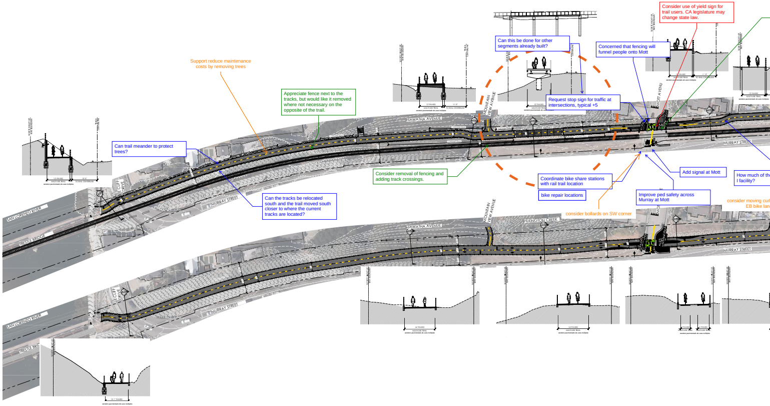

SAN LORENZO RIVER
TRESTLE BRIDGE
LE CLIFF DRIVE
MURRAY STREET
HIAWATHA AVENUE
MOUNTAIN VIEW AVENUE
PILKINGTON CREEK
MOTT AVENU
12' PAVED
MULTI-USE TRAIL
sendero pavimentado de usos múltiples

Support reduce maintenance costs by removing trees

Appreciate fence next to the tracks, but would like it removed where not necessary on the opposite of the trail.

Can trail meander to protect trees?

Can the tracks be relocated south and the trail moved south closer to where the current tracks are located?

Consider removal of fencing and adding track crossings.

Can this be done for other segments already built?

Request stop sign for traffic at intersections, typical +5

Concerned that fencing will funnel people onto Mott

Consider use of yield sign for trail users. CA legislature may change state law.

Coordinate bike share stations with rail trail location

bike repair locations

consider bollards on SW corner

Add signal at Mott

Improve ped safety across Murray at Mott

How much of th
I facility?

consider moving curl
EB bike lan

PUBLIC COMMENTS FROM VIRTUAL OPEN HOUSE 4.6.2022

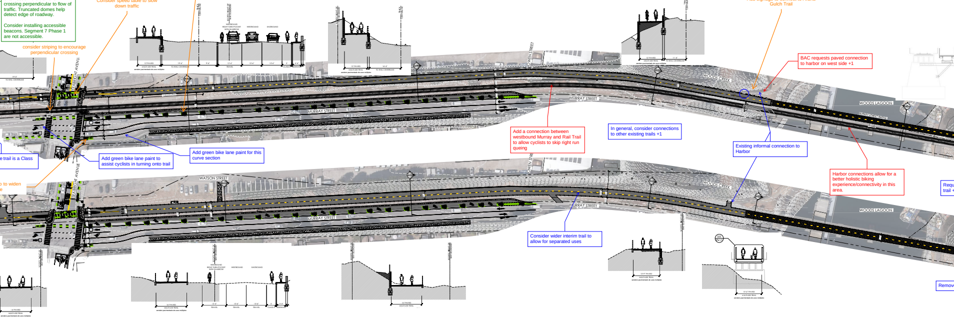
BAC COMMENTS FROM BAC MEETING 4.11.2022

EDTAC COMMENTS FROM EDTAC MEETING 4.12.2022

TPWC COMMENTS FROM TWPC MEETING 4.18.2022

Notes:

Study combining interim and ultimate trail
Bike and ped congestion on SLR bridge
Requests for harbor connections on east and west side
Concern for tree removal between SLR and Pilkington
Multiple requests for stop signs for cars
Bike share stations and bike repair
Are we taking in to consideration E-bikes and their speed combined with peds?
Preference for no fence where possible for easier access
Seems to be a preference for ultimate configuration over interim


SEABRIGHT AVENUE
MURRAY STREET
WATSON STREET
OWEN STREET
WOODS CREEK
WOODS LAGOON
MULTI-USE TRAIL
TO RAIL CENTERLINE
TRAVEL
WESTBOUND
EASTBOUND

Bulb-outs are challenging for visually impaired users to use.

Harder for them to understand where the edge of the roadway is. Better to have straight. Less of an issue if the traffic is crossing perpendicular to flow of traffic. Truncated domes help detect edge of roadway.

Consider installing accessible beacons. Segment 7 Phase 1 are not accessible.

Don't support combine bike/right turn lane

Consider speed table to slow down traffic

consider striping to encourage perpendicular crossing

Add signage to connect to Arana Gulch Trail

BAC requests paved connection to harbor on west side +1

Add a connection between westbound Murray and Rail Trail to allow cyclists to skip right run queing

In general, consider connections to other existing trails +1

Existing informal connection to Harbor

e trail is a Class

Add green bike lane paint to assist cyclists in turning onto trail

Add green bike lane paint for this curve section

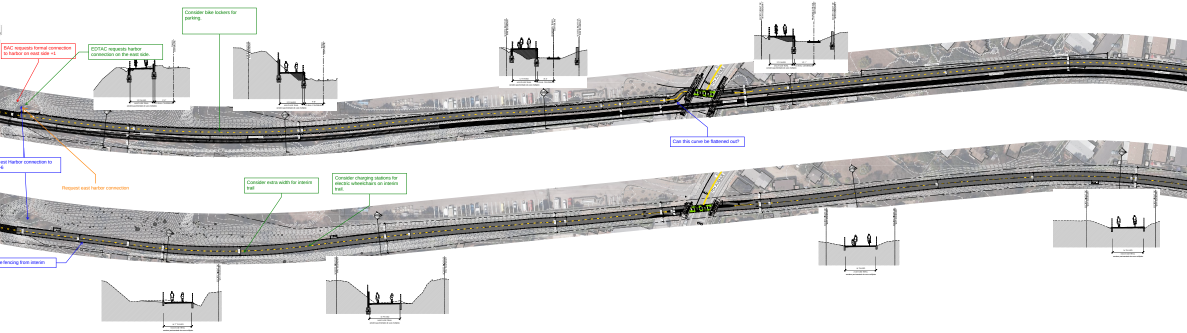
Harbor connections allow for a better holistic biking experience/connectivity in this area.

Requ
trail +

o to widen
e

Consider wider interim trail to allow for separated uses

Remov


7TH AVENUE
7TH AVENUE
12' PAVED
MULTI-USE TRAIL
sendero pavimentado de usos múltiples
TO RAIL CENTERLINE
14' PAVED

BAC requests formal connection to harbor on east side +1

EDTAC requests harbor connection on the east side.

Consider bike lockers for parking.

Can this curve be flattened out?

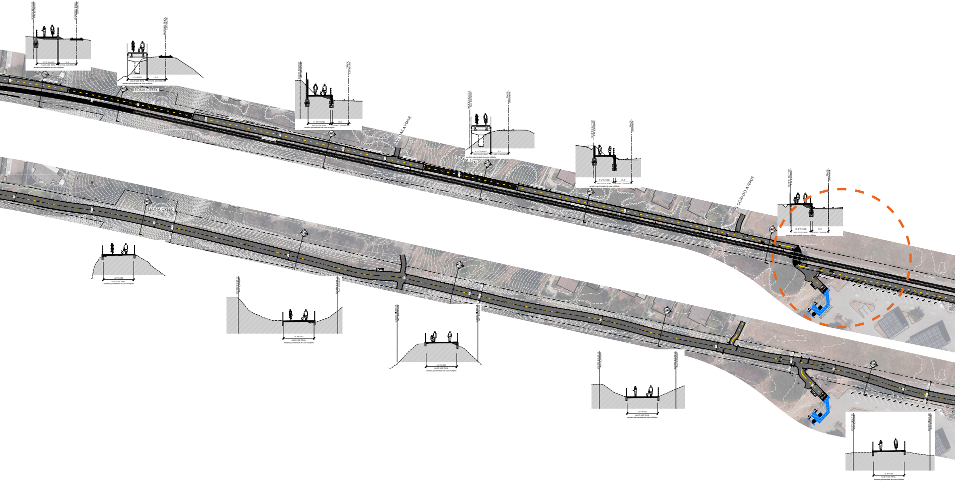
est Harbor connection to
6

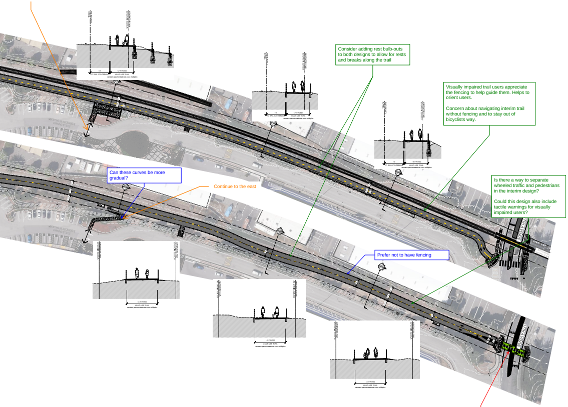
Request east harbor connection

Consider extra width for interim trail

Consider charging stations for electric wheelchairs on interim trail.

e fencing from interim


SCCRTC RIGHT OF WAY BOUNDARY
PROPOSED TRACK CENTERLINE
10'-9" PAVED
9'-4"
MULTI-USE TRAIL
TO RAIL CENTERLINE
sendero pavimentado de usos múltiples
12' PAVED
LEONA CREEK
LEONA CREEK VIADUCT
TRACK CENTERLINE
11'-8" PAVED
8'-6"
LIVE OAK AVENUE
9'-10" PAVED
9'-2"
STREAM 1545
LIVE OAK VIADUCT
9'-6" PAVED
EL DORADO AVENUE
10'-2" PAVED
14' PAVED


TRACK CENTERLINE
SCCRTC RIGHT OF WAY BOUNDARY
10'
TO RAIL CENTERLINE
12' PAVED
MULTI-USE TRAIL
sendero pavimentado de usos múltiples
14' PAVED
MULTI-USE TRAIL
sendero pavimentado de usos múltiples

speed table with crosswalk

Consider adding rest bulb-outs to both designs to allow for rests and breaks along the trail

Visually impaired trail users appreciate the fencing to help guide them. Helps to orient users.

Concern about navigating interim trail without fencing and to stay out of bicyclists way.

Is there a way to separate wheeled traffic and pedestrians in the interim design?

Could this design also include tactile warnings for visually impaired users?

Can these curves be more gradual?

Continue to the east

Prefer not to have fencing

Can trail users be given priority at intersections?