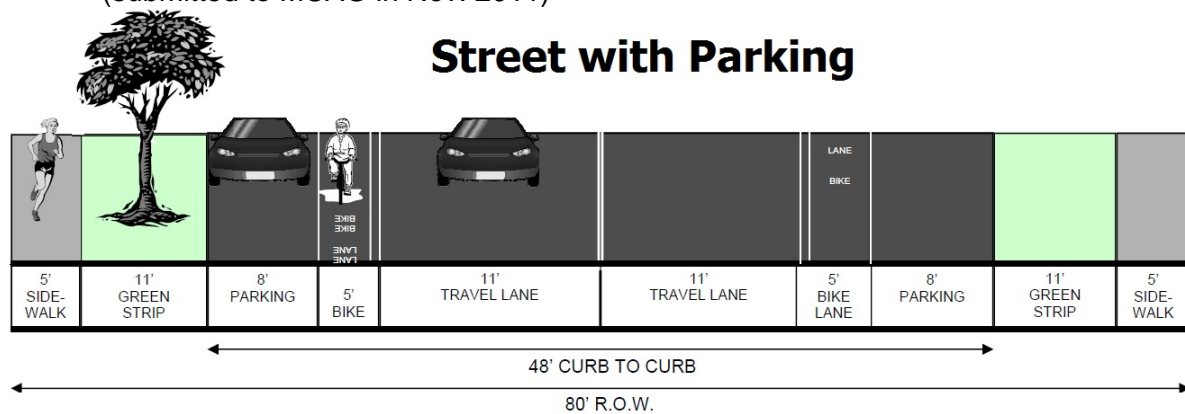


Appendix H

Public Workshop Comments

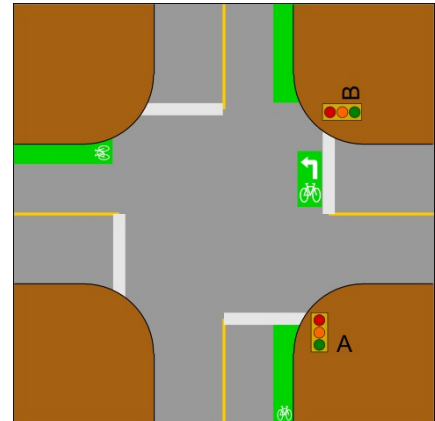
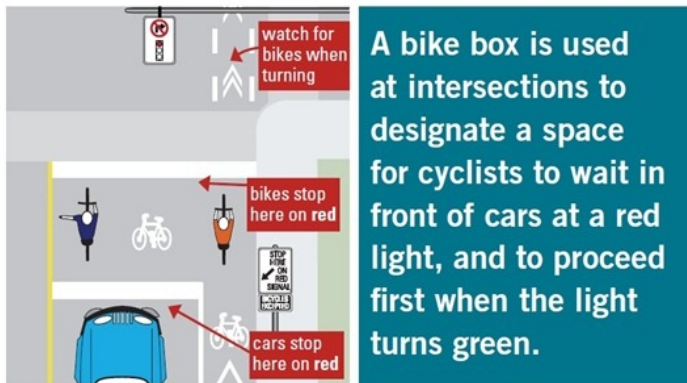
AUGUST 2012 PUBLIC WORKSHOP COMMENTS

- Government should “get serious” about bike transportation
 - Bike Plan should be a higher priority
 - Bike Plan should have a stronger **vision** and better follow-through (implementation)
 - Funding the improvements
 - Implementing design standards (currently for short- and long-term bike parking...need for bikeways)
- Co-use bike lanes (i.e. along M Street south of Yosemite Avenue and along 18th Street)
 - “No Parking” = Safer bike lanes
 - Allow for more width (change standard width) for “door zones”- currently at least 12’ from curb to allow for car parking, door opening, and bikes...the following illustration depicts the standard, which was attached to Merced’s CMAQ re-striping application (submitted to MCAQ in Nov. 2011)



- Safer and connected for marginal cyclists
- Segments of M Street are not safe for cyclists
- Bike facilities support
 - Signal detector loops that “see” or detect bikes
 - Way-finding signs
- Safer crossings: Blinkers, narrower crossings, x-walks
- Retrofit older sidewalks with ramps and cutouts (i.e. MLK, South Merced streets)
- More cutouts
- Maintain bikeways
 - Especially along Bear Creek, streets
 - “M” Street...see maps
 - More frequent maintenance
- Bike racks
 - Not enough
 - Replace deficient ones
 - Should be required at destinations (i.e. stores)
- Public “**E**ducation”
 - Seeing “wrong way” riders (educate bicyclists on laws and rules of road)
 - City utility bills could be used to educate public on bike-related matters
 - Educate motorists – DMV test questions
 - “Urban biking” education could be Ad-Hoc too

- Promotion (“**Encouragement**”)
 - Weblinked app (www.saveagallon.org) to quantify benefits (i.e. health) of bicycling compared to costs associated with driving
 - Monetary incentives for biking (insurance, Dero ZAP (http://www.prweb.com/releases/Commuting_Bike/RFID_Dero/prweb8863082.htm))
- More funding for **Enforcement**
- “Bike Box” for through traffic and for left turns



- Schools should have “safe routes” designated (how students could bike to schools safely)
 - Bike lanes near schools
 - **Childs Ave?**
- \$300K is too much for re-striping bike lanes
- Use B.A.C. as forum/line of communication to the City
- U.C. Merced connections / Bike alliance / Partner – David Noble
- Parsons Avenue would be best North-South thoroughfare for bikes- build a bike/pedestrian bridge over Bear Creek
- Close roads to cars on some days (i.e. Main Street on Sundays)
- Bicycle boulevards (like in Minnesota)

COMMENTS ON THE MAPS:

- Maintenance:
 - Fix Yosemite Avenue Bike Lane from Gardner Avenue to Lake Road
 - Maintain McKee Road north of Bear Creek
 - Maintain McKee Road near Bear Creek (pockets of County jurisdiction)
- Should not allow car parking in bike lanes on McKee Road north of Bear Creek
- Way-finding signs at Fahrens Park Bike Path, and on other bike paths
- Disapprove of extending Bear Creek Bike Path from 24th Street south to 16th Street
- Unsafe bicycle crossings at “V” and “R” Streets in proximity to Highway 99
- Install bicycle/pedestrian bridge on Parsons Avenue over Bear Creek, and add new bike lanes on Parsons Avenue
- Safe routes to school: Improve Childs Avenue on west side of Highway 99 to all for safe student traffic to schools east of Highway 99
 - Install sidewalks (and possibly bike lanes) from “B” Street to Highway 99. This would make a great “safe routes to school” project.

FEBURARY 13, 2013 PUBLIC WORKSHOP COMMENTS

Public Input Station #1

Which streets wouldn't you use? Can it be fixed?

Strong & Fearless Riders:

- G Street, south of Childs, needs bike lanes.
- Intersection of G & Childs Avenue – Some feel more scared riding in the City than in the Country.
- Some ride her bike as her sole transportation – her family does not own a car.
- Bear Creek Drive – G to 59 / from the tracks
- Access to G Street, going west, going to city center needed.
- He lives on the north side of Bear Creek, path is on South side, but he likes to ride the roads when he can.
- Bear Creek path gets congested.
- Bear Creek path – M to R Streets too narrow and need to send street cleaners out more often. There is glass & debris everywhere
- G Street and Olive Avenue
 - Congested intersection
 - Have to be on the sidewalk
 - Olive – G Street to R Street – dangerous
 - Bellevue Road
 - G Street – from Mercy Avenue. to Bellevue – there is housing on the west side, need to cross over to east side.
- Childs Avenue from Golden Valley High School – west – over the overpass to B / D Streets
- R Street from Olive Avenue – south
- G Street – south of the underpass all the way to 99. Traffic lights & bike lanes are too narrow.
- Glen Ave. – 99 to Bear Creek – too narrow
- V Street, south to 140 – freeway off ramp – there is no way to cross – no designated bike lane.
- V Street from South of 16th – very dangerous – on the west side, there is no crosswalk.
- North Bear Creek – G to R Streets – too rough
- Nowhere to cross from East G to West G near hospital – not safe - Safe connection needed between hospital, north of college property on G Street.
- Bellevue – G Street to Hwy. 59 – too narrow, cars go too fast, dangerous. Would like to ride to Atwater.
- Bike lane by new high school is too narrow.

- Concerned with how his daughter would ride from Cruickshank area to new high school taking safe routes.
- North Bear Creek – G to R Streets – too rough

Enthusied and Confident Riders:

- Main Street – car doors opening
- City Center – G to M Streets
- He sees Merced as “Bicycle Theft Capitol of the World” – has had three bikes stolen in the one year he’s lived here. His bikes have been stolen at the following areas:
 - Near Subway on G & 16th
 - Near Sears by the Mall on the Loughborough side
 - From his backyard – west side of G Street – G & 18th (He lives in the ally.)
- Black Rascal Creek – between G & McKee Rd. – Missing Access Poles – so there are 6” stubs that stick out of lane. Need to be painted. Safety issue.
- Cascade Creek – 1 block west of Parsons off of El Portal. Deadends on Awhanee. There are 8 signs between 18 houses. “This is a bike path that goes nowhere. Needs an extension.”
- R Street, south of Olive – by Fremont School all the way to 21st
- M Street – need to ride on the sidewalk
- M Street could be marked better.
- She will NOT ride on R Street.
- She does not like riding on M Street either.
- Bike routes in general are not well-defined – need to color them green.
- Need more defined – when sharing street.
- Occasional reflectors too.
- Hwy. 59 – by Black Rascal
- The bridge near Black Rascal on Hwy. 59 – VERY unsafe to ride there. Even scary for cars.
- Hwy. 59 – narrow in the country
- Road to Snelling is too narrow – when you turn off of G Street and head to Snelling
- Childs between Weaver and Golden Valley High School – not kept clean.
- Too narrow on Childs Ave. by industrial park
- Coffee between Dinkey Creek to Childs – on the east side
- G Street underpass – bicyclists accelerate too quickly
- Coffee Rd. between Gerard & Childs
- Childs Ave. between Hwy. 99 & Coffee to the other side – to Tyler and D Street – too narrow, sometimes garbage cans are in the way.
- Childs – west of 59 – there should be a bike lane there.
- M Street – needs a bike lane from Childs Ave. to 13th – there are many parked cars there.

- M Street – have to ride in the gutter

Interested but Concerned Riders:

- Mission – He cannot wait for a class 1 bike path to be built.
- G Street and Olive
 - Congested intersection
 - Have to be on the sidewalk
 - Olive – G Street to R Street – dangerous
 - Bellevue
 - G Street – from Mercy Rd. to Bellevue – there is housing on the west side, need to cross over to east side.
- Concerned about kids riding on Childs Ave. from Hwy. 59 to GVHS – the dangerous intersection by Starbucks, Motel Drive, Freeway on-ramp/off-ramp, etc.
- Do our existing bike lanes meet state standards?

Public Input Station #2

Which streets do you use?

Strong & Fearless Riders:

- McKee towards Black Rascal Creek path and connect to Fahrens Creek. (3)
- G St. (N/S)
- Sub-divisions
- Paulsen Ave. - Donna Dr. - Yosemite Ave.
- Downtown
- Parsons to Bear Creek
- G St. from 26th to Gerard Ave.
- S. 59 to Mission Ave. (5x week)
- Olive Ave.(E/W) (sidewalk) (2)
- Mall to M St. and M St. to 26th
- Main St. to 16th St.
- Bear Creek Path (3)
- Black rascal Creek (West)
- Thornton Rd. – Wardrobe Ave. – V St. – M St.
- McKee Ave.(N/S) (2)
- R St. – 21st St. - Devonwood Dr.
- Old Lake Rd. – Golf Rd. – Lake Rd.
- G St. – Bellevue Ave. – Hwy 59 – Snelling
- Santa Fe (E/W)
- Yosemite Ave. to Planada – Arboleda Dr.
- 26th St. – G St.- Olive Ave. – Glen Ave. (to mall)
- Mission Ave. to Planada /Le Grand
- Childs Ave. (E/W)
- Hwy 140 (E/W)
- Parsons Ave. (N/S)
- Hwy 59 (N/S)
- All bike paths
- Olive to G St. (West)

Enthusied and Confident Riders:

- Bear Creek (E/W) (2)
- Rascal Creek (E/W)
- Bear Creek to 59 loop to Bellevue and down to Cardella
- Lake Rd. (N/S)
- Fahrens Creek (N/S)
- G St. – Near college
- Lehigh Dr. towards Barclay
- Yosemite Parkway (E/W) (3)
- Mostly roads north of Bear Creek.
- Farmland
- Canal St. (N/S)
- Meadows Ave. – Loughborough Dr. – Devonwood Dr.
- Canal St- 23rd St.
- Rotary Cove
- Cone – Childs Ave. North towards Freeway
- Parsons (from Childs)
- Coffee St. (Gerard/ Childs)
- Childs Ave. to N St. to Downtown
- M St to College
- Main St from G St. to R St.
- Main St. to Canal St.
- Childs Ave. – R St. – West Ave.
- M St. (N/S)
- El Portal to Buena Vista Dr. and east to McKee Rd.
- Alexander Ave. – Park Ave. – College green
- University Dr.
- Martin Luther King way
- 12th St. – 16th St.

Interested but Concerned Riders:

- Farmdale School Area
- Tyler Rd. – Gerard Ave. – G St.
- Steven Leonard Park from R St. to V St. on 6th St.
- 8th St (E/W)

Public Input Station #3

Where do you want to go, but can't. Your fix is?

Strong & Fearless Riders:

- G St. both sides
- Connection between Cottonwood Creek path on G St.
- Childs Ave. bridge. (sidewalk issues)
- Bear Creek (east)
- Childs Ave. from B St. to Parsons Ave.
- Bellevue from M St. to Hwy 59
- Hwy 59 from Bellevue to Yosemite Ave.
- Bear creek to Hwy 99
- Bellevue Rd. connection to Lake Rd. Bike path
- Bridge on Glen Ave.
- G St. BL aren't being obeyed by traffic in the undercrossing.
- Childs remove parking and add BL
- Green St. tunnel improvement
 - Possible concern with Santa Fe street width.
- Parsons bridge over Bear Creek
- McKee to Cottonwood Creek
- Canal St. possible bicycle boulevard.

Enthusied and Confident Riders:

- N. Bear Creek Dr. too much traffic.
- Fahrens Creek from Cardella to Barclay
- M St. from Barclay to M Circle.
- Olive Ave. (Olivewood possible alternative route)
- Bike loops at signals
- Connect Bear Creek South Rd. path from G St. southbound.

Interested but Concerned Riders:

- Childs Ave. Bridge (sidewalk issues)

Public Input Station #4

Maintenance concerns?

Concerns

- Bike paths need stencils or signs indicating that pedestrians are present (besides bikers) to prevent pedestrians from getting hit by bikers.
- Few drinking fountains along bike paths.
- Shamrock area need bike symbols. Little kids ride their bikes and don't read signs.
- "goat heads" present in every bikeway around the city.
- Parsons/ McKee/ Black Rascal Creek: weed problems, move closer to street for easy maintenance.
- Vehicles not slowing down for bicyclist.
- Where are ADA light sensors located around Merced? Are we going to install more?
- Bear Creek to R St.: roots on path make it tough to ride on... what can we do?
- Concern with dogs on Cardella.
- "zig zaggers"
- Olive Ave.: how can Olive be made into an easier strip for bikers to use? Installing Bike lanes?? Concern is mainly in the W. Olive area (Wal-Mart area).

Suggestions

- Who's responsible for maintenance of creeks? (garbage in creeks)
- Olive towards Wal-Mart: install sign for bikes allowed on sidewalk.
- ADA light sensors for bikes are neat and convenient.
- Cormorant & Paulson: irrigation washes dirt down to bike path/street, no existing vegetation in area. Put up concrete wall so dirt doesn't wash to bike path.

Investigate

- Is the BP on Campus Parkway in a maintenance district?
- Merced County Building, irrigation issues, is that County's or City's responsibility to maintain?
- E. Olive, G St. going out to McKee: is there an existing BP?

Work Order

- Campus Parkway BP needs maintenance.
- Water flows into the BP creating hazards for bikers.
- Bear Creek BP, northwest side, metal sticking up about 2" – remove metal.
- Olive (G St. to Hwy 59) class 2 BL not properly marked.
- Davenport Park/ Cormorant side: replace warped plank.
- Bear Creek to Wal-Mart BP: maintenance needed. There is a lot of broken glass, trash, and debris (homeless encampment site).
- G Street, from E. 26th St. to Glen Ave.: huge concrete missing along the street (possibly from the construction of the G St. underpass).
- Bridge at 25th Street & Bear Creek BP, closer to M Street side, cracked concrete – parallel to street. Will catch bike tire, should be looked into.
- Coffee St and Childs Ave. lights don't detect bicycles.

Public Input Station #5

Traffic safety concerns?

- Being “buzzed” by motorist, especially larger trucks with wide mirrors. McKee, commuting to University. Narrow lanes, insufficient or non-existent shoulders.
- Olive Ave.: rides on sidewalk, worries that isn’t ok (officer advised that it is legal unless otherwise posted, i.e.: Main St.
- Bicycle doesn’t trigger traffic signals, after waiting a cycle the rider goes against the red if it’s clear (Olive Ave. by FoodMaxx, Coffee St., and Childs Ave.)
- Bicycle License: what is it for?
- Do we keep statistics for bicycles vs. car accidents?
- Rate of bike thefts? “HIGH, most unattended bikes”
- Do cyclists need both lights and reflectors at night?
- Place of concern: bridge over Black rascal on N. Hwy 59 – narrow.
- Concerned with number of young cyclist with no helmets. How often is this enforced?
 - Health dept. is concerned. Prefer bicycle education Saturday school to fines, loss of bike; reduce fine; get a helmet in completion. Could we have an option for youth to do an online bicycle education class? Have child research and write essay to turn in to Police dept. instead of fine?
- Is there a department directive to enforce the helmet law? (No). Guess about 50 helmet violation tickets last year.
- People riding the wrong way on the street; potentially very dangerous.
- How is it possible to educate schools on bicycle safety? (Officer Walker offered to talk to students at assemblies.
- Can you ride your bike in a crosswalk? (“vehicle is not supposed to be in a crosswalk”) (Recently law spells out that cyclists can’t be excluded from crosswalks...)
- On bike path by Hwy 59 crossing Olive Ave.: N. bound right-turning cars on Hwy 59 do not want to stop for cyclists using crosswalks, which are the BP’s extension across Olive Ave. (Officer Walker: Cyclists do not have to walk in crosswalk) Could we install a sign, “yield to Cyclists”? Could cyclist be diverted into a straight thru lane to left of right turn lane?
- Dogs not on leash city limits: park behind McKee fire station.
- Safety on bike paths – human element; graffiti 13th St., vandalism to bollards, trash. (Because some paths are secluded behind fences).
- Bollards and the stumps of bollards, dangerous.
- Undercrossings – secluded spot for illicit activities. Need to be well-lit.
- West side of Dominican St. of Cruickshank school- people park in a bike lane no parking zone after school, and specially during sporting events.
 - Fix: either eliminate the no parking sign or bike lanes.
 - Officer Walker: Email complaints to Officer Matthews. This will spur an increase enforcement.
- Wrong way riding.
- Bicyclist speed past without warning.

- Drivers on cell phones/ distracted drivers causing accidents; right hooks.
- Drivers not checking for bikes on right before turning right, and/or deliberately turning in front of cyclists.
- Need to educate drivers. How?
- Bike theft, whether or not bikes are locked, and out of backyards.
- Difficult to lock to Merced Mall bike racks. A lot of locked bikes are stolen there.
- G St. with bike lanes straight thru with right-only lane to the right of bike lane. G St. and Alexander, southbound. Riders hit 3 times waiting or riding through this by cars turning right, crossing the bike lane into the auto right turn lane.
- Dogs unrestrained in the back of pickup trucks, stopped at lights beside cyclists.
- Cars parked in red zone blocking bike traffic (is there a bike lane there? G St. behind fairgrounds).

Written Public Comments Received:

Strong & Fearless Riders:

- Francisco wrote-
 - “It would be nice to see where the nearest water fountains are along the path maps. More actual fountains along the path would be nicer of course, but putting them on the map shouldn’t cost much.”

Enthusied and Confident Riders:

- Tim
 - Would not ride on Main St., but all other streets he uses. Traffic Concerns include: Wrong side riding; and no helmets
 - Also, he is 50 years and riding; wants to further biking – recreation and transportation.
- Unknown – “When planning new bike paths:
 - Keep them open where people can see the path (instead of closed between 2 fences); and,
 - Include in plan – maintenance considerations (keep path close to creek with no big open spaces to maintain.”
- Larry – West North Bear Creek is an asset to the city but is also extremely problematic as a traffic conduit. I have lived on that road for thirty-seven years I know that it is a very heavily traveled street, by pedestrians, bikers, and even those in wheel chairs, as well as by cars. Of course the road was made for autos and drivers enjoy speeding along the “country road,” but that does not deter pedestrians, cyclists nor those in wheel chairs because it is the shortest route between commercial and residential areas in the vicinity. People will continue to use it despite the obvious danger to them. Since the city has allowed development which has led to this I feel it is a serious problem the city needs to address. I am very happy to hear that preliminary plans are being considered to meet this concern.

At one time several years ago the Merced Irrigation District was considering discontinuing maintenance of the canal that runs alongside (north) the road west of R Street. If MID does not use it and there is no demand for it as a canal that may allow that area to be used for a bike path.

I would imagine that you have considered seeking funds that relate to flood prevention, levee construction, etc. so that a bike path might be built on a levee to protect an area prone to flooding. The north and west banks have been sandbagged several times when flooding was predicted. These sandbags make walking even more difficult and dangerous.

Dealing with the railroad tracks and railroads is often extremely difficult so perhaps consider tunneling under the railroad tracks (as has been done under a canal near R St. in north Merced. Or, can a bridge-like structure be made to go underneath the tracks within the creek bed rather than an earth made path similar to G, M, and R streets?).

Interested but Concerned Riders:

- Stephanie wrote –
 - “I’m here representing the Merced Co. Public Health Department. I am a part of CA4 Health Grant that promotes safe/active transportation, specifically for children on the way to school (srts). We want to make sure bike paths are going along routes that school-aged children commonly take as they travel to school.”
- Bob:
 - Include South Merced
 - Number off for groups
 - Handout for bike safety tips
 - Bike Safety Training/class
- Christine
 - “M” and “R” are very important issue and should be set as first priority in the Merced’s BTP.
 - Conditions of exiting bikeways on “M” and “R” St. are extremely dangerous. To name a few , uneven surface with more than one inch of elevation change between gutter pan and road surface transition; overgrown tree branches obstruct the bike paths and bicyclist’ visibility; bicyclist and pedestrian share the same narrow sidewalk with extremely steep rolling or vertical curb at street corner.
- Angelo
 - North Bear Creek Dr. to 16th St.
 - I would want this segment to be a high priority so that a bike lane could be installed in the near future.
 - The narrow and curving drive, in conjunction with the blind spots, compound the danger to vehicles, bicyclists and pedestrians.
- Chersa and Sou

- Would want bike lanes along Hwy 59 from 16 to Bellevue and along the west end of Bear Creek.
- Unknown Riders:
 - Need to repair bike paths (tree roots – holes)
 - Need sign to warn pedestrians of approaching bikes.

MARCH 11, 2013 PUBLIC WORKSHOP COMMENTS

Public Input Station #1 / High School Bicycle Routes

Topic #1 – “Due to bus cuts, what are the safest ways to get to the various High Schools on a bike / what alternative routes can be taken?”

Resident Group #1 Golden Valley High School

- Many children utilize Childs, but it is very dangerous. Our children are utilizing Childs Ave. There aren't any "lines" to identify the bike routes. The bridge. There are no lines and there are no sidewalks.
- The overpass is not as safe as it could be and there is also not a traffic light.
- Issue is really about the bridge and when utilizing Childs, becomes the only way to cross over to GVHS...unless the youth bike up to Mission and then bike back north on Parsons.
- Identified the difference in signage on Childs since some areas are in the City limits versus the County boundaries.
- Childs Ave traffic issues involve speed limits.
- The City and County need to come to an agreement about the proposed solutions.
- City and County need to collaborate and work with the schools as key stakeholders to voice concerns. Schools also need to be part of identifying solutions.
- In south Merced, you get chased by dogs wherever you ride.
- Because most of our children take Childs Ave., a bicycle / pedestrian overpass at Childs Ave., near Hwy. 99 on/off ramps would be best.

Resident Group #2

Golden Valley High School

- Crosses highway 59 – was very scary to cross – scary to cross at Childs...
- RR track has a path – from Yosemite Parkway to Vassar to old highway...
- Need a sidewalk on southbound Childs... sidewalk ends by Sunnyside apartments – next to D Street – it stops before the cemetery
- The main problem is, we do not have any other options – Go up B Street to 15th Street –up to highway to get around on ramp
- GVHS – from Yosemite parkway to Main Street to G Street
- The curve on Mission to Coffee – very fast...
- Gerard to Taylor Rd – there's a canal bank to use

Merced High School

- Needs a rear entrance to Merced High School with gate and bike path onto the campus
- There are a lot of people there – they don't want people to go on to campus
- Possibly open the gate a couple of hours in the morning and a couple of hours in the afternoon
- Canal Street – the street ends on 16th, but there may be a way to create a bicycle boulevard
- Maybe a future SRTS route – because there is a lot of room and a lot of room for improvement –
- Right now – M Street is the best way to get from south Merced to MHS.

- Many college students take “O” Street, turns on 22nd to get to “M” Street
- Canal is really rough - - -
- If Canal were fixed, smoother, then would probably take that route...

El Capitan High School

- Most bicyclists would take G Street all the way out –best bike lane of all the bike lanes
- Bellevue as it crosses G Street – one side is good and one is bad.
- The east side of G Street – not paved properly, no proper signage, and no markings on the ground
- Northern part of Barclay & Bellevue – right before Bellevue – median is pinched – 25’ before you get to the light
- Bellevue – going to east – there’s no shoulder –the bike path is on the south side
- Mercy Hospital has a bike path but there is a divider heading south. Many want to get on the bike path to go behind hospital, but cannot take it because there is a divider there.
- Safer route is behind Mercy Hospital

Group #3

- There’s no education provided on where they should cross / how they should use bicycle facilities. It has to start somewhere. Starting with an educational program in the schools would be a good idea. We need some form of bicycle education in the schools.

Golden Valley High School

- From South Hwy. 59, kids have to ride north on 59, take a right on Cone, G Street to Childs Ave. They have to ride on left side – because there is a sidewalk – then nothing after Sunnyside apartments From B Street to Overpass- there’s no sidewalk. Complete the sidewalk.
- Lower the speed around the high school
- Maintain the streets more
- Childs Ave. needs sidewalks on both sides of the street
- McKee Rd. – half is nice, but the other half is not.
- Take streets that are parallel to busy streets. For instance, take 22nd Street (more residential) instead of 21st.
- City could paint green lines on road to indicate a safer street to take like other cities do

Merced High School

- One problem is getting the kids to use common sense when crossing the streets. At G Street, they just cross without looking. Needs some education for students.
- Takes “M” Street – between Childs and 13th – there are bike lanes from 12th street 27th

Resident Group #4

Golden Valley High School

- Green Street to pedestrian bridge
- Go down McKee, take Bear Creek path to Parsons, Parsons to 27th to Green Street under the tracks to 22nd with less traffic

- City needs to maintain that undercrossing
- Childs going to Golden Valley – Childs needs to be expanded
- From Weaver and Pioneer – students go right up to Childs and cross Childs with no crosswalk to get to GVHS. Have to create a safer route. Widen the street and put a bike lane on each direction
- Childs Ave. east of High School, there's a canal that students walk on, but cannot cycle on it
- Need a wider road with markings.
- Houses south of high school need a path north
- There's a locked gate at Childs & Brimmer
- Need sidewalks on Coffee – for SRTS – link into the elementary schools – and eventually link to Campus Parkway bike path.
- Need a connection between Childs and Coffee
- McKee to Santa Fe, walk across the tracks – cross the tracks, go underneath and access Baker to Coffee...
- Childs east to Coffee, Coffee to Mission and Gerard, Baker to Bradley Bridge
- Parsons to Stretch through the empty lot with a dirt bike path that extends from Santa Fe to Parsons

Merced High School

- Black Rascal Creek is at the north end of MHS
- Loughborough is used more often than the bike path
- Santa Fe strip park between Black Rascal and Yosemite – Santa Fe strip park - - - (by San Jose and Yosemite – behind Rivera – lots of curbs)

El Capitan

- G Street. Take Mercy, go to continuation of Cottonwood Creek, take Bancroft, then to the high school
- From west side there are facilities present all along that lead to Bancroft & Cardella, but there is a median
- Need to finish Fahrens Creek bike plan.

Public Input Station #2 / North–South Bikeways

A map depicting barriers (State Route 99, Union Pacific RR tracks, 16th Street, Santa Fe RR tracks and Bear Creek), as well as the City's main north south routes (V Street, R Street, M Street, G Street and Parsons Avenue) was presented for discussion. Traffic congestion, speeds and existing narrow rights-of-way make it difficult for bicyclists to travel on several of these roadways. Discussions focused on identifying north-south alternative bicycle travel routes to connect downtown with neighborhoods located to its north and south. Two alternate routes: 1) "O" Street, from Tenaya School to N. Bear Creek Drive, and, 2) Canal Street, from Childs Avenue to N. Bear Creek Drive, garnered support from the attendees. These routes already have access through/across most barriers, and lack significant vehicular traffic, and are close to destination sites. These routes are straight and direct, which avoids the current need to jog from east to west to find a safe route. Challenges with these sites include: 1) the placement of bicycles in the downtown core that presently prohibits bicycles on sidewalks; and, 2) the pedestrian/bike bridge span across Bear Creek north of Canal is broad, and may be costly. These bike route concepts were discussed in broad-terms, recognizing that additional research and public input would be a necessary part of any future efforts to designate or improve these bike-friendly corridors.

Public Input Station #3 / Fixing Existing Bikeways/Maintenance

Group 1:

- East of R Street and north of Pacific Drive on the Bicycle Path near Storm Sewer #21, there's a drop in the bike path making it hard to ride over
- M Street at Northwood Drive there are 3 bumps that need to be smoothed down; (S on M/Northwood) – handicap ramp
- Main Street – bicycle route needed. Drivers are driving too fast.
- V Street from freeway 99 (near Carl's Jr.) to Southern Pacific R/R tracks pavement needs repaired
- Between M and R and between Olive Ave. and Bear Creek, garbage cans are continuously in the roadway. Not enough room or no room for bikes.
- Canal St. and Childs Ave. – need drainage system (SEC – grocery store site).
- MLK & Childs – drainage repairs needed – flooded area. Note: State owns lot.
- M St. at Olive Ave. to Loughborough Dr., bike lane needs improvements
- Near M St. by Applegate Park, there's a bump that needs smoothing out under the bridge
- Parsons at Childs Ave., there is a pedestrian crossing sign and yellow buttons, but cars are not stopping
- On the North side of Childs Ave. at V St. – unfinished sidewalk
- W. 16th St. to N. Hwy. 59 – too narrow for bicyclists

Group 2:

- Canal St. from Bear Creek to 18th St. – road improvements needed
- Black Rascal Creek bike path (behind Apts at 1279 – 1295) near pedestrian bridge – need to place a barrier (bollards?) so that people aren't able to dump mattresses and other unwanted items
- Santa Fe (Strip Park) between Black Rascal Bike Path and Yosemite Ave., place handicap ramps at Donna, Buena Vista, and Yosemite so that bicyclists don't have to jump the curb or use an adjacent residential driveway for access.
- Bear Creek Bicycle Path between M & R (at amphitheater) improvements needed
- Trash and debris on bike path behind Wal-Mart
- Parsons Ave., near Stretch Rd – dirt bike path (Is this City? John S. said we may have purchased the R-O-W)
- R St. and Rambler Rd. needs handicapped ramps at corners
- W. side of R St. at Bear Creek, roadway is narrow. Also check M St. also. There is an existing pole that is in the way of the bike path which needs to be removed (person states that she has to get off of her bike to work her way around it).
- West side of Parsons at Cottonwood Creek, a pipe is sticking out a few feet up – causing a hazard
- Childs Ave from Canal St. Bear Creek, asphalt needs repaired.
- Canal St. from Childs to ??? – stray dogs roam
- From Canal to MLK on W. 8th St., and on N St. by Tenaya Middle School, raised sidewalks due to tree roots
- Childs Ave. at Carol Ave., west over the overpass to B St – sidewalk needed
- By the flea market on G St. no sidewalk

- M and Canal St. on 6th St: trashy area, dirt path (needs pavement) *check with P.W.'s and Code Enforcement re: complaints
- Suggestion: Advertise in City Connections. Or, send out messages via Radio or TV regarding days that refuse is picked up and the street sweeping occurs. People need to remove containers after pick-up and vehicles for sweeping
- Post signs stating sweeping days so cars are removed.
- Black Rascal Creek – all underpasses need inspections for damaged pavement (G St. to Cherokee) and Parsons & Black Rascal Creek bike path.
- N St. from Childs Ave. to 13th St. – place more stop signs on N St.
- M Street and Bear Creek – need wider and shallower handicapped ramps.
- R Street – need for handicapped ramps to provide for increased sidewalk and bike use.

Public Input End Comments/ Contact Info

Minerva Perez

- Really good topics
- Would like a follow-up

Martha Serrano

- I do not ride a bike, but it's still a concern to me.

Edith Perez-Vargas

- Riding from south-side Merced towards the college is difficult. I do not like biking on M St., I prefer biking on N St. because it is calmer, there is not a lot of traffic, and has a beautiful view.

Armando P. Martinez

- It seems as if drivers in Merced are more aware of other vehicles in the summer months; May have something to do with the increase of motorcycles on the road.
- Most rides are incident free as those drivers are courteous towards cyclists; just a small percentage seems blissfully unaware of vehicles other than cars and trucks.

Julianne Sims-Culot

- Crossing Hwy 99 is a mess.
- Section #2
 - Utilize O Street as a way to cross the freeway at 16th safely...
- Section #3
 - M and R Street garbage cans on sidewalk are a hazard.
 - M Street from Loughborough to North Bear Creek improvements are needed on roadway (not smooth) and ramps are bumpy.

Julie Ekeland

- Thank you for keeping the bicycle paths clean.
 - There is glass along them sometimes though.
- The creeks are very trashy.

Harlan McCollum

- After a wind storm focus on blowing the debris of the bike paths.

Anonymous

- I utilize streets with less traffic for precautionary measures.
- At times I perceive traffic as a barrier since there are no lane markings for bicyclist.
- Keep adding routes!