walkways along most of McDowell Boulevard North.
- ▶ Follow the bike plan. Follow the bike plan now.
- ▶ River walk good stuff all the way.
- ▶ 3 telephone poles in eastbound lane of Magnolia causing pedestrians and bicyclists to enter roadway.
- ▶ Bridge walk with cars – Old Redwood Highway at Petaluma Creek.
- ▶ No bike lane on Magnolia.
- ▶ River Walk.
- ▶ Like to walk at Oak Hill Park, Kentucky Street, Petaluma Boulevard Downtown, McNear area, and Foundry Wharf.
- ▶ Future improvements for Weller Street.
- ▶ More access across Turning Basin.
- ▶ No pedestrian walkway on Western toward Helen Putnam Park.
- ▶ Hot spot – Golden Eagle across Washington.
- ▶ Bodega to Petaluma Jr. High - pedestrian hot spot.

### **TABLE 3**

- ▶ I Street too narrow south of Grevillia Drive.
- ▶ County and City acquire right of way on I Street.
- ▶ No space for bicycles East Washington and Old Adobe Road.
- ▶ Difficult to cross East Washington from Airport to Prince Park – speed of vehicles.
- ▶ Difficult to make left turns, Washington/Bodega.
- ▶ Bike path along railroad.

### **TABLE 4**

- ▶ Bike paths on the floodplain.
- ▶ Connect new hotel to downtown.
- ▶ Balshaw Bridge drops off into no-mans land.
- ▶ Ring around the city – bikes, peds, and cars.

- ▶ One-way streets.
- ▶ Bike route map.
- ▶ Close Kentucky.
- ▶ Washington Street through downtown = Death Trap – need crosswalks and signals, “bikewalks”- shared sidewalks.
- ▶ Dedicated crossing over or under East Washington Street between Airport and Prince Park.
- ▶ Bike path and connections along river.
- ▶ There is no way to walk from East of the Police Station to the outlet mall.
- ▶ Bad crossings on Washington Street.

**TABLE 5**

- ▶ Lower part of Caulfield too tight.
- ▶ Ely and McDowell work but ugly and not inviting.
- ▶ Complete Washington/McDowell improvements.
- ▶ Bike trails to discourage car use.
- ▶ Like the airport parks.
- ▶ Bike lane on East Washington.
- ▶ Better bike lane on East Washington approaching downtown – lots of cars.
- ▶ East Washington is a problem for bikes most of its length.
- ▶ Bus or trolley to Lucchesi ½ hr on weekends.
- ▶ Petaluma Boulevard North too narrow for bikes.
- ▶ Pedestrian/bike safety! Washington/Petaluma Boulevard intersection and River/Washington Crossing) – pedestrian overpass.
- ▶ Corona Road freeway crossing unfriendly to pedestrians and bikes.
- ▶ Petaluma Boulevard not pedestrian friendly.
- ▶ Pedestrian/bicycle path to Cinnabar area of Petaluma Creek.
- ▶ Like to walk on Kentucky Street.
- ▶ Like walking at the trestle and Turning Basin near the Petaluma Mill.

- ▶ Pedestrian trouble areas: because treacherous to walk along, difficult to cross, and often no sidewalk.
  - East Washington
  - Petaluma Boulevard North and South
  - Lakeville
- ▶ Bicycle trouble areas: for bicycle mode to be really functional these streets have to be accessible/passable for bikes. They do not have to be Class I Boulevards but they must be usable for business, commercial, and getting through.
  - E. Washington
  - Petaluma Boulevard North and South
  - Lakeville
- ▶ Safety of bicycles and pedestrians at freeway entrances and exits.
- ▶ Ambiance on East Washington.
- ▶ Riverside park, shops, and restaurants.
- ▶ Like to walk south of Washington, north of Petaluma Boulevard South and east of Sunnyslope.
- ▶ Olive, I, and Sunnyslope bad site for left hand turn, vision of oncoming cars very poor.
- ▶ Provide access from West to East and vice versa.
- ▶ Make East Washington Street or “D” Street safe for bicycles.
- ▶ Complete Central Specific Plan pedestrian areas along river.
- ▶ More parking on edge of historic downtown.
- ▶ More green, traffic calming on Petaluma Boulevard South.
- ▶ Bike path to Luchessi from downtown includes ride along truck lane on Lakeville – DANGEROUS, competing with trucks.
- ▶ Marina and shoreline walk.
- ▶ Access to public transit at southern freeway entrance.
- ▶ ½ hour weekend bus to Shollenberger Park.

**TABLE 6**

- ▶ Make East Washington the grand entry to Petaluma.
  - East Washington serves: main train station, public library, fairgrounds, Hub, swimming pool, skate board park, schools, playing fields.

- East Washington remedies: safe bikeways, safe walkways, pedestrian-friendly, narrow lanes to slow traffic, state of the art bikeway, divided lanes to allow central planting of trees – eventual canopy of shade, inspired landscaping, try dual function for pedestrian and bikes on same right of way, can deliver more cars per hour with narrowing lanes that slows traffic.
- ▶ Loop system for traffic circulation, bike and pedestrian.
- ▶ Trolley line on Washington Street.
- ▶ Windsor Drive wide, high speed, not enough crosswalk, truck traffic shortcut.
- ▶ Windsor Drive bike paths with buffers.
- ▶ Do not allow commercial vehicles over certain tonnage.
- ▶ Places to sit, lighting, friendly scale, in downtown.
- ▶ Lynch Creek trail provides a beautiful, safe, East/West connector.
- ▶ Lakeville no shade, lonely, unsafe, not beautiful.
- ▶ West Side streets are pleasant.
- ▶ Corona Overpass is dark and uneven.
- ▶ An idea for East Washington: create a landscape median strip in the middle to provide a “landing” space for pedestrians crossing the street. Expand sidewalks to accommodate bicycles, etc. on both sides – narrowing the surface area for vehicles.
- ▶ Use every opportunity to separate vehicles from bicycles/pedestrian where possible for health reasons (fumes) and for safety and aesthetic reasons.
- ▶ Make a safe shoulder for weekend riders in the county.
- ▶ Make crossings safe for school kids.
- ▶ Need parking facilities for bikes.
- ▶ City bike loop system.
- ▶ Bikes on Washington: bike paths, shared bike/pedestrian paths, using rail/river area so bike/pedestrians don't mix with vehicles.
- ▶ Corona Road is bicycle and pedestrian unfriendly.

#### **TABLE 7**

- ▶ Off road bike/pedestrian paths along Lakeville.
- ▶ Path along the river to the bay.
- ▶ Heavy traffic flow and excessive speed near Grant School.

- ▶ More room needed for cars and bikes on Petaluma Boulevard South.
- ▶ Flow of traffic and pedestrians restricted due to advance into and out of shopping center (Gateway Shopping Center).
- ▶ Use the creeks (Washington etc.) no gates!
- ▶ Urban separator shouldn't be controlled by golf course.
- ▶ Need to work on East Washington from downtown to parks and airport.
- ▶ Golf club cart undercrossing should be able to be used by pedestrians.
- ▶ Take your life in your hands trying to cross Washington between Airport and Prince Park.
- ▶ No more cul-de-sacs without pedestrian/bicycle cut-throughs.
- ▶ Lynch Creek trail!
- ▶ Corona overpass is narrow.
- ▶ Dangerous for Penngrove kids to get to Petaluma over Old Redwood Hwy overpass.
- ▶ Petaluma Boulevard North is dangerous for pedestrians, esp. near Corona and access to Cinnabar Elementary School.
- ▶ Petaluma Boulevard South is dangerous for bicycles.
- ▶ Washington/Bodega Ave dangerous for bicycles.
- ▶ Crossing Washington is dangerous, existing crosswalks not respected, need more crosswalks.
- ▶ Bike travel into and through schools for kids.
- ▶ Difficult for residents to walk or bicycle along Western Ave from one gerrymandered portion of the City to another.
- ▶ Crosswalk on Petaluma Boulevard South near Walnut Park not respected, more sting operations needed.
- ▶ Windsor Drive provides good access to Helen Putnam Park.
- ▶ We need sidewalks and bicycle paths to extend all the way out Windsor Drive to Western Ave. We have sidewalks all through Victoria, but they end abruptly at the Varnhagen Ranch.- the new development Rockridge Pointe can develop and fund the construction of sidewalks and bicycle path from the edge of Victoria to Western Ave – plenty of dedicated open space could be used to construct those pedestrian friendly structures away from the road.
- ▶ Hard to walk along D Street between Sunnyslope and Windsor Drive.
- ▶ We need crosswalks on Windsor Drive at all controlled intersections. A community of 200+ homes has no crosswalks at all.

- ▶ Helen Putnam Park is awesome!
- ▶ Hard to get across Washington between Liberty and Kentucky.
- ▶ Life-threatening facilities on Petaluma Boulevard.
- ▶ Ways to cross Adobe Creek at new commercial areas.
- ▶ I would like to see a trail from the Turning Basin to San Pablo Bay.
- ▶ Rail trail.

**TABLE 8**

- ▶ Poor connections on East Side for pedestrians/bikes through neighborhoods.
- ▶ Need bike paths out I Street.
- ▶ 6<sup>th</sup> Street/Howard would be a good bike route through West Petaluma, should have a bike path, Petaluma Boulevard too busy and fast.
- ▶ No sidewalks or bike paths along portions of Lakeville Hwy.
- ▶ Caulfield Lane too narrow at overpass.
- ▶ Rail needs path.
- ▶ Need to complete paths along creeks.
- ▶ No bike access to Prince Park from Airport.
- ▶ At major intersections we need well-marked crosswalks, e.g. zebra or “ladder” crosswalks.
- ▶ Poor access to Plaza North shopping center.
- ▶ Need river walk.
- ▶ East Washington Street is dangerous.
- ▶ Great pedestrian environment on Kentucky Street.
- ▶ Old Redwood Highway no room for bike/pedestrian.
- ▶ No sidewalks on northern portion of McDowell Boulevard North.
- ▶ River walk also a good spine.
- ▶ Petaluma Boulevard North is dangerous.
- ▶ No bike access along Petaluma Boulevard North.
- ▶ Need river walk.
- ▶ Build bike route spine adjacent to rail line, will provide central bike connection off of which all other trails can come.
- ▶ Poor school access to Petaluma Jr. High.

- ▶ Magnolia unsafe for bikes.
- ▶ No sidewalks/bike paths along Petaluma Boulevard.
- ▶ Like the West Side pedestrian/bike grid/access.
- ▶ Old West Side dangerous old sidewalks.
- ▶ Westridge Park is well-used for/by pedestrians.

**TABLE 9**

- ▶ There were no citizens at Table 9.

**TABLE 10**

- ▶ No written comments.

**TABLE 11**

- ▶ Lower D Street far too congested.
- ▶ No sidewalk on Windsor Drive.
- ▶ Varnhagen development traffic circles are installed.
- ▶ Pedestrian river walk (e.g. City of Portland).
- ▶ Extend Shollenberger or have wetland component of sewer treatment.
- ▶ Hazard crossing Washington, traffic fast and its hard to cross, could be a crossing under river bridge at Washington.
- ▶ Difficult to walk from one shopping center (e.g. Plaza) to another (e.g. Washington Square).
- ▶ Pedestrian crossing that car and truck drivers speed through (Sonoma Mountain Parkway at Turtle Creek).
- ▶ Lynch Creek is great cross-town connector for pedestrians.
- ▶ Kenilworth overpass can be a great way to get from east to west side on bike or walking.
- ▶ Development of new junior high needs to be bike friendly.
- ▶ Implement the River Enhancement Plan.
- ▶ Improve Corona Road when traffic circle is installed.
- ▶ Rail trail would provide a good alternative from riding on Petaluma Boulevard.
- ▶ Implement/build rail trail for connection between downtown and Redwood Business Park.

- ▶ Substandard sidewalks, needs crosswalks. McDowell Boulevard North extension.
- ▶ Future bike path along river.
- ▶ No sidewalk along Petaluma Boulevard North in sections.
- ▶ Shasta Lane needs better pedestrian access and bike improvement to connect to the Petaluma River.

**TABLE 12**

- ▶ No sidewalks! Please build them! (McDowell Boulevard North.)
- ▶ No room for pedestrian/bikes on Magnolia Ave.
- ▶ Dangerous pedestrian/bike crossing at East Washington and Edith.
- ▶ Lakeville needs serious work for pedestrian/bike.
- ▶ Eliminate parking and or 1 lane of travel for Petaluma Boulevard and make center landscaping strip.
- ▶ Road diet for Petaluma Boulevard.
- ▶ Create paths along railroad and river.
- ▶ Road diet for East Washington Street.

**Map Comments for Table Top Exercise – Transit and Vehicles**

In this particular table top exercise participants were asked to identify areas of interest/concern for transit and vehicle users by placing the following symbols on the map exhibit:

- ▶ Silver Star: Vehicle Hot Spots
- ▶ Red Star: Transit Hot Spots

For a summary of the above data see the map exhibit titled: “Workshop #7 Summary, Transportation – Transit and Vehicles.” In addition to identifying specific areas of interest/concern with ‘stars,’ participants were encouraged to write additional comments on the map. Those comments are summarized below:

**TABLE 1**

- ▶ Dangerous from Park & Ride to Golden Gate Transit stop.
- ▶ Water taxi on river.
- ▶ Light rail on NWPRR.

- ▶ Cross-town connector along southern edge of Pomeroy property.
- ▶ Intersection at East Washington and Sonoma Mountain Parkway is getting better at commute times – people are avoiding?
- ▶ Prince Park is used for late night races (motorcycle and car).
- ▶ More air taxis.
- ▶ No Rainier overcrossing please.
- ▶ Impossible to pull out onto Sonoma Mountain Parkway from Turtle Creek during commute hours.
- ▶ Cars cross over the planted divider between Prince Park and Turtle Creek, cars also use Turtle Creek as a parking lot for Prince Park.
- ▶ Safeway/Mervyns parking lot and McDowell/East Washington area surrounding the parking lot are vehicle hot spots.
- ▶ McDowell and East Washington are vehicle hot spots.
- ▶ Turtle Creek Way speeders to Prince Park.
- ▶ Congested weekdays 7-9AM and 5-7PM – Washington/McDowell and Downtown.
- ▶ Improve Corona overpass add freeway access East Side.
- ▶ Last Bus is at 5:00 PM, I end work @ 5:30.
- ▶ Negative to water taxi, would it hurt environmentally sensitive areas?
- ▶ Dangerous parking and walking to bus stop on Petaluma Boulevard North and Metz lane.
- ▶ Speed up to 70 mph in 25 mph zone, commercial trucks use as cut-thru. (Windsor Drive). Cause of speeding = no stop signs.
- ▶ Shopping shuttle, no cars on Kentucky.
- ▶ Could use pedicabs downtown.

**TABLE 2**

- ▶ Vehicle hot spot, Kentucky Street and Washington Street.
- ▶ D Street – too much volume for size of road.
- ▶ Lakeville – rework lanes to ease congestion.
- ▶ Caulfield connection to West Side (3 from group like this connection).
- ▶ Concerns with planned transit, multi-modal transit located together on depot site, provide parking (which is not in current plan) shuttle service from parking to transit, underground parking in depot area.

- ▶ Petaluma Boulevard North and South and East Washington devote to use for vehicles as primary using river access trail and alternate side streets as primary bicycle.
- ▶ Regional trains.
- ▶ Stony Point Road too narrow.
- ▶ Corona overpass too narrow.
- ▶ Fairgrounds opportunity site for local transit (bus).
- ▶ Pedestrian and bike along the river.
- ▶ Magnolia traffic constricted by granary trucks, telephone poles in roadway, and bus stop.
- ▶ Extend local bus line Route 7 Cherry Valley to connect to Sunnyslope extend to D street to Petaluma Boulevard South.
- ▶ Windsor Drive is traffic cut thru from D Street to Western, especially large trucks. Speeding! Speed limit is 25 mph; violators go as fast as 60 mph and go thru stop signs, including large trucks, noisy too. Commute hours are like a freeway.
- ▶ D Street & Petaluma Boulevard South –heavy traffic during commute hours.
- ▶ Western near schools, long delay during school times before and after.
- ▶ Corona & McDowell traffic delays during commute.

### **TABLE 3**

- ▶ Washington into Bodega – horn where 2 lanes merge into 1, no signs.
- ▶ Ring road around the City.
- ▶ Traffic circle – McDowell Boulevard and Old Redwood Hwy.
- ▶ Delays at HWY 101 off ramps at Old Redwood Hwy.
- ▶ Trolley system connecting Redwood Business Park and Downtown along NWPRR.
- ▶ Bike and pedestrian conflicts with cars Petaluma Boulevard North and Washington Street.
- ▶ Speeding on D Street.
- ▶ Build Rainier overcrossing.
- ▶ Citywide parking next to bus stops.
- ▶ Speeding on I Street.
- ▶ Build southern crossing at Caulfield.

- ▶ Pedestrian path on freeway structure.

#### **TABLE 4**

- ▶ After hours school speeding from Petaluma High School.
- ▶ Traffic light timing coordination to open main arteries.
- ▶ Transit hubs at Redwood Business Park, NWPRR Depot, D Street/Windsor Drive, Downtown, proposed junior high, Casa Grande, Washington/Sonoma Mountain Parkway, Montessori elementary School.
- ▶ Truck traffic Petaluma Boulevard North to Liberty, via Skillman.
- ▶ Skillman Lane – 11' wide lanes, no shoulder.
- ▶ New interchange at Corona.
- ▶ Partial interchange – East Side at Rainier.
- ▶ Carpool centers (i.e., Curitiba, Brazil) – bus tubes with on/off access, peak time expresses to transit stops.
- ▶ Bike infrastructure – lockboxes.
- ▶ Expanded bus hours for commuters, express hours, better stops.
- ▶ Southern crossing with under-freeway connection to Petaluma Marina.
- ▶ No Rainier interchange per EIR and Corp of Engineers.

#### **TABLE 5**

- ▶ Trolley from Foundry Wharf to Outlet Mall and to McDowell Boulevard North at Old Redwood Hwy for tourists and residents, including teens.
- ▶ Used to be people going too fast. The new bridge has helped a lot (Payran Street).
- ▶ Commuter rail, daytime too, along NWPRR.
- ▶ Add trolley to "Cineplex" from Foundry Wharf.
- ▶ Speeding on McDowell Boulevard North, bypassed plugged 101 Freeway southbound.
- ▶ Carpool parking lot or block for regional transit at Hill Plaza (Penry) Park.
- ▶ Webster Street used as N/S connector from S/W Petaluma to Western and Washington.
- ▶ Traffic calming needed on 6<sup>th</sup> Street.
- ▶ Avoid Petaluma Boulevard South to get to freeway, fast on Mission Drive Hill.
- ▶ Intercity rail.

- ▶ Access to light rail connectors for whole town, encourage suburban East Side to use public transit.
- ▶ Petaluma Trolley Railway Museum weekend and holiday service.
- ▶ East Madison used as cut-through.
- ▶ Cross-town connectors at Corona and Caulfield.
- ▶ There is no public transit to airport and Prince Park.
- ▶ Need better taxi coverage for Petaluma.
- ▶ Bus service needs greater frequency and longer hours. Sunday service. Needs subsidy.
- ▶ Transportation hub at train depot.

#### **TABLE 6**

- ▶ Cobble stone curbs unique to Petaluma, if curbs are to be reconfigured with chicanes we should preserve the cobblestone character of the street by incorporating the stones in the peninsulas or chicanes.
- ▶ The concept of shared parking could reduce the amount of parking in Petaluma. Parking is many times vacant 16 hours per day. Parking can add up to 20% of the cost of high density housing costs. We should utilize shared parking to reduce the cost of housing. We need an indicator such as vehicle miles traveled (VMT) to measure success or failure every year in reducing dependence on the automobile. Portland is the only city in the nation with level off VMT. City council discussions on land use and transportation happen at every meeting. Reducing VMT should be a goal of every decision.
- ▶ Rail/bus station at Old Redwood Hwy and Ely – intercept regional commuter traffic.
- ▶ Windsor Drive problems:
  - Commercial vehicles cut thru sensitive residential streets.
  - 25 mph not observed by most commercial vehicles.
  - Road too wide, encourages speeding.
  - Speeders use as “escape route.”
  - Unsafe for children, pedestrians.
  - Speeding increases noise levels for residents (especially commercial vehicles).
  - Wide road encourages unsafe passing.
  - Commercial vehicles, even going 25 mph, find it easier to downshift thru stop signs, rather than stop.

- ▶ Windsor Drive solutions:
  - Humps.
  - Circles.
  - Closure.
  - Table-tops.
- ▶ Rainier speeding, too wide of street.
- ▶ Maria Drive speeding.
- ▶ Speed humps look flat on the approach; so they take you by surprise, suggest a colorful painting pattern.
- ▶ Our 'circles' are too small to slow traffic.
- ▶ Problems at Morning Glory – homes and lots are so small that kids play in street. Parks do not have hard surface for bikes, skateboards, basketball, hopscotch etc. Combined with traffic cutting through from Sonoma Mountain Parkway to McDowell (because there are no collectors) this imperils the children. All schools cut through traffic on local streets to drop off/pick up students.
- ▶ Traffic problems in the Petaluma High School area:
  - Traffic calming desperately needed (kids + cars + hormones).
  - More stop signs would be effective for a start.
  - B and D Streets are no longer residential streets, they have become highways.
  - All streets around the High School (Fair, Webster, Hayes Lane, B, D, English) could benefit from traffic calming.

### **TABLE 7**

- ▶ Cross-town interchange at Corona.
- ▶ No on Rainier, no wrecking of Corona Reach with over crossing/interchange. Use as bike/pedestrian/bike taxi cross-town route.
- ▶ Bike taxis throughout downtown – teenage kids on testosterone centered downtown but going outwards. Easy, cheap, non-polluting – subsidized by government “keep kids out of trouble” money.

- ▶ Windsor Drive needs to be redesigned to fit its intended use as a residential street. We have 220+ homes in Windsor now and another 62 homes are planned to be added to Windsor Drive as part of the Rockridge Pointe development. We need two or more traffic circles and two or more “table top” traffic humps on steroids to force traffic to slow to no faster than 25 mph. We also need to put prohibitions on large trucks (3 axles or more) as described in the General Plan along Windsor Drive. Victoria is a sensitive residential area. Large trucks belong on good alternate routes in county.
- ▶ Windsor Drive and Sunnyslope are built too wide.
- ▶ Neighborhood cut-throughs, e.g. Windsor, Sunnyslope problem: trucks should be routed elsewhere, speed limits should be enforced. Cut-through traffic, in and of itself is ok to me because if respectful it spreads out the traffic through town. Neighborhoods should not consider themselves islands.
- ▶ Increased bus services in morning and afternoon when there is increased use by school children – so bus runs more frequently when school children increase the usage.
- ▶ First Street is car cut-through, make bike boulevard.
- ▶ Expand Corona as connector.
- ▶ No on southern crossing, don't build this, too noisy for entire southern gateway.
- ▶ Build Caulfield to Mountain View cross-town connector.
- ▶ Maybe move bus stop to Golden Eagle.
- ▶ Hub car traffic? Washington can't handle it, need solution.
- ▶ Rail transit Santa Rosa to San Rafael for commute.
- ▶ Bus to new junior high, bus doesn't go to medical offices off McDowell.
- ▶ East Washington/Western bus every 10 minutes route.
- ▶ More benches everywhere – for bus-waiting and pedestrians.
- ▶ Petaluma Boulevard Bus every 10 minutes.
- ▶ Rainier cross-town connector.
- ▶ Bus service to airport.
- ▶ Cross-town connector – Mountain View to Caulfield.
- ▶ Large parking structure at South Petaluma interchange.
- ▶ Light rail.

- ▶ San Antonio road overpass/interchange as part of Novato Narrows widening of 101. Dedicate this as a truck route to remove all large trucks (3 axles or more) from D Street, Windsor, Webster, Hayes, and El Rose.
- ▶ Light rail and water travel.
- ▶ Heavy traffic and speeding on Mountain View Ave.
- ▶ Petaluma Boulevard South in AM used to bypass 101 commute time.
- ▶ Stop signs on East D Street excessive, moving flow of traffic to Washington etc.
- ▶ Traffic Committee should be public council-appointed committee.

### **TABLE 8**

- ▶ Route computer terminal at each bus stop to know status of bus.
- ▶ Mid-day route to get people downtown.
- ▶ Magnolia Avenue needs traffic calming.
- ▶ Bodega Avenue worse on weekends than during week because of tourists???
- ▶ Windsor Drive speeding and cut-through.
- ▶ Traffic calming on Petaluma Boulevard South between B and D Streets.
- ▶ Add school bus routes linking neighborhoods to schools.
- ▶ Add lunch bus route from Lakeville Business Park to Downtown.
- ▶ New interchange at Corona.
- ▶ Northbound onramp behind Plaza North.
- ▶ Need more efficient bus terminal: why not have one right on the Petaluma Boulevard South where Dodge-Chrysler used to be.

### **TABLE 9**

- ▶ There were no participants at Table 9.

### **TABLE 10**

- ▶ Corona as cross-town connector.
- ▶ Buses must have right of way vs. cars.
- ▶ Price incentives to ride bus vs. car.
- ▶ Shuttle to follow along train railroad tracks to go under freeway at railroad underpass to connect East and West.

- ▶ At least a southbound off ramp and north bound off ramp at Corona. Best: a full interchange to relieve traffic @ Redwood Highway and Washington.
- ▶ Need City bus publicity - hours known and routes.
- ▶ Petaluma Boulevard – trolley to attract tourists.
- ▶ East side needs a bus depot station.
- ▶ Gondolas – beautiful passenger boats to go down river. For transit and to attract tourists.
- ▶ Adobe Road: regional traffic issue.
- ▶ Too much traffic – must decrease reliance on back roads – traffic impacts Penngrove. There was only supposed to be 4,700 cars ADT by 2000 – there are 14,000 today on Adobe outside of Penngrove.

**TABLE 11**

- ▶ Bodega Avenue segment between North Webster and Howard Street.
- ▶ North Webster between Bodega and Western is cut-through.
- ▶ Expand bus service to Petaluma Boulevard from Windsor Drive on Western Ave.
- ▶ Windsor Drive – calming, humps and tables.
- ▶ Windsor Drive is a cut-through.
- ▶ Truck traffic and commuters on Windsor.
- ▶ Too many stoplights, timing isn't coordinated, synchronize lights.
- ▶ Provide signage of lane designation on Lakeville at East D Street. Adopt consistent lane assignments.
- ▶ Takes two lights to make left turn from Lakeville onto East D Street.
- ▶ Heavy congestion downtown at Washington Street and Petaluma Boulevard.
- ▶ Difficult right turn from McDowell onto Washington.

**TABLE 12**

- ▶ Widen Corona Road, retrofit, add lanes.
- ▶ Improved bus shelter Petaluma Boulevard North at Shasta Avenue.
- ▶ Cheaper bus rates, free for downtown area?
- ▶ More frequent bus stops/smaller buses.
- ▶ Petaluma Trolley.

- ▶ Water taxis.
- ▶ Bike taxis.
- ▶ Street trams.
- ▶ SCTA more frequent express buses between city hubs.
- ▶ Speed tables to slow down speeding teenagers on Fair Street and Webster Street near Petaluma High School.
- ▶ Mountain View people speed and cross over into opposite lane.
- ▶ Cars speed over Olive Street use it as a cut-through.
- ▶ Keokuk, remove all the stop signs – convert to bike boulevard with speed tables.
- ▶ Pedestrian walkways on Sonoma Mountain Parkway at Turtle Creek tend to be ignored by vehicles.
- ▶ All bus stops should have covered seating with plexiglass.