



To: Patrick Golier, City of Lafayette
From: Brian Burchfield & Christopher Kidd, Alta Planning + Design
Date: May 28, 2024
Re: Connecting Lafayette Downtown Pathways and SRTS Project Survey Summary

May 2024 Survey Summary

Background

The City of Lafayette in May of 2024 developed and launched a public survey in conjunction with a public workshop held on May 1st. The survey was live from May 1st to May 25th, hosted online through SurveyMonkey. The survey was posted to the City of Lafayette project website and QR codes were developed for use at the May 1st survey for participants to access the survey via mobile devices.

The survey collected 315 responses during the survey period. The purpose of the survey was to solicit feedback from residents on the finalized design concepts for Topper Lane and School Street, as well as identify transportation & safety needs for future City projects.

The survey was broken into five sections: questions about survey respondents and their transportation habits, questions about their opinion on the proposed projects, a question on their preference for landscaping on Topper Lane, questions about needs for St Mary's Road, and open-response questions for future City projects.

Resident Information Responses

The vast majority of survey responses (97%) were from residents of Lafayette, with almost two thirds (65%) having students enrolled at either Lafayette Elementary or Stanley Middle School. A total of 18 responses came from residents living on School Street or Topper Lane, and just under a quarter of respondents (24%) had been to a project meeting prior to filling out the survey. Almost all respondents (95%) use the nearby Lafayette-Moraga Regional Trail and residents most often prioritized safety (87%), reduction in traffic congestion (51%) and connections to key destinations (47%) when moving around their community.

Project Attitude Responses

When asked about their opinion on the project, a majority responses supported the project. 79% agreed that the project would improve safety & access for students and families. 91% of respondents said they would feel safe using the project proposed for School Street and 86% would feel safe using the project proposed for Topper Lane.

70% agreed that the project would improve access to the Lafayette-Moraga Regional Trail, and 73% said they would use the Lafayette-Moraga Regional Trail more often if the project was completed. 56% of residents agreed that the

project will make it easier to reach destinations in downtown Lafayette. 48% of respondents agreed that the project struck the right balance of between the needs for street parking, vehicle circulation, private property improvements, and school loading activities. Only 15% of respondents disagreed that the City struck the right balance.

Topper Lane Landscaping Responses

The most recent revision to project designs included reducing the Topper Lane pathway to 6' to allow for a 4' wide planting strip. The survey provided residents with visual examples of three different landscaping treatments for Topper Lane, all of which would have vertical screening elements. The survey included a fourth "no opinion" option.

The survey expressed no clear preference for landscaping themes, as each option gathered between 23-29% vote share (including "no opinion").

St Mary's Road Responses

Of the 133 parents with students at Stanley Middle School, just under half (42%) used St Mary's Road for drop-off. When asked what would make St Mary's Road a more attractive place to do drop off or loading, 47% requested a more formalized drop-off/loading space while 36% requested more space on the side of the road for loading/parking.

Open-Response Highlights

The end of the survey asked respondents to fill out open-ended questions for their hopes for the project, their concerns, other comments they would like to share, their use of St. Mary's Road drop-off and pick-up student locations, and if they have suggestions for future pedestrian and bicycle improvements.

Hopes from survey respondents centered on themes around safety, congestion reduction, improved drop-off/loading for students, and improved connectivity for walking and biking. Overall, the consensus for hopes of the project were positive and respondents expressed their excitement for the project. There were respondents that did not like the project idea for Topper Lane and preferred that the project not move forward.

Concerns from survey respondents centered on lengthy construction timelines, budget overruns, removal of mature trees, heat island effect, traffic congestion, and concern that the project would not achieve its safety goals.

Other comments were split 50/50 between the proposed project having a positive and negative impact on the community. Themes included BART station access, project cost, safety concerns, desire for more sidewalks, improving drop-off/loading on St Mary's Road, safety education, and a desire to see the project completed as fast as possible.

St. Mary's Road drop-off and pick-up comments centered on student safety, addressing illegal U-turns, driver speeding behaviors and fear of increased traffic congestion.

Future pedestrian and bicycle improvements responses focused on requests for more sidewalks, more bike lanes trail maintenance, separating bike & pedestrian modes on trails, more lighting, BART access, and better marked crosswalks. Locations with a high response rate include: Moraga Road, Brook Street, access to Acalanes Ridge, school-adjacent streets, and connectivity to regional trails.



Resident Information Responses

Q1: Do you live in Lafayette?

Answered: 314 Skipped: 1

Yes	97.45%	Total: 306
No	2.55%	Total: 8

Q2: Do you have students who attend Lafayette Elementary or Stanley Middle?

Answered: 315 Skipped: 0

Lafayette Elementary	26.03%	Total: 82
Stanley Middle	32.06%	Total: 101
Both	7.62%	Total: 24
None	34.29%	Total: 108

Q3: Do you live on School Street?

Answered: 314 Skipped: 1

Yes	2.87%	Total: 9
No	97.13%	Total: 305

Q4: Do you live on Topper Lane?

Answered: 313 Skipped: 2

Yes	2.88%	Total: 9
No	97.12%	Total: 304

Q5: Have you been to previous meetings and events for this project?

Answered: 314 Skipped: 1

Yes	24.20%	Total: 76
No	75.80%	Total: 238

Q6: Do you/your family use the Lafayette-Moraga Regional Trail?

Answered: 315 Skipped: 0

Yes	95.56%	Total: 301
No	4.44%	Total: 14

Q7: What is most important to you when moving around your community? (Choose up to 3):

Answered: 315 Skipped: 0

Safety	86.98%	Total: 301
Comfort	13.02%	Total: 41
Streets Trees and Landscaping	25.40%	Total: 80
Parking	13.02%	Total: 41
Reduction in Traffic Congestion	51.11%	Total: 161
Reduction in Speed	40.32%	Total: 127
Connections to Key Destinations	47.30%	Total: 149

Project Attitude Responses

Q8: This project will improve school access & safety for students and families.

Answered: 315 Skipped: 0

Strongly Agree	47.62%	Total: 150
Agree	31.11%	Total: 98
Neutral	11.75%	Total: 37
Disagree	4.44%	Total: 14
Strongly Disagree	5.08%	Total: 16

Q9: This project will improve access to the Lafayette/Moraga Regional Trail.

Answered: 315 Skipped: 0

Strongly Agree	44.44%	Total: 140
Agree	26.98%	Total: 85
Neutral	16.83%	Total: 53
Disagree	5.71%	Total: 18
Strongly Disagree	6.03%	Total: 19

Q10: This project will make it easier to reach destinations in downtown Lafayette.

Answered: 315 Skipped: 0

Strongly Agree	32.38%	Total: 102
Agree	23.81%	Total: 75
Neutral	26.35%	Total: 83
Disagree	9.84%	Total: 31
Strongly Disagree	7.62%	Total: 24

Q11: This project will adequately balance the needs of street parking, vehicle circulation, private property improvements, and school loading activities.

Answered: 315 Skipped: 0

Strongly Agree	31.43%	Total: 99
Agree	27.62%	Total: 87
Neutral	25.40%	Total: 80
Disagree	7.62%	Total: 24
Strongly Disagree	7.94%	Total: 25

Q12: Would you/your family feel safe using the improvements proposed for School Street?

Answered: 315 Skipped: 0

Yes	91.43%	Total: 288
No	8.57%	Total: 27

Q13: Would you/your family feel safe using the improvements proposed for Topper Lane?

Answered: 315 Skipped: 0

Yes	86.35%	Total: 272
No	13.65%	Total: 43

Q14: Would this project make you more likely to use the Lafayette-Moraga Regional Trail?

Answered: 315 Skipped: 0

Yes	62.86%	Total: 198
No	37.14%	Total: 117

Topper Lane Landscape Options

Q15: The proposed pathway width along Topper Lane has been reduced from 10' to 6' due to community input. Now both Topper Lane and School Street will have room for landscaping, with Topper Lane having enough room for street trees. For each street, which planting style would you prefer? (Choose one)

Answered: 315 Skipped: 0

Forest aesthetic - Dense evergreen vegetation, glossy green leaves	21.90%	Total: 69
Garden aesthetic - Boulders interspersed with planting that provides seasonal color	28.89%	Total: 91
Meadow aesthetic - Clumping grasses with spring flowers	22.86%	Total: 72
No preference	26.35%	Total: 83

St Mary’s Road Responses

Q19: If you’re a parent at Stanley Middle, do you use St Mary’s Road to drop-off or pick-up students?

Answered: 298 Skipped: 17

Yes	18.79%	Total: 56
No	25.84%	Total: 77
N/A	55.37%	Total: 165

Q20: If not, what would make it a more attractive option? (Pick all that apply)

Answered: 298 Skipped: 17

Additional parking	11.11%	Total: 22
More space on the side of the road to park and load/unload	36.36%	Total: 72
More formal drop-off or loading areas	46.97%	Total: 93
An extension of the sidewalk and more formalized parking	27.78%	Total: 55
My students walk or bike to/from school	25.25%	Total: 50
My students take the bus to/from school	8.08%	Total: 16
None of the above	21.21%	Total: 42

Open-Response Highlights

Q16: What are your primary hopes for the project?

Answered: 194 Skipped: 121

Common themes found for this question are listed below:

- Save Lives
- Reduce Congestion
- Reduce Vehicle Speeds
- Increase safety for cyclist, pedestrians, Families, and Kids
- Create easier drop offs for students
- Improve walkability and bikeability
- Make it easier for kids to Walk and Bike to School
- Proper sidewalks and walkways on St Mary’s and Topper
- Get rid of Topper Lane Project

Q17: What are your primary concerns for the project?

Answered: 174 Skipped: 141

Common themes found for this question are listed below:

- Construction time will be lengthy

- Money will be overspent for the construction of the project
- Cutting down mature trees / Increase Urban Heat Island
- Vehicles Speeding
- Increase traffic congestion and reduced ease of access to downtown Lafayette

Q18: What other comments would you like to share?

Answered: 115 Skipped: 200

Common themes found for this question are listed below:

- The project does not increase safety to get to Bart
- This project is not needed
- This project is costing too much money. Funds should be spent elsewhere.
- Proposed project will not improve safety. Better plan is needed.
- School Street and St Mary should be improved. Topper Lane should be left out of this project.
- Planting style will not include native and drought tolerant plants
- The lack of sidewalks on other existing roads
- Better pick up and drop off solutions on St Mary's
- That the project will not move forward
- The lack of educating the community on pedestrian safety

Q21: If you do use St. Mary's Road to drop-off or pick-up your students, what issues do you experience that may be addressed through this project?

Answered: 77 Skipped: 238

Common themes found for this question are listed below:

- Proper drop off and pick up areas need to be created to ensure students safety
- Illegal U-turns
- Create a way for parents in vehicles to safely turn around
- Too much congestion
- Parents speeding to drop off their kids

Q22: Do you have suggestions for future pedestrian and bicycle improvements which would improve mobility or close gaps between Lafayette's residential neighborhoods and key downtown destinations?

Answered: 142 Skipped: 173

Common themes found for this question are listed below:

- Increase sidewalks
- Increase bike lanes and maintain existing trails
- Separate pedestrian and bicycle trails/lanes
- Implement lighting
- Safer streetscape improvements to access Bart
- Educate residents on street safety improvements
- Safer and better marked crosswalks
- Increase safety and connectivity to Moraga Road and Mt. Diablo
- School bus routes
- Connectivity to trails
- Reduce vehicle speeds
- Halt all improvements/Lafayette is already safe

School Street residents - 9 responses

"This project will improve school access & safety for students and families."

- **44% strongly agree/agree**
- **22% Neutral**
- **33% disagree/strongly disagree**

"This project will improve access to the Lafayette/Moraga Regional Trail."

- **44% strongly agree/agree**
- **33% Neutral**
- **32% disagree/strongly disagree**

"This project will make it easier to reach destinations in downtown Lafayette."

- **22% strongly agree/agree**
- **44% Neutral**
- **33% disagree/strongly disagree**

"This project will adequately balance the needs of street parking, vehicle circulation, private property improvements, and school loading activities."

- **33% strongly agree/agree**
- **22% Neutral**
- **44% disagree/strongly disagree**

"Would you/your family feel safe using the improvements proposed for School Street?"

Yes	88.89%	Total: 8
No	11.11%	Total: 1

"Would you/your family feel safe using the improvements proposed for Topper Lane?"

Yes	66.67%	Total: 6
No	33.33%	Total: 3

"Would this project make you more likely to use the Lafayette-Moraga Regional Trail?"

Yes	33.33%	Total: 3
No	66.67%	Total: 6

Topper Lane residents - 9 responses

"This project will improve school access & safety for students and families."

- **44% strongly agree/agree**
- **22% Neutral**
- **33% disagree/strongly disagree**

"This project will improve access to the Lafayette/Moraga Regional Trail."

- **33% strongly agree/agree**
- **33% Neutral**
- **33% disagree/strongly disagree**

"This project will make it easier to reach destinations in downtown Lafayette."

- **22% strongly agree/agree**
- **22% Neutral**
- **55% disagree/strongly disagree**

"This project will adequately balance the needs of street parking, vehicle circulation, private property improvements, and school loading activities."

- **33% strongly agree/agree**
- **0% Neutral**
- **66% disagree/strongly disagree**

"Would you/your family feel safe using the improvements proposed for School Street?"

Yes	66.67%	Total: 6
No	33.33%	Total: 3

"Would you/your family feel safe using the improvements proposed for Topper Lane?"

Yes	55.56%	Total: 5
No	44.44%	Total: 4

"Would this project make you more likely to use the Lafayette-Moraga Regional Trail?"

Yes	33.33%	Total: 3
No	66.67%	Total: 6

What are your primary hopes for the project?
None
Save lives
Reduce congestion
On Topper very narrow path. Only a few people a day will use it due to existing access to other available routes on nearby streets.
Better pedestrian and cycle safety. Ability of non-drivers to move around town safely.
Increase safety and allow people to bike who would otherwise drive
Reduce traffic speed and safe paths for students
My hope is for a safer Lafayette. The major safety impact is that drivers are driving TOO FAST and NOT PAYING ATTENTION. This design doesn't impact either. My neighborhood is impacted by drivers dropping off at St. Perpetua's, Stanley, and Lafayette Elementary. These parents drive way over the speed limit ("Oh no! my kid will be late!" seems more important than "Someone may get killed because of my speed and reckless driving!") It will look great in the planner's resume. But will it keep us walkers safe? Especially with kids driving e-bikes (which they are doing on the trail already), a 6 foot width is not safe. The major problem (and death) at Stanley is the multiple crosswalks across School St. People dart across from various points in addition to the crosswalks, and drivers aren't paying attention to the crosswalks. This was not addressed. Why is the path across the street from the school and not on the same side?
Improving the flow of traffic and more people getting around on bikes.
I hope that there is not a lot of money spent on this; it seems superfluous to me, since that side of St. Mary's Road is already used for a drop off for Stanley School, and has been for years.
Safer passages for children biking or walking
Walkable, bike friendly, beautiful
Safety Improvements on St Mary's and School street and leave Topper Lane alone. Use the money allocated for the misguided Topper Lane plans and put it where it will do the most good - St Marys road and School street as that is what this project os supposed to be about and NOT making artificial connections to downtown
Safer route to Stanley
If we are going forward with this, It actually gets implemented with no more years of delay recognize that the St. Mary's road expansion is far more important than blowing up Topper Lane
Increased walkability/bikability, and thereby increased community connection, and beautification.
I hope the project truly caters to community desires. I hope the project does not morph into something else because poor financial planning.
Increased safety for kids and families walking/biking to school and to the trails
Encouraging walking/biking
Greater safety for pedestrians & kids walking to school
Bike and pedestrian safety
Keep the kids / people safe & it looks good
Reduce traffic speed on School Street.
Safer biking pathways for families.
Safer bike connection between the trail and Bart.
Make safer walking passage for kids to get to school safely.

creating a safe walkway from the trail to lafayette elementary, and on to downtown Lafayette. Improving the ability for middle school students to walk to school and elementary students to walk to Lafayette Elementary.
Get more people not using cars due to feeling safer
As a resident who lives on Avalon Ave and walks (both on the trails and into town) a lot, I'm hoping for a safer, quieter place to walk with less traffic and less car exhaust.
Better circulation, including vastly improved bike and ped access for students, neighbors, and trail users.
https://www.surveymonkey.com/r/connectinglafayette
Safe access for kids and adults.
Safety, reduction in traffic congestion, and ease of access to both downtown Lafayette and Burton Valley / Moraga.
To increase safety walking and biking (for us and our kids!)
Safety for the kids, and congestion relief for pick-up/drop-off times
Reducing traffic on Moraga Road
that it provides a safe route to/from schools
more bike lanes/ trails are better for the city
Stop all this nonsense- Lafayette is already a safe city
use whatever is most indigenous and uses the least water
Safer access to school and trail for bikers and pedestrians. More tasteful than plastic dividers.
Keeping it on schedule for construction summer 2025
minimal if any changes.
Safer transportation to school, trails, and downtown for walking or biking. Make it more difficult for car use to encourage walking and biking
increase safety, congestion attention and maintain a positive aesthetic
Create easier to use drop off paths for cars while creating safety barriers for walkers and bikers to schools.
Safe and practical improvements to Lafayette streets for all
that it gets built
To make lafayette safer for those who do not use cars all the time.
Safe access down from St Mary's down topper to the trail and down school street to LES and Stanley. I'd like to maintain the aesthetic of Topper as much as possible while protecting the pedestrians from traffic.
safety for pedestrians
Student safety, traffic improvement
This misses the entire point. Kill all parking on those streets. Look at Silver Springs. The road is wide because no one parks on the street. You need a better plan.
I take care of my grandkids who attend LES. We hope that this project will improve safety around schools. If constructed, we would use School street and Topper walkways regularly. We currently help with drop off and pick up by car because we are concerned about our safety as pedestrians.
School Street is already working well so I don't think that will change much. I agree that Topper could use a walkway, but I'm really disappointed in the lack of any real thought about changes that could be made at St. Mary's Road, particularly since all of the School Street/Topper Road changes just put more cars on to St. Mary's. Coming out of my neighborhood (I live near Hamlin and Solana) has become a nightmare during school hours and the left turn from either Acampo or Solana onto St. Mary's is almost impossible due to the increased traffic on St. Mary's. It has become the crossing guard who helps cars turn left

from Acampo on to St. Mary's and that should definitely not be his job. What happened to the possible offshoot drop off lane on St. Marys? Or possibly a stop sign? Was neighborhood traffic evaluated at all in this or just the traffic on St. Mary's Road?
Reduction in congestion and safe pathways to reach school and downtown
School safety
I hope this will create a safer way for non-vehicle users to get around Lafayette.
Increasing safety for kids walking/biking to school.
Safety of children
Safety for my children and their fellow students who walk to LES and Stanley (we walk down Brook Street to school)
My primary hope would have been to improve the ability to walk to Lafayette Elementary AND to Stanley Middle School from all sides of the schools, not just one side.
more kids biking to school -
Safety around our schools while keeping the neighborhood attractive and shaded.
Safety
For the kids to safely get from the trail to school
Easier and safer for kids to ride bikes or walk to school. Easier and safer way for kids to be picked up and dropped off from school.
Safety
Updated version of the 1st street functionality and aesthetic. Improved garden/tree landscaping between path and street
Proper sidewalk along St Mary's and Topper for safety
I live near Acalanes so this doesn't help my child much; although, I want him to walk more easily from Stanley to shops downtown.
No need for another memorial for a traffic volunteer
Not to spend too much money
Safe movement for school children and families
Minimal interruption in construction projects
A safe way for my kids to get to school when they are older.
that people stop getting killed by cars during school pickup/dropoff hours
Primary hope: Flow to and from the front of the school would be smooth and reasonable. This project should address the Stanley parking lot access to Topper- the right hand turn toward Topper from Stanley is not friendly. Take out the curb.
We live on Hamlin Road and travel down Acampo and/or Solana to access schools, trails and downtown. School arrival and dismissal time is when it is the most dangerous, but we have had close calls at all crossings of St Mary's (Acampo, Solana, Moraga Rd) at all times of day both week days and weekends. This project will help with many of the largest safety issues around the middle and elementary school at the Acampo crossing, Topper Ln. and School St. so I look forward to it being completed as soon as possible. I would like to see even more done for added safety near the St. Marys Rd crossings (see below for explanation).
Sidewalks
Safety
Increased safety for children and other pedestrians. Increased walkability overall.
Increased safety for students coming to and from Stanley on foot and bike.
make flow of traffic more easy during high traffic times
Too make it safer for kids getting to school and more accessible via biking and walking
safety, more walkable and bicycle safe routes

Safety for kids on bikes/foot
Safety
Better and safer bike access between trail and school
I feel so uncomfortable driving by the children trying to walk home on Topper. We are able to use the temporary lane on School St for our own biking commute, but those poor kids don't even have a sidewalk.
safety
Safety
Make things beautiful and safe,
To make it safer for kids to ride bikes to school and bikes to have a safe place to access the trails.
Safer bicycle access to Stanley Middle School once my 3 kids reach that age. Currently at Happy Valley but our kids love to bike and I expect they will be riding to Stanley in the future. We also bike to the trail regularly and would appreciate enhanced safety along the route.
Easy bike access.
That you don't make traffic worse
Safety for children to travel to school without cars
I would hope that better access to the REST OF LAFAYETTE would be considered. For instance Brook Street, Mountain View, and other parts of Lafayette that currently have zero safety or connection to the trail. Why are we not also building connections from the trail that runs parallel to Mt Diablo so children who live farther away can safely bike and walk to school?
Increased safety for kids on bicycles
Better appearance than the current white things that are really ugly and are a blight to the neighborhood.
Safety
Safer for my kids to get to and from school using the trail
Greater ability and safety to walk and bike in Lafayette.
More accessible bike lanes
Improved safety for walkers and bikers but also not usurping the property rights of directly affected homeowners and making sure they are as comfortable as possible with these big changes
Protected walkways to get to schools and trail
Safety for the students. Shame on anybody prioritizing anything else!
Improved safety for pedestrians and cyclists.
Safer streets for my kids when they transition to middle school
Safe access from the trail for middle schoolers, and an easier connection from Burton Valley to downtown for walkers and cyclists.
Hoping that this will make it safer for kids who bike to the trail to not be on the streets while updating and maintaining a pleasant aesthetic of the area. It definitely makes the area look nice, and would feel safer for pedestrians and kids bikers (adult bikers tend to stay on the road from what I've seen)
Easier for walkers and bikers to have a continued protected path; less traffic congestion
Safer path for kids
Safety for our kids
Safety for school kids and reduction of congestion. If there is a safe path, we will not need to drive our kids to middle school when they get to that age.
More space for students to walk

Safety for our children. Reducing traffic congestion
No more death and injury for pedestrians and bikers. Children can walk on the streets to school.
Creating a protected path for pedestrians and cyclists.
Safety for all the kids to get to and from school.
Improve safety for pedestrians and bikers.
To keep the children and citizens of Lafayette safe.
improved safety
My hope is that it never happens. Put everything back how it was before the white cones went up. This project is totally unnecessary. Lafayette streets are already safe. The actual data supports this. These projects are about the appearance of safety, not actual safety. How about focusing on actual data, Lafayette? Honestly, it makes me want to move out of Lafayette.
increased safety along School St. Continued easy access to main Stanley entrance via Topper when coming from the south
Safety
I want my kids to be able to safely walk/ride bikes to both LES and Stanley
Smoother and safer traffic.
More safety for our students
Safer access to school and more options to move around town.
Better connection between the trail and downtown
Safer paths along school street for the high volume of peds/bikes that use it. Improved connections from St Mary's Rd and south of St Mary's Rd towards school/trails/downtown.
Create safe ways for all residents to walk/bike safely to downtown. Will be hopeful that it will slow drivers down too!
Safety and easier access to schools
Better bike infrastructure
More non car mobility for my children
Higher walkability in the community
My primary hopes for the project would to prioritize safety for future generations.
Safety connecting the trail to the elementary school
Safer paths for children
Safe and accessible routes to school that will encourage my kids to get to school under their own power.
We are hoping that all of the proposed pathways are built as soon as possible.
A path I can feel comfortable letting my elementary school aged children walk and bike on independently
This project is unnecessary and does not improve safety. It is a waste of money.
better safer ped/bikeways! less car traffic! more connectivity
Safety of the children and adults in our community. There are increasing number of families moving into the community, so I expect there to be increasing traffic and congestion around our schools. I have already observed near-crashes (into both people and cars) around the schools as people try to navigate during the many rush hour periods of the day (drop-off, pick-up, after school, sports etc) - with people driving large cars well above the posted speed limits. I'm excited about this pathway as a means of addressing the current safety concerns and in anticipation of growing need.
That it be cancelled. This is a waste of public money

That it is stopped.
Mostly to improve safety and access to school for neighboring families, so they don't feel afraid to walk or bike. Less cars, less traffic!
That the City scraps the Topper project. It does not add access. It is possible to get to the trail w/out using Topper. Few students walk on Topper and those that do could use an alternate route.
Hopefully school street will look nice after seeing the horrible bollards for over a year! The wide sidewalk on a single level without power poles in the middle will be nice. Topper is waste of money and will destroy the charming street. Focus on st marys sidewalk from birdhaven. Id's can walk through stanley campus or make a path on west or east side.
A safer way to get around town
Safe space to walk or ride a bike to school and the trail for kids
That you provide an honest presentation of what the project really looks like. The artist rendition of Topper Lane makes it look much wider than it really is.
That it happens before any more pedestrians or cyclists are harmed by a car
That it disappears
Kids safety to/from school. Reduced congestion
The school drop off is essential. As for Topper Lane, my main hope is that you do nothing to the street. People who want to connect to downtown can do using the sidewalk on St. Mary's and Moraga Rd. It is terrible that the crossing guard's death in 2021 (he was in a crosswalk!!!) has been politicized by a couple people on Birdhaven who are now using the grant \$ for their personal red carpet. \$ that could go to the homeless, feed the hungry is being squandered so people who have no interest in compromise or being inconvenienced have their personal path. There is nothing wrong with using Hope to get to the trail. And it is doubly terrible that the City is only listening to the loud voices and not the majority of the residents of Lafayette (in particular to the ones who live on the impacted street!!!).
I hope that the existing roadway width can be kept. Perhaps make it a one-way street with 6' (or larger) path?
That the Topper Lane project disappear. There will be no use of the Topper path and it will ruin the neighborhood, where 100% of the residents are opposed to it.
4-5 ft pathway on Topper
Minimize impact to Topper lane, as it's rural feeling will be forever changed when all the east side vegetation are removed.
Improved safety for pedestrians traveling around the schools and to downtown and trails
Student/pedestrian safety Decreased traffic congestion around schools
This is a good first step. Next there needs to be protected pedestrian space on St Mary's Rd so people can safely get to Topper. There's plenty of space on St Mary's.
Increased safety for bikes/peds
support safety, comfort and therefore mode shift, livability, sustainability, and quality of life; enable older children to be more free range/independent in Lafayette; plan for upcoming higher density uses downtown and a strong mode split to ped/bike/transit for those residents; support a thriving downtown; be consistent with the Vision Zero policy; set a precedent for future decision making
Better pedestrian, bike safety
It is squashed
Safety
Safety
To go forward

Increase safety for students going to and from school. Reduce traffic chokepoint at Stanley Middle School.
increase safety for students/ families/ staff at LES and Stanley
Safety for kids around schools. My daughter went to both schools and walked there. I drive by LES daily in the am and it's crazy how congested it is and how many kids are around. So dangerous.
safety and reduction in traffic speed. Keep our kids SAFE
To make it safer and easier for kids/families to walk and bike to school rather than drive.
Reduce car traffic congestion around Stanley
Safety, safety, safety
Enabling safe and comfortable passage of pedestrians and bikes. Logical and well planned ingress/egress with turnarounds or dropped loops if necessary for vehicle traffic. Eliminate old poorly planned dead ends that are dangerous and bottlenecks for vehicles.
Safer Routes to Schools
Provide more safe ways for kids to walk or hike to school. Way too many people in this city seem to drive their kids to school amd after school sports, etc. Walking or biking should be safe and be the norm for kids who live close enough.
Safety. My family member was killed in Lafayette while walking in a crosswalk by a distracted driver.
It doesn't really seem like much is changing?
Hoping that more kids will walk/bike to school which will happen (or already has) with the School Street portion.
Improving pedestrian and bicyclist safety
Adequate space for pedestrians and cyclists, even if traffic congestion remains unchanged or increases.
I want a safe connection for walking, biking, and riding scooters between the Lafayette Moraga Trail and destinations downtown, including the BART station. As long as we don't have safe bike facilities on Mt. Diablo Boulevard, it's crucial that we have connections to the south, including on School Street.
Safety, safety and safety. We can't only make changes in areas like this or Brook St. or Moraga Rd. after someone is injured or worse.
Safety for school children. Lovely landscaping.
Allow children who bike or walk to school to get to school safely.
Don't waste money on an unnecessary Topper Lane project. Please keep the oak trees intact on St. Marys Rd/Stanley fields side, making the parking/driveway area around the tress
None
Save lives
Reduce congestion
On Topper very narrow path. Only a few people a day will use it due to existing access to other available routes on nearby streets.
Better pedestrian and cycle safety. Ability of non-drivers to move around town safely.
Increase safety and allow people to bike who would otherwise drive
Reduce traffic speed and safe paths for students
My hope is for a safer Lafayette. The major safety impact is that drivers are driving TOO FAST and NOT PAYING ATTENTION. This design doesn't impact either. My neighborhood is impacted by drivers dropping off at St. Perpetua's, Stanley, and Lafayette Elementary. These parents drive way over the speed limit ("Oh no! my kid will be late!" seems more important than "Someone may get killed

because of my speed and reckless driving!") It will look great in the planner's resume. But will it keep us walkers safe? Especially with kids driving e-bikes (which they are doing on the trail already), a 6 foot width is not safe. The major problem (and death) at Stanley is the multiple crosswalks across School St. People dart across from various points in addition to the crosswalks, and drivers aren't paying attention to the crosswalks. This was not addressed. Why is the path across the street from the school and not on the same side?
Improving the flow of traffic and more people getting around on bikes.
I hope that there is not a lot of money spent on this; it seems superfluous to me, since that side of St. Mary's Road is already used for a drop off for Stanley School, and has been for years.
Safer passages for children biking or walking
Walkable, bike friendly, beautiful
Safety Improvements on St Mary's and School street and leave Topper Lane alone. Use the money allocated for the misguided Topper Lane plans and put it where it will do the most good - St Marys road and School street as that is what this project os supposed to be about and NOT making artificial connections to downtown
Safer route to Stanley
If we are going forward with this, It actually gets implemented with no more years of delay
recognize that the St. Mary's road expansion is far more important than blowing up Topper Lane
Increased walkability/bikability, and thereby increased community connection, and beautification.
I hope the project truly caters to community desires. I hope the project does not morph into something else because poor financial planning.
Increased safety for kids and families walking/biking to school and to the trails
Encouraging walking/biking
Greater safety for pedestrians & kids walking to school
Bike and pedestrian safety
Keep the kids / people safe & it looks good
Reduce traffic speed on School Street.
Safer biking pathways for families.
Safer bike connection between the trail and Bart.
Make safer walking passage for kids to get to school safely.
creating a safe walkway from the trail to lafayette elementary, and on to downtown Lafayette. Improving the ability for middle school students to walk to school and elementary students to walk to Lafayette Elementary.
Get more people not using cars due to feeling safer
As a resident who lives on Avalon Ave and walks (both on the trails and into town) a lot, I'm hoping for a safer, quieter place to walk with less traffic and less car exhaust.
Better circulation, including vastly improved bike and ped access for students, neighbors, and trail users.
https://www.surveymonkey.com/r/connectinglafayette
Safe access for kids and adults.
Safety, reduction in traffic congestion, and ease of access to both downtown Lafayette and Burton Valley / Moraga.
To increase safety walking and biking (for us and our kids!)
Safety for the kids, and congestion relief for pick-up/drop-off times
Reducing traffic on Moraga Road

that it provides a safe route to/from schools
more bike lanes/ trails are better for the city
Stop all this nonsense- Lafayette is already a safe city
use whatever is most indigenous and uses the least water
Safer access to school and trail for bikers and pedestrians. More tasteful than plastic dividers.
Keeping it on schedule for construction summer 2025
minimal if any changes.
Safer transportation to school, trails, and downtown for walking or biking. Make it more difficult for car use to encourage walking and biking
increase safety, congestion attention and maintain a positive aesthetic
Create easier to use drop off paths for cars while creating safety barriers for walkers and bikers to schools.
Safe and practical improvements to Lafayette streets for all
that it gets built
To make lafayette safer for those who do not use cars all the time.
Safe access down from St Mary's down topper to the trail and down school street to LES and Stanley. I'd like to maintain the aesthetic of Topper as much as possible while protecting the pedestrians from traffic.
safety for pedestrians
Student safety, traffic improvement
This misses the entire point. Kill all parking on those streets. Look at Silver Springs. The road is wide because no one parks on the street. You need a better plan.
I take care of my grandkids who attend LES. We hope that this project will improve safety around schools. If constructed, we would use School street and Topper walkways regularly. We currently help with drop off and pick up by car because we are concerned about our safety as pedestrians.
School Street is already working well so I don't think that will change much. I agree that Topper could use a walkway, but I'm really disappointed in the lack of any real thought about changes that could be made at St. Mary's Road, particularly since all of the School Street/Topper Road changes just put more cars on to St. Mary's. Coming out of my neighborhood (I live near Hamlin and Solana) has become a nightmare during school hours and the left turn from either Acampo or Solana onto St. Mary's is almost impossible due to the increased traffic on St. Mary's. It has become the crossing guard who helps cars turn left from Acampo on to St. Mary's and that should definitely not be his job. What happened to the possible offshoot drop off lane on St. Marys? Or possibly a stop sign? Was neighborhood traffic evaluated at all in this or just the traffic on St. Mary's Road?
Reduction in congestion and safe pathways to reach school and downtown
School safety
I hope this will create a safer way for non-vehicle users to get around Lafayette.
Increasing safety for kids walking/biking to school.
Safety of children
Safety for my children and their fellow students who walk to LES and Stanley (we walk down Brook Street to school)
My primary hope would have been to improve the ability to walk to Lafayette Elementary AND to Stanley Middle School from all sides of the schools, not just one side.
more kids biking to school -
Safety around our schools while keeping the neighborhood attractive and shaded.

Safety
For the kids to safely get from the trail to school
Easier and safer for kids to ride bikes or walk to school. Easier and safer way for kids to be picked up and dropped off from school.
Safety
Updated version of the 1st street functionality and aesthetic. Improved garden/tree landscaping between path and street
Proper sidewalk along St Mary's and Topper for safety
I live near Acalanes so this doesn't help my child much; although, I want him to walk more easily from Stanley to shops downtown.
No need for another memorial for a traffic volunteer
Not to spend too much money
Safe movement for school children and families
Minimal interruption in construction projects
A safe way for my kids to get to school when they are older.
that people stop getting killed by cars during school pickup/dropoff hours
Primary hope: Flow to and from the front of the school would be smooth and reasonable. This project should address the Stanley parking lot access to Topper- the right hand turn toward Topper from Stanley is not friendly. Take out the curb.
We live on Hamlin Road and travel down Acampo and/or Solana to access schools, trails and downtown. School arrival and dismissal time is when it is the most dangerous, but we have had close calls at all crossings of St Mary's (Acampo, Solana, Moraga Rd) at all times of day both week days and weekends. This project will help with many of the largest safety issues around the middle and elementary school at the Acampo crossing, Topper Ln. and School St. so I look forward to it being completed as soon as possible. I would like to see even more done for added safety near the St. Marys Rd crossings (see below for explanation).
Sidewalks
Safety
Increased safety for children and other pedestrians. Increased walkability overall.
Increased safety for students coming to and from Stanley on foot and bike.
make flow of traffic more easy during high traffic times
Too make it safer for kids getting to school and more accessible via biking and walking
safety, more walkable and bicycle safe routes
Safety for kids on bikes/foot
Safety
Better and safer bike access between trail and school
I feel so uncomfortable driving by the children trying to walk home on Topper. We are able to use the temporary lane on School St for our own biking commute, but those poor kids don't even have a sidewalk.
safety
Safety
Make things beautiful and safe,
To make it safer for kids to ride bikes to school and bikes to have a safe place to access the trails.

<p>Safer bicycle access to Stanley Middle School once my 3 kids reach that age. Currently at Happy Valley but our kids love to bike and I expect they will be riding to Stanley in the future. We also bike to the trail regularly and would appreciate enhanced safety along the route.</p>
<p>Easy bike access.</p>
<p>That you don't make traffic worse</p>
<p>Safety for children to travel to school without cars</p>
<p>I would hope that better access to the REST OF LAFAYETTE would be considered. For instance Brook Street, Mountain View, and other parts of Lafayette that currently have zero safety or connection to the trail. Why are we not also building connections from the trail that runs parallel to Mt Diablo so children who live farther away can safely bike and walk to school?</p>
<p>Increased safety for kids on bicycles</p>
<p>Better appearance than the current white things that are really ugly and are a blight to the neighborhood.</p>
<p>Safety</p>
<p>Safer for my kids to get to and from school using the trail</p>
<p>Greater ability and safety to walk and bike in Lafayette.</p>
<p>More accessible bike lanes</p>
<p>Improved safety for walkers and bikers but also not usurping the property rights of directly affected homeowners and making sure they are as comfortable as possible with these big changes</p>
<p>Protected walkways to get to schools and trail</p>
<p>Safety for the students. Shame on anybody prioritizing anything else!</p>
<p>Improved safety for pedestrians and cyclists.</p>
<p>Safer streets for my kids when they transition to middle school</p>
<p>Safe access from the trail for middle schoolers, and an easier connection from Burton Valley to downtown for walkers and cyclists.</p>
<p>Hoping that this will make it safer for kids who bike to the trail to not be on the streets while updating and maintaining a pleasant aesthetic of the area. It definitely makes the area look nice, and would feel safer for pedestrians and kids bikers (adult bikers tend to stay on the road from what I've seen)</p>
<p>Easier for walkers and bikers to have a continued protected path; less traffic congestion</p>
<p>Safer path for kids</p>
<p>Safety for our kids</p>
<p>Safety for school kids and reduction of congestion. If there is a safe path, we will not need to drive our kids to middle school when they get to that age.</p>
<p>More space for students to walk</p>
<p>Safety for our children. Reducing traffic congestion</p>
<p>No more death and injury for pedestrians and bikers. Children can walk on the streets to school.</p>
<p>Creating a protected path for pedestrians and cyclists.</p>
<p>Safety for all the kids to get to and from school.</p>
<p>Improve safety for pedestrians and bikers.</p>
<p>To keep the children and citizens of Lafayette safe.</p>
<p>improved safety</p>
<p>My hope is that it never happens. Put everything back how it was before the white cones went up. This project is totally unnecessary. Lafayette streets are already safe. The actual data supports this. These projects are about the appearance of safety, not actual safety. How about focusing on actual data, Lafayette? Honestly, it makes me want to move out of Lafayette.</p>

increased safety along School St. Continued easy access to main Stanley entrance via Topper when coming from the south
Safety
I want my kids to be able to safely walk/ride bikes to both LES and Stanley
Smoother and safer traffic.
More safety for our students
Safer access to school and more options to move around town.
Better connection between the trail and downtown
Safer paths along school street for the high volume of peds/bikes that use it. Improved connections from St Mary's Rd and south of St Mary's Rd towards school/trails/downtown.
Create safe ways for all residents to walk/bike safely to downtown. Will be hopeful that it will slow drivers down too!
Safety and easier access to schools
Better bike infrastructure
More non car mobility for my children
Higher walkability in the community
My primary hopes for the project would to prioritize safety for future generations.
Safety connecting the trail to the elementary school
Safer paths for children
Safe and accessible routes to school that will encourage my kids to get to school under their own power.
We are hoping that all of the proposed pathways are built as soon as possible.
A path I can feel comfortable letting my elementary school aged children walk and bike on independently
This project is unnecessary and does not improve safety. It is a waste of money.
better safer ped/bikeways! less car traffic! more connectivity
Safety of the children and adults in our community. There are increasing number of families moving into the community, so I expect there to be increasing traffic and congestion around our schools. I have already observed near-crashes (into both people and cars) around the schools as people try to navigate during the many rush hour periods of the day (drop-off, pick-up, after school, sports etc) - with people driving large cars well above the posted speed limits. I'm excited about this pathway as a means of addressing the current safety concerns and in anticipation of growing need.
That it be cancelled. This is a waste of public money
That it is stopped.
Mostly to improve safety and access to school for neighboring families, so they don't feel afraid to walk or bike. Less cars, less traffic!
That the City scraps the Topper project. It does not add access. It is possible to get to the trail w/out using Topper. Few students walk on Topper and those that do could use an alternate route.
Hopefully school street will look nice after seeing the horrible bollards for over a year! The wide sidewalk on a single level without power poles in the middle will be nice. Topper is waste of money and will destroy the charming street. Focus on st marys sidewalk from birdhaven. Id's can walk through stanley campus or make a path on west or east side.
A safer way to get around town
Safe space to walk or ride a bike to school and the trail for kids

That you provide an honest presentation of what the project really looks like. The artist rendition of Topper Lane makes it look much wider than it really is.
That it happens before any more pedestrians or cyclists are harmed by a car
That it disappears
Kids safety to/from school. Reduced congestion
The school drop off is essential. As for Topper Lane, my main hope is that you do nothing to the street. People who want to connect to downtown can do using the sidewalk on St. Mary's and Moraga Rd. It is terrible that the crossing guard's death in 2021 (he was in a crosswalk!!!) has been politicized by a couple people on Birdhaven who are now using the grant \$ for their personal red carpet. \$ that could go to the homeless, feed the hungry is being squandered so people who have no interest in compromise or being inconvenienced have their personal path. There is nothing wrong with using Hope to get to the trail. And it is doubly terrible that the City is only listening to the loud voices and not the majority of the residents of Lafayette (in particular to the ones who live on the impacted street!!!).
I hope that the existing roadway width can be kept. Perhaps make it a one-way street with 6' (or larger) path?
That the Topper Lane project disappear. There will be no use of the Topper path and it will ruin the neighborhood, where 100% of the residents are opposed to it.
4-5 ft pathway on Topper
Minimize impact to Topper lane, as it's rural feeling will be forever changed when all the east side vegetation are removed.
Improved safety for pedestrians traveling around the schools and to downtown and trails
Student/pedestrian safety Decreased traffic congestion around schools
This is a good first step. Next there needs to be protected pedestrian space on St Mary's Rd so people can safely get to Topper. There's plenty of space on St Mary's.
Increased safety for bikes/peds
support safety, comfort and therefore mode shift, livability, sustainability, and quality of life; enable older children to be more free range/independent in Lafayette; plan for upcoming higher density uses downtown and a strong mode split to ped/bike/transit for those residents; support a thriving downtown; be consistent with the Vision Zero policy; set a precedent for future decision making
Better pedestrian, bike safety
It is squashed
Safety
Safety
To go forward
Increase safety for students going to and from school. Reduce traffic chokepoint at Stanley Middle School.
increase safety for students/ families/ staff at LES and Stanley
Safety for kids around schools. My daughter went to both schools and walked there. I drive by LES daily in the am and it's crazy how congested it is and how many kids are around. So dangerous.
safety and reduction in traffic speed. Keep our kids SAFE
To make it safer and easier for kids/families to walk and bike to school rather than drive.
Reduce car traffic congestion around Stanley
Safety, safety, safety

Enabling safe and comfortable passage of pedestrians and bikes. Logical and well planned ingress/egress with turnarounds or dropped loops if necessary for vehicle traffic. Eliminate old poorly planned dead ends that are dangerous and bottlenecks for vehicles.
Safer Routes to Schools
Provide more safe ways for kids to walk or hike to school. Way too many people in this city seem to drive their kids to school and after school sports, etc. Walking or biking should be safe and be the norm for kids who live close enough.
Safety. My family member was killed in Lafayette while walking in a crosswalk by a distracted driver.
It doesn't really seem like much is changing?
Hoping that more kids will walk/bike to school which will happen (or already has) with the School Street portion.
Improving pedestrian and bicyclist safety
Adequate space for pedestrians and cyclists, even if traffic congestion remains unchanged or increases.
I want a safe connection for walking, biking, and riding scooters between the Lafayette Moraga Trail and destinations downtown, including the BART station. As long as we don't have safe bike facilities on Mt. Diablo Boulevard, it's crucial that we have connections to the south, including on School Street.
Safety, safety and safety. We can't only make changes in areas like this or Brook St. or Moraga Rd. after someone is injured or worse.
Safety for school children. Lovely landscaping.
Allow children who bike or walk to school to get to school safely.
Don't waste money on an unnecessary Topper Lane project. Please keep the oak trees intact on St. Marys Rd/Stanley fields side, making the parking/driveway area around the trees

What are your primary concerns for the project?
That the construction may be lengthy and degrade access to downtown for months or years while underway.
Not to over spend to get the project completed
Safety for pedestrians and cyclists
On Topper, increased speeds. Cutting down mature trees will result in loss of critical animal habitat. Creation of heat island due to loss of tree canopy. Ugly views of power lines on Topper, Birdhaven, and Hope.
Hopefully there will be enough space for bikes and pedestrians to safely pass.
No strong concerns. Traffic from construction but that's a small price to pay for these many improvements
Don't lose focus on the traffic speed issues which heavily includes Moraga road in downtown Lafayette
You are spending a lot of money to put kids and cars in close association. Causes of Lafayette traffic deaths have NOT been addressed. It will look like a postcard, but will it be safe for kids? There are no fences or bollards to keep a car from driving onto the paths. Nothing to keep drivers from stopping and unloading wherever they want (many, in the middle of the street, blocking traffic and making their kids dart across a lane of traffic). Parents parking/dropping off on Acampo seems ignored.
Unhappy motorists
That it will cost the taxpayers a lot of money, like other projects that the city chooses to waste our money on, with a lot of road blockage while the work is being done, and we are facing a \$2 million deficit, and the city wants to raise our tax just so they can waste money on projects like this? No, sir!
Too many cars?
That the lovely semi rural feel of Topper Lane will be destroyed by this - there was no due process- the city is moving forward without consent from the neighborhood - it is not relevant to safety of students - destruction of vegetation and maturing trees will scorch the neighborhood. The city has no right to move forward against the will of the neighborhood - it will be a reckless misuse of public monies.
We are spending a lot of money, I am still unclear on the value of the work on top or lane... Students have to end up at St. Mary's Road in any case. It seems as though taking it just a bit of property to connect the Birdhaven students to the trail would be much simpler and much more cost-effective
The Topper lane portion of the project was never vetted with the neighborhood before funding was requested. It is not a necessary action.
Becoming a fait accompli-type project that in the end not longer offers features agreed upon due to budgetary constrains. Concern of ability to deliver such project within the allotted budget.
Costs, does the city have money?
It doesn't address the high foot traffic on Avalon Ave.
Traffic speeds too high on St Mary's road
Keep the kids / people safe & it looks good
I don't see an improvement to the crossing at Avalon Ave intersection. The current crossing is not sufficient and is often shaded by the trees. I walk my kids through that every morning and afternoon and have experienced 2-3 vehicles a month that simply blow past the crossing even with the yellow lights flashing.
Would like to expand for more booking pathways in the future. Taking too long.
None
N/A

loss of trees, both along topper and the Stanley field. I think the turnout/drop off on the Stanley field is worth the trade-off, though.
Not sure what the topper lane path does if you do not have connecting paths, I don't think a lot of people ride down st. Marys, unless they are stud cyclists.
People (not us since we live on Avalon) are still going to want to park their cars somewhere. They often end up on Avalon blocking our mailbox and sometimes our driveway. Also, when cars are parked on both sides of the street, Avalon becomes so narrow that only one car can drive down the street at a time. Same goes for Topper once the walking path is installed. Will Topper become one way?
That Topper neighbors have delayed this project so long with their NIMBY "concerns" - total BS.
The homeowners on School St should be assured in writing that there will be no encroachment on our properties due to this project.
How will car access be affected?
Potential for increase in traffic congestion and reduced ease of access to downtown Lafayette and Burton Valley / Moraga.
I'm concerned about the shared bike and pedestrian path on school street. There are a lot of bikers that may make walking on that pathway unattractive, especially with my young children.
Safety and getting more people on bikes and out of cars.
Maybe I'm missing some details, because I don't understand how this helps. There are already sidewalks on School St., there's already an unofficial parking area along St. Mary's, and I didn't think traffic on Topper Ln was an issue.
Reducing Time at Drop off/Pick up
that because of neighbor complaints, it will be be a half-assed project. If the City is going to be spending this much money on a project like this, do it right the first time.
0
More nanny government forced on us by a small minority of activists
safety and that people enjoy
Homeowners putting their own interests above community.
Get it done
Unneeded " improvements " that just make things worse
A better option for connecting paths to downtown (Diablo Foods area)
congestion will not be felt with. the issue drop of pick up will not be any better, may be worse.
Disappointed in the reduction to six feet on topper. Would strongly urge the consideration of making topper a one way directional street (pointed towards st Mary's) to force all drop offs from the west to occur on st Mary's at the new drop off feature. I fear lots of crowding with two way traffic. This would also allow for a 10 foot path on topper.
That Topper will become uncomfortably narrow for vehicles
That the voices of the few will outweigh the benefits for the many.
Delays in implementation, safety concerns in the lead up to the implementation. This is a fantastic project and I'm excited to see the City move forward.
kids might dart across Topper where the new path joins the regional trail as a short-cut to Stanley.
Objections from people living on the street
It is super unsafe for kids walking down Moraga Road ...this was totally ignored. There should be a fence or barrier all the way to the school. This community is fundamentally about kids and schools. DONT LOSE SITE OF WHY PEOPLE LIVE HERE. MAKE DOWNTOWN LAFAYETTE a place people walk and look at Boulder. They created some great under pass walkways for people.

None
See above.
Not to increase congestion on St Marys Road. I come from the Springhill area via Reliez Station to drop off along St Marys Road. School Street and Downtown is too congested. St Marys is much better. The informal drop-off works just fine for us. I make a loop around Solana Drive and Acampo so no U-turn is needed. I worry that a more formal drop-off on St Marys would actually increase congestion.
Effectiveness
none - I think these are great.
None
Congestion for the residents.
Lack of parking for Town Hall but this is lesser priority than school safety
My primary concern is that the roads will still be VERY busy and that parents would not feel their children will be safe on the new walkways and won't really change their behaviors. It's already become really confusing to drive on School Street and asking one crossing guard to deal with aggressive drivers is a much much bigger concern to me because people are already walking and using those pathways. If we actually controlled the traffic I believe it would allow more students to walk to school.
how long it will take
Enough space for all needs.
Less Traffic
I don't see the benefit of the topper pathway.
Power poles on school st. Is there anyway to place them underground?
Unclear what truly changes on school street.
This won't help families who don't live near Lafayette Elementary or Stanley Middle much. I have to pay \$1000 a year for my child to take the bus to and from school because drop off and pick up is completely inaccessible in my opinion. This doesn't solve that at all, and honestly, I think it's terrible to assume that we can afford to \$1000 for the school bus. We should be supporting our community better.
Selfishness for homeowners
That it's unnecessary spending
Increased traffic congestion (and accident risk) on St. Mary's during Stanley school drop-off and pick-up times. Need clearly defined and enforced drop-off zone(s).
Cost, overruns, current budget deficit
Safety
that it won't go forward
Car/parent access to and from the school.
Residences on south side of St Marys road do not benefit much from the project. No sidewalk/additional crossing on a busy road.
This only addresses safety once Moraga Road has been crossed. Students who live to the West of Moraga Road still have to cross a dangerous street. There is no bike path coming from this direction toward school.
That it will take too long to get this approved and funded and during that time we have another serious or fatal accident.

You can't take away all of that parking on School Street. It is needed for pickup and drop off. There is already such limited parking. Plus there are already sidewalks on both sides of the street. There is no need to extend the path to Moraga Rd.
Safety/traffic speed
Ensure increased safety while also maintaining the natural/wild beauty of Lafayette.
more narrow roads will frustrate drivers and cause impatience to impact safety etc
The safety of children trying to walk home, play, and generally exist outdoors.
Traffic
None
Adding a second drop/off pick up on st Mary's. Having only access on one side of school is extremely inconvenient but also leads to a lot of unsafe congestion.
None
No concerns - I'm sure homeowners on the proposed paths are griping about trees but we can all see past that merely being a distraction for a plan they do not support.
Not sure there is enough need for the topper lane portion of the project.
Traffic and safety
No access or safety improvements for any children other than those who live adjacent to school. See above.
Traffic congestion
Pushback from people against change
Appearance.
That it bypasses discussions of car-centric issues in Lafayette that underly the problem.
We need something on Moraga Road itself for connections to downtown and Mt Diablo.
That the directly affected homeowners will be treated poorly
Would love to see Avalon Ave added to the project as well
The neighbors in the community prioritizing trees instead of student safety.
More congested traffic?
Topper Lane already feels quite narrow and people seem to take the corner from St. Mary's (traveling west) onto Topper with too much speed.
Residential parking
I don't really think that this project, as it stands, is improving the congestion and safety around Stanley pick up/drop off times, though, which I know is one of the reasons why it even started in the first place. By reducing the amount of parking on School street, cars keep parking in the small courts and cause more congestion. On Thursdays it is especially hard for the garbage truck to pass if 2 cars park across from each other, which happened a lot last school year, and some of this one. Teachers kept parking all day in the courts (I have pictures), and one kept blocking the view of School street for cars coming out of the courts. Also, a concern is that parents don't have enough space to park and pick up their kids. I've seen at pick up time, the lane on school street that goes in the direction of Topper, gets so backed up from Avalon St. to Stanley, that cars start driving in the opposite lane, speeding past stopped cars in the actual driving lane, waiting for school to let out. Until we create a formal drop off and pick up area for Stanley kids, this project is not solving that issue of congestion and safety. When school is out, there are not a lot of pedestrians or bikers on school street anyway so the existing sidewalk served enough purpose for those who used it to get to the trail. Since School street got closed for parking, I've seen a lot more traffic violations around pick up time especially. Not as much during drop off, but pick up time gets nuts. Please, come and see it around 2:50 pm.

It may not reduce traffic congestion as expected
None
That Lafayette is not concerned enough about kids safety
That it will reduce traffic congestion
Delay due to too much attention towards street vegetation.
Getting it built and not letting car culture kill it.
My concern is that the loud voices of the opposition is giving the wrong impression - because the vast majority of Lafayette residents want safer access to the trail, schools and downtown (including the library).
We should be adding more bike lanes in streets rather than adding more plants in existing bike lanes
time and cost
I feel terrible for the residents of School street and Topper who are having this absolute insanity thrust upon them. How would you like it if your guests could never park in front of your house. I hope the residents sue the city and win.
The route from St Mary's Rd to school via Topper becoming one way or not usable. I do not support disallowing left turns into the Stanley parking lot from Topper. Increased traffic congestion.
Community push back
Overcomplication such as the roundabout where congestion now happens because people don't understand the traffic situation. However, the proposed designs look clean and straightforward!
Over complicating things
How those in that neighborhood will be impacted as I assume they'll be against it.
none
Construction timing - hoping this won't bleed into the school year, as that would be hard. I would greatly appreciate shade trees - especially on School St, it's wide and exposed and would benefit from big trees (hardy trees that the kids can't hang on and break).
That it won't happen! This is a great project that will help residents for many many years to come!
None
My primary concerns for the project are that people that do not have children do not support the project.
Enough space for bikes and pedestrians
That NIMBY neighbors may block The effort.
We are concerned that local residents without school - age kids will delay or stop the project because they do not prioritize pedestrian safety.
None. Concerned that other community members do not see value in protecting our children. The schools in the community are a main selling point, we should all support them and the safety of our kids.
It is unneeded. There are many better ways to improve safety and access to the LMRT.
unreasonable opposition from car/nimby folks
No concerns at all - I'm excited for this project and I think it's well thought out and the added landscaping is thoughtful. Given these pathways are being built on public land, I don't think residents have the right to oppose this project, but I am sympathetic to their feelings against change. To me, safety of the children and community members comes first if you are a resident of Lafayette.
1. Topper street is redundant. Students can use Avalon or Birdhaven. 2. I don't feel safe bicycling in the "bike path" that has been created on School Street. My observation is that most bicyclists avoid it.
It is redundant. The Topper oath would duplicate other safe walking routes

How during the construction of pathways will affect current traffic patterns. Hopefully construction can be during offpeak hours, maybe during the summer when school is out?
See above. It is a waste of money. Would like to see the City focus on pick up and drop off access and making that safer.
Topper is expensive trail to nowhere, removing trees will expose the power lines, and make a beautiful street look bare. Use city money for st marys sidewalk to birdhaven. Have school make path on west side of stanley campus
That we won't continue to connect to other parts of town. Downtown should be connected from all parts of Lafayette.
The reduction in the width of the pathway.
That you aren't listening to the residents directly impacted to these projects.
That a car drop off/pick up zone be created on St. Mary's for those who drive
Waste of money
Time. Needs to happen asap.
My concern is that \$ will be wasted on this project for a path that won't be used (because people will still drive). How does a second path (the first being the Lafayette-Moraga trail that is right next to the proposed Topper Lane path) incentivize people to walk/bike, when people also drive in that area to get to/from the freeway, shuttle multiple kids to/from school and activities? My primary concern is the trend by the City to not listen selectively to its residents (what about the ones on Topper Lane?!). The residents live here and pay taxes, and it's getting harder and harder to understand how the City keeps saying it has a budget shortfall, and needs to raise taxes, yet can spend \$ on traffic surveys, speed bumps, etc.
Do not cut down the large trees please. Minimize the changes to the existing street.
A runaway city engineering department that is attempting to railroad Topper residents for no reason.
Loss of trees on Topper
Changing the drop-off area to the back of Stanley School will cause more congestion on this Saint Mary's Road - arterial. Students should be let off in front of the school, not the backside. But the design for the future is on SMR drop-off that is not currently funded. What will be the course of drop-off activities during construction and the finish of School Street . Then a new drop-off area in back when funding is available ? Why make the change now when no current plan is in place for finishing the back of stanley school pick up / drop off area design. The front of schools should be the normal zone for students / parents / teachers ingress and egress. Better service to both schools will be from the front of those specific schools.
No concerns. This project is great!
Community bullies who can think only of parking, "semi-rural" esthetic, and special interests
I'm concerned that the city will once again fold to the car centric NIMBYs who fear change. Please do the right thing and protect the most vulnerable users.
Giving in to loud bullying neighbors that prioritize parking and landscaping over safety.
a small group of voices that do not reflect/represent the full community will have their personal needs for parking or landscaping keep us from meeting community wide goals for safety, sustainability, and quality of life
That boomers will try to keep everything exactly the way it is and derail the project because of their illogical opposition to bike lanes and pedestrian safety
Causes traffic congestion
Traffic

None. Biggest concern is people without school kids having an outsized influence on the future of this project
Na
Keeping costs under control.
I'm worried the families with children at these schools aren't getting their voices heard since the evening meeting times are so difficult to attend
Getting it done quickly.
I just wish you would do something about Carol Lane - it's INCREDIBLY dangerous.
Inadequate drop off space resulting in backup of cars. Lack of drop off and turnaround space on the South side of Stanley where the vast majority approach Stanley (ie those coming from Happy Valley, Springhill and downtown).
No concerns. It seems very reasonable
That people who live near feel entitled to oppose it and force changes like narrowing of the pathways.
For 3 years, I drove on Topper 2-8 times daily (weekdays). It is already difficult to navigate given the narrow width of the road. Reducing the width even more to build a path that, frankly seems unnecessary, would decrease traffic safety.
6' is not wide enough for a functional pathway. We need to reserve more space for pedestrians and less space for cars, which occupy over 90% of the common spaces around our schools currently. I think the decision to narrow the pathway should be reconsidered. Perhaps space for aesthetic landscaping should be less of a priority than ensuring a dedicated safe space for pedestrians.
Cost and time to implement
That it dies on the vine.
I'm not really sure how a pathway along topper is going to help. Kids seem to go to st Mary's and Avalon for pick up
The destruction of Topper Lane and the semi-rural ambience that is enjoyed by the community. It will be destroyed. Concerns about the size of the pathway (4ft would be more palatable and could be ADA compliant with bulb-outs - they can be made to look pretty). Concerns over the vegetation and the heat index due to backing up to the school and the amount of asphalt (need to ensure that the replacement of trees is correct - shade, native, evergreen, etc). Concerns over the type of material used for the pathway - preferably permeable pavers over asphalt or concrete. Concerns over the cost for so few kids who walk on Topper who could easily walk on Hope (a cul-de-sac). Concerns over cost over-runs which could impact the end result of the project, and concerns over speeding parents.
Making the paths wide enough for two way bike/ped traffic and making sure signs are not in the middle like so many sidewalks we have.
Safety and comfort sacrificed for vegetation, when most properties have plenty of vegetation in a potential fire risk area.
I'm concerned that the widths of the pathways will be too narrow. Ideally, all would be at least 10 feet wide, but it's essential that the School Street pathway be no narrower than the proposed 10 feet to accommodate a mixture of people walking and bicycling adequately. The 10-foot-wide sections of the Lafayette Moraga Trail are too narrow for how busy they are.
Making accommodations that go against safety.
Length of construction. Landscaping at triangles at intersections. Can these be maintained?
That unreasonable demands and concerns from residents that live on these streets will prevent us from creating safer travel paths.
Unnecessary Topper Lane changes.

What other comments would you like to share?

I'm not sure by doing this project will enhance the safety of students

The city is spending significant planning and meeting resources that should have been focused on higher priority beneficial projects such as safer St Mary drop off. Seems like there is some strange ulterior motive that doesn't make sense.

I live on Topper Ct. Our neighborhood is a short walk to town and BART, but Moraga Road crossing and Mt Diablo Blvd crossings are terrifying. Please make these safer for pedestrians.

For school Street, Alternative 3 or 4 seem best - providing an improved pathway but maintaining two vehicle lanes at the light onto Moraga. Appreciate the thoughtfulness of the plan and great improvements from initial proposal.

Love Lafayette!

Recent Lafayette pedestrian and bike traffic deaths have been in crosswalks (School St. in front of Stanley, crosswalk at Moraga Road at Moraga Way, and areas overly engineered by traffic consultants (traffic roundabout at PH Rd. and Olympic). The effort and tons of money Lafayette is spending gets spent on design aesthetics rather than building the safest way. I don't go to the meetings anymore because I'm tired of being talked down to by "traffic consultants" that do nothing to address the major issues of SPEED and DRIVERS NOT PAYING ATTENTION. Lovely that we have bushes and an ugly sculpture in the roundabout but that did nothing to prevent the death of a very experienced bicyclist. How about giving out traffic tickets, which NEVER happens? Having patrol officers in these areas as a reminder and to enforce current speed limits? The city could easily make up it's budget deficit for the year by doing so, and maybe these crazy drivers would slow down. SLOW the traffic, have consequences for offenders, make better drop off lanes at the actual school sites. Stop protesters in front of schools, who distract drivers, and fill up needed parking spaces. Stagger the start times, so there isn't everyone in the same area at the same time. Stop Moraga's constant traffic through Lafayette (growth of both students and staff of St. Mary's has really impacted South Lafayette traffic). Let's lower the speed limit to 15 mph in downtown Lafayette, including near the schools, so drivers stop using Lafayette as a short cut, and kids and the elderly have a fighting chance making it safely across the street.

I pretty much said what I had to say about this above. I am sick and tired of this city making up problems when there isn't one. Lafayette is a very safe town, and the decreasing of traffic limits is NOT going to make it any safer - just look at the statistics! And this superfluous "safe routes" to schools is taking up too much of our money. There was a very bad accident resulting in the crossing guard's death. WHY does that translate into all this other crap?? The accident was NOT a result of excessive speed; yet you want to reduce the speed limits that are already AT school zone speeds. Our engineering department is VERY wasteful with its time and energy being spent on SEEKING out and MAKING UP projects to be worked on. Maybe we need to cut the engineering department's budget. Why don't they concentrate on repaving roads that need to be repaved? Or projects like that? I am sick and tired of this city's WASTING our MONEY on frivolous expenditures that are NOT making Lafayette ANY MORE SAFE; it IS, however, creating traffic situations with construction that is NOT NECESSARY!

Can we include lighting for night time? Walking to town in as safe a manner as possible.

I marked strongly disagree from 8 to 11 because Topper Lane should not be bundled into this project. By including it, the city will only half address the serious issues on St Mary's road and create more problems than it solves. It is public record that there have been NO issues re: safety on Topper. By moving forward you, the City, who should be listening to and protecting its lovely little neighborhoods, not destroying them for trumped up, artificial reasons. Redirect the Topper funds to St Mary's and do a proper job that really addresses safety.

<p>What the city has done gluing those flexible posts along school Street has been silly, and no way will protect anyone from being hit by a car. It actually causes kids to walk within that lane, which is less safe than on the sidewalk.</p>
<p>The problem with this survey is that questions 8-11 lump all three pieces of the project as "the Project". I totally agree with the School St. and St. Mary's improvements. The Topper Lane piece is absolutely not needed. It will not improve the safety of the area one whit, and in fact may cause it to be less safe as Topper Lane is a two-way street.</p>
<p>I really wish pedestrian paths were on Avalon Ave. There are some odd sidewalks which actually make it more confusing than if there were nothing. Committing to sidewalks up and down the entire street would go a long way. I would guess it receives more foot traffic than Topper Ln during school hours and has been neglected in this proposal.</p>
<p>Great work. Love to see more bike accessibility from the trail</p>
<p>does not matter if it takes a bit longer to get around as long as ... the kids / people are safe & it looks good</p>
<p>Main concern is the speed on school street and the crossing at Avalon Ave. There really needs to be improvements at the crossing or there will likely be pedestrians hit.</p>
<p>This is a great idea, and more pathways would be great for families and kids around town. I recently visited Irvine planned community with ample side walks and biking pathways, and it was great to see people relying on cars less, and see families and kids actively transporting themselves around.</p>
<p>Please extend the proposed School St trail to Brook St so it is safer to get to Bart.</p>
<p>I'm not sure who benefits from the walk way on topper other than that street's residents. I hate seeing kids walking along the north side of St. Mary's, east of Topper, trying to access the houses on either side of St. Mary's .</p>
<p>If you want more people cycling to town it has to be easier to get across st. mary's to the downtown bypass, right now it is too hard for most people and discourages use.</p>
<p>Thank you for prioritizing access on *public* roadways and resisting self-centered, self-serving, willfully ignorant NIMBY-ism.</p>
<p>I have always wanted parallel Parking down the complete south side of School Street. The center delineator should be moved further toward the south (school) side to provide for adequate tree planting along the north side trail. Much more aesthetically pleasing</p>
<p>I would love to see California native trees and plants.</p>
<p>For question number 15 above on planting style, we put 'No Preference' but would actually prefer plants / vegetation with the least amount of pollen. We have a child that is heavily allergic to pollen.</p>
<p>I think the staff parking lot on School St. would make a better pick-up/drop-off loop. Staff parking could all be shifted to the main lot. And the crosswalk at the corner of Paradise Ct would be safer because most cars would be turning around before they get there.</p>
<p>The City needs to take possession of its full Topper Lane right of way.</p>
<p>yes! do more like this. thank you.</p>
<p>Spend money on more deserving projects</p>
<p>THANK YOU COOL</p>
<p>I am a 25+ year resident of Burton Valley and ride my bike to BART and downtown. School street is very difficult on a bike during school hours/drop off times and dangerous. Wish this was done 20 years ago! Thank you for obtaining the federal grant money, as that is very key to this project happening.</p>
<p>This is a reactionary "solution" that is not needed. None of these improvements would have prevented the elderly driver from accidentally pressing the accelerator</p>

Thank you for making is less car friendly and therefore safer for my children to get to school and downtown Lafayette
Topper Ln should at most have a simple 4' sidewalk that preserves as many trees as possible. Birdhaven Ct. can access trial via hope lane. Adds 2.5 minutes and preserves Toppper. Adding drop-off for Stanley on St. Mary's Rd should eliminate vast majority of traffic, which only lasts for 15 minutes per day.
I am so very excited that the Topper and School St projects are moving forward. These are amazing community improvements and will be WONDERFUL additions to Lafayette for us, our kids, and generations to come. Thank you!!
Avalon AVE is unsafe for pedestrians during pickup/drop-off and some events at Stanley and Town Hall Theater
Thank you for working on this project
Think long term .. this is a weak plan. hire someone good... whoever came up with this was not.
The crossing guard at St Marys is excellent. He has lights up and is very good at directing traffic. Kudos to him!
Would like to see a path extend along St Mary's road for safer access the trail (we live on St Mary's near intersection with Glenside Dr and drive our kids to a street near the path because it's not safe for them to cross the street and walk on St Marys Rd.).
This seems like a great addition to our city.
More speedbumps like the ones near the roundabout of Pleasant Hill/Olympic.
I'm not so sure this is a 'build it and they will come' situation. You also really, truly, effectively need to STOP the drivers from coming down First Street in the morning/afternoon to have more people feel safe. And also, I cannot see what use the Topper Lane change will have. So very few people walk or ride on Topper that it is not useful to make that change. Where do you want them to go on Topper heading home from school - out to St. Mary's road? What really will happen is cars will try to pickup their kids on topper from that little walkway which will make things crazy on that street. I don't live on Topper or near those streets but often have to drive there for drop-off/pickup and I can tell you there's no way I'd ever let my kids walk on Topper to go or come from school. Plus, again, why would I want them to walk to St. Mary's Road with people driving minimum 35 miles an hour on that street? Yikes.
Live on Paradise Court with 3 school age children that attend local schools. Strongly agree with turn in drop off on st. marys road. Agree with aesthetic improvement to current path along school street, would strongly suggest relocation and or putting power lines along that road underground. Do not see need for topper path at all. It does not connect to any trail and would suggest if Topper gets a path for pedestrian safety then would suggest that Avalon Ave should also.
We need buses to reduce traffic congestion
none
Really need to make the St. Mary's Rd drop off and pick up loop a reality. Will make things 10x better on School Street and Moraga Rd.
Why have we not considered for aggressive plans for walkability. For example, it's still unsafe for kids that live near Acalanes to consider riding their bikes to Stanley or downtown.
N/A
Great ideas! We welcome safety improvements for kids, families, and long-term, family-friendly improvements to our neighborhoods.
Please complete the project.
thanks for the work!

<p>About 4 families might use this very expensive walking path adjustment to Topper. All other families drive or use the trail. Topper is narrow and making the street wider would help all drivers.</p>
<p>I think Lafayette Elementary also needs more safety along the streets surrounding it. First street is filled with kids after school heading up towards Mt Diablo blvd. I think this also needs to be fixed.</p>
<p>Is there a way to combine efforts of city and residents to build more sidewalks on St Marys Rd, a more walkable community is a connected community. South side of St Marys rd is not connected by trails and needs more sidewalks.</p>
<p>is the topper lane portion to make it safer for kids to get to LES? seems irrelevant to stanley, but could be a helpful added drop off location maybe though not sure how far the walk is.</p>
<p>I really hope that whatever planting style is selected, that the emphasis will be on native and drought tolerant plants. I see a lot of emphasis on drought tolerant lately but the use of plants from other parts of the world. Our native insects and birds really need us to be planting native plants since they are evolved to eat and shelter in native plants.</p>
<p>Sidewalks should be added to Hamlin Rd. It is used by many kids to get to Stanley and LES. The speed limit should also be reduced on Hamlin.</p>
<p>I would also like to say there are easement concerns outside of this project that should be promoted in further discussions, to make improvements for safe access to the trail and downtown</p>
<p>i think a large pull in/pull out area should be built into the southern end of the expansive lawn at Stanley so cars can pick up carpool there without blocking St Marys road. There is alot of space that is not currently used on the edge of the field, so a place where cars could safely pull off of St Mary's (not block traffic) and could then return to the road after pick up would be smart. It could run the length of the fence so as to not cause backups if it gets full. Also, I dont see the point of adding a sidewalk between Topper and Birdhaven - what does that do? Lastly, it doesn't seem clear to me as to why we're encouraging people to walk along Topper. There isn't anywhere to go once you reach St Mary's and it's too busy a street to walk safely along. It seems the sidewalk on Topper just dumps people onto St Mary's without anywhere to safely go besides up to Birdhaven, which isn't much.</p>
<p>Is there a way that 4-way crossings could occur at Mount Diablo and Moraga Road intersection, Moraga Blvd and Moraga Road intersection? The type that is at Moraga Road and Brook Street as well as downtown Walnut Creek</p>
<p>The intersection of 1st and Moraga Blvd is so dangerous, someone is going to get killed there. I only pass through occasionally and I have seen drivers run the stop sign while children are crossing. I do appreciate making Topper a priority but please do something about that intersection before someone is killed (and the driver gets off with a slap on the wrist).</p>
<p>None</p>
<p>No speed bumps or ugly white plastic pole things. These make community less attractive and decrease property values.</p>
<p>I wish design review had people with better taste</p>
<p>These efforts are minimal and do not expand safety and access beyond what already exists. There are no buses, no sidewalks, no improvements or access for kids from the other end of town and there can and should be.</p>
<p>Thanks for making our streets safer</p>
<p>Add cross walks to Avalon (both Rd. and Ct. at the intersection of School and St. Marys.</p>
<p>The Moraga Rd./Mt. Diablo intersection is a disaster in the mornings - red light runners across crosswalks are constant - this issue should be integrated into the area safety plan</p>
<p>I like this plan to connect the paths and appreciate the work people are doing to further the project. We also need shuttles downtown and to and from schools. I've lived within close walking distance to our schools and downtown Lafayette for 10+ years and it's been a struggle to walk and bike safely and</p>

comfortably for that time. The trail and first street are wonderful. We need to educate the public about how nice it is to walk and bike. The majority seems to think big cars are more comfortable than walking or biking, which isn't the case unless you have to be among other big cars.
Ignore the elderly folks that no longer have any skin in the game (young students) and please do what is right.
Thank you for tackling this important job of improving pedestrian safety in high pedestrian traffic areas!
Not happy with elimination of residential parking
I like that the city is trying to create more walkable streets and areas for bikers and pedestrians. I just hope that we also create space around the school zones for parents to pick up their kids safely, so that they don't block the residential areas for long periods of time. I watch it every day from home and I can tell you that after this project started, it's gotten worse during pick up time. I really hope the St. Marys's side project happens so that we have a formal drop off/pick up area for parents and kids.
Please do not stamp the white directional circles on the walkway or in the intersections. First St. does not have them. Keep the neighborhood feel as much as possible.
Don't have a child at Stanley but will attend in future
This project will greatly impact hundreds of children today and many thousands more to come.
These are desperately needed projects.
I really hope the project moves forward. It is clearly in the best interest of the entire Lafayette community. My little kids ride on the Lafayette moraga trail multiple times a week and the section on school street is the most dangerous part.
The entire city government needs to be removed. The reality is that removing parking doesn't stop people from driving. It increases double parking and other unsafe moves. Cars are the reality.
Need more work to teach pedestrians safety
I hope that people will see this project as an investment in a safer community for our kids. People want to live in safe, walkable communities, and we owe this to our kids. Change is difficult at first but this is clearly the right thing to do.
Thank you for your efforts.
Safety should be the priority. For everyone not just the students. There is too much traffic, too many people speeding. It's not safe to walk around which is crazy.
thanks!
I know this process has been quite contentious and feel sad that some residents are so resistant to sidewalks/pathways. But do think the 6ft is a good compromise from 10ft on Topper.
Thank you for your time and leadership on this! It is not easy!
I hope this gets installed, more bicycle infrastructure will increase safety and enjoyment of the beautiful weather in Lafayette for my family.
N/A
Our family as well as many others we know would use these pathways Topper Lane and School Steet) nearly every day to access school and the trail. We would love to walk along Topper Lane currently but avoid it because we afraid of being hit by cars. We hope that opening these pathways will allow more people in surrounding neighborhoods and south of St Mary's to access the trail and school.
1. The project on school street should be reconsidered. As a bicyclist, I am forced further into the traffic lane. 2. A shoulder on St Marys Rd would benefit pedestrians and cyclists and would improve access to the LMRT for both bicyclists and pedestrians. 3. Stanley students do not need to use Topper to get to school from St Marys Rd, they can use the path through the Stanley athletic fields. 4. The multi-use path on First St should be redesigned - the mixing of bicycles, e-Bikes, scooters, pedestrians,

dogs being walked is not great. I think a 2-way bike path and sidewalks on both sides would work better.
I am quite appalled by the NIMBY attitude of some of the Topper Lane residents that don't have school-age children. I'd appeal to their sense of community and their role as a community member to protect children trying to safely get to- and from- school, and also for the adults that are also enjoying these streets and pathways. With cars getting larger and silent (electric vehicles), I think we need to continue to amplify safety measures in our community. Cars regularly speed well above the speed limit already (see cars going 70 mph on the 25 mph section of Moraga Rd. next to Lafayette Elementary) - we need additional safety measures to protect pedestrians, bikers, children, community members.
Please focus on improving access on Moraga Rd. Consider pedestrian overpass. Please focus on better, safer bike access on Mount Diablo.
In addition to the green landscaped/painted areas for bike lanes, will there be actual, physical barriers (like bollards) to protect bikers from car traffic on School Street near Stanley (First St to the Trail)? The graphics look like the shared pathway from Moraga Blvd stops at First Street, and becomes an exclusive pedestrian pathway and exclusive bike pathway towards Stanley. Will there be flashing lights or street markers to make it obvious when there are pedestrians in the crosswalks near Stanley on School St? Avalon Ave also doesn't have much of a walkway -- will that street also be considered for construction? Could Topper Lane be made into a one way street going southward, and Avalon Ave be made into a one street going northward? Make them both like First Street, one-way, with a shared pathway, so there's more room for pedestrians and bikers, and more room cars to park/pick up/drop off.
The aesthetic of the project should be up to the people living on the street. But hopefully, this project will not be completed.
A path on school property would be away from cars, gets kids to campus more directly, and could be 10 to 20' wide vs 6ft on topper.
Please consider those who have to drive (yes, sometimes we have to drive; we cannot always walk/bike).
The city council has announced a large budget deficit. They have hired a consultant to help them raise my sales taxes. These are discretionary projects. Cancel them, save the money, and don't raise the sales tax rate.
I don't see how this is a core connection -- nobody wants to take that road to St. Mary's Road. The trail is ample pathway to get most area homes to downtown. This would benefit only a few homes on Topper, and we don't want it.
In question #7 and optional answer should be wanting to INCREASE speeds - with all the speed bumps, lower speed limits, and traffic it is becoming impossible to drive anywhere now.
Pathway would only be used by pedestrians, or children on small bikes. Adult cyclists Ride on the road
Funding for Topper Lane and School st is available now. Why not design a physical drop-off to the front of Stanley School now thru the existing parking lot with better flow thru. It is a mess now and will be for the next two years so create a better drop off zone for the front of Stanley School now. DON'T WAIT till another accident happens. Design changes should be now to accommodate children and caregivers who attend Stanley and Lafayette Elementary schools now, not later. It's only a potential of funding for the back of Stanley School, but does nothing until additional designs are approved and funded. This will take far too long to gather that money and build. Fix the issue now not later....
Safety should not be a consensus issue. Ever. The city pays staff to know best practices for safety. Please stop listening to non experts.

<p>safety needs to be the default approach in the city to be consistent with Vision Zero. tradeoffs on top of the default safety options should be presented to the community for input on aesthetics/alternative uses. We should not have safety for kids walking and biking to school be optional. There are national best practices the city can refer to on how to proactively create low risk/stress environments on school/downtown/transit access corridors.</p>
<p>Please don't listen to the few and loud boomers screeching over every little change. Please prioritize students safety and lets prevent pedestrian/cyclist deaths in Lafayette</p>
<p>Na</p>
<p>Thank you for providing this survey. The meeting times make it very difficult for young families - the future of our city - to attend. My understanding is that older, legacy families with grown children are the primary blockage to important projects like this, but the voices of all the school-aged families I know are strongly in favor of continuing to make more improvements not only to Stanley and LES, but to the broader Trails area. I would very much like to see the path between Moraga Blvd and GG Way/Mt. Diablo restored, for example.</p>
<p>This project seems like a no brainer for the City; adding safety features near schools. It's good for the City and will make us safer and increase property values.</p>
<p>A better solution for improving flow on the north side of Stanley is this: Take up a portion of the field at LES at the corner of 1st and Monroe. All cars wanting to drop off at LES (only self-sufficient kids that don't require faculty help unbuckling/getting out) or Stanley enter 1st St, drop off in said space, and exit to Monroe, thus avoiding re-entering 1st St and avoiding School Street.</p>
<p>Tangential related issue: why are there not school buses? This could solve everything.</p>
<p>I am hopeful that this project can move forward more quickly on an expedited timeline. While this project is good in and of itself, it does not address critical pedestrian safety concerns along Moraga Road and further up St. Mary's Road, where cars are much more of a menace, driver behavior is out of control, and pedestrians have little to no space reserved for them or protection from cars.</p>
<p>The city put the cart before the horse. St. Mary's Road should be completed prior to Topper Lane which will eliminate any need for a pathway on Topper. It is a much more important aspect for getting kids safely to school including those from Birdhaven.</p>
<p>Could we extend the sidewalks on Avalon from the school street and st Mary's intersections. These intersection are really dangerous because pedestrians have to walk in the street with parked cars.</p>
<p>Overall, this is a great project that will improve the character of our neighborhoods, and I appreciate your work on accommodating all of the opinions.</p>
<p>Regarding landscaping, my preference is actually just native, drought tolerant, deer resistant (the last thing you want is to plant a feast for deer only for them to be hit by a car). Also, as mentioned above, consider additional measures on busy arteries and connectors that our cities youngest children use. Speed bumps on lower Brook where people constantly run through stop signs and drive unnecessarily fast on roads with little and in some areas no safe sidewalks. With so many apartments and transient residents there, I don't expect to reasonably be able to obtain signatures from residents to push that forward.</p>
<p>Thank you for all the hard work on this project.</p>
<p>Please do not waste money on this Topper Lane project.</p>

If you do use St. Mary's Road to drop-off or pick-up your students, what issues do you experience that may be addressed through this project?
Formal drop off needs to be developed. I have seen a number of near miss accidents.
Ps my kids are a little older, they walked to school at LES and Stanley. There is much more car traffic now / maybe more parents pick up kids from school? There isn't room for those cars now - they end up blocking School Street and also sometimes Moraga Rd (LES) Any option for kids to walk to pick up zones?
N/A
My kids have grown, but I'm very familiar with this from when they were younger and now drive through this area very often (it's my way to downtown). Having more parents drop off on St. Mary's Rd. will NOT make anyone safer. Cars now pull in and out recklessly - they don't look for traffic, they speed out of the spaces, and drop kids randomly. It's a mess getting up/down Acampo at all as well as cars just stop in the middle of the street and kids jump out and run into traffic on both Acampo and St. Mary's. Are you going to cover the drainage ditch on the south side of St. Mary's Road, which would give more room for walkers and pull out space for cars/the bus? The selfishness of the individual drivers, who seem to think they are the only ones who matter, isn't something that can be addressed by nice sidewalks. Pulling into traffic without looking, or darting into the lane while traffic is moving because you think the ongoing traffic needs to stop for you, isn't addressed by this design. Please don't encourage more use of St. Mary's Rd. for drop off - it's hard enough to get through now.
N/A
n/a
N/a
Perhaps a reconfig of loading area?
Cars go too fast along St Mary's Rd. When St Mary's Rd is busy, cars get backed up on Acampo.
Just make it safer to pull in and out next to the ball fields.
N/A - we live on Paradise Court.
We come from the other direction. We'd never use it because Moraga Rd and St. Mary's are busy streets, and that left turn is terrible. We'd love a safer drop-off area near the Great Wall restaurant. That area is congested with lots of pedestrians at multiple corners. We don't drive further because traffic between there and Stanley is stop and go.
n/a
it's fine
A longer/larger pickup/drop off spot with ability to u-turn back to Relize Station Rd
a huge pick up drop off and a trail going to the classrooms would be so beneficial for the school as well as being better stewards of the space and yard space not the north / east side.
Drop offs are not uniform with people zipping in and out in an orderly way.
I tend to drop off early so that is no problem. I do not pick up on St Mary's because it feels far too hazardous due to both pedestrians not always paying attention and the sheer number (and size) of cars. I'm not entirely sure how any of these issues could be addressed but I appreciate that solutions are being considered.
Illegal uturns! Removal of red zones. No more mud!
The dirt drop off area is also used by students to walk to school and the cars pulling in and out across the walking path is dangerous.
No Way. Way to small.
St. Mary's Road needs to be re-worked as its become the main thoroughfare of school traffic and yet no improvements have been made. Left turns from Acampo or Solana are now almost impossible

and/or dangerous. Please consider a stop sign at Acampo or something to help cars get safely out of my neighborhood onto St. Mary's.
Pave the gravel area by the fence so more cars would be willing to drop off students further south on SMR.
The bus stop on the corner of Acampo & St Marys makes me a little nervous when turning right from Acampo onto St Marys. If anything perhaps a better curb there for students to wait on would be help safety.
Short term parking
I think where the parents park on St. Mary's in the dirt is fine, but then the students start walking on the street side to get by the cars sometimes and that is scary/dangerous. ALSO I see many parents actually park in the bus stop on St. Mary's across from the school, that makes it very hard for students to wait for the bus and it is really inappropriate to park there. And, I have to address the crossing guard at St. Mary's & Solana. She is so frail and weak and slow and she often only takes a couple steps out onto the street and just weakly waves her stop sign expecting cars to stop. She is a scary danger there and I actually go and pick up my child rather than let him cross with her. I usually go wait on Rosedale where she parks and she comes flying down Rosedale at 2:52 and literally crosses in the middle of the street with her stop sign (doesn't use the crosswalk) and then goes into her routine of just taking a couple slow steps out into the crosswalk for students to cross. Honestly having strong, capable crossing guards is hard to find but she's more of a danger. How about just putting flashing lights there for students/pedestrians to push when crossing because I personally think that would be MUCH MUCH more safe than a crossing guard who is really only half there.
congestion
?
It is too busy! Never feels safe! Dark!!
Need the ability to turn around with out doing an illegal u turn.
My child takes the bus to and from school because I find it completely unaccessible to drop off or pick him up near school. That's an issue, especially when it costs \$1000 a school year to ride the bus!
N/A
Making the turn after drop off. Many parents turn back to the direction where they are coming from: and turn illegally, go the residential driveways, even use one resident's driveway to go in and come out on the other side. Moreover: stopping at the middle of the road, no pulling over, and drop off or pick up like that. Cell phone use when driving. All unsafe behavior for all of us. These are illegal and parents should get tickets. This whole drop off - pick up situation should be resolved in a way which eliminates all of this. Showing horrible examples to future drivers and make the situation dangerous.
it's a bit chaotic with too many people trying to drop off in an area with multiple yet unclear places to do so
Kids should get to be on a sidewalk the entire length of the fenced side of St Mary's. Keep all parallel parking .. no formal diagonal parking. About 50 cars can come and go easily with current access flow and parking. Encourage using Acampo drive as a loop to turn around to go back to Burton valley after pickup.
My concern is this phase doesn't address my primary concern which is the significant increase in saint Mary's road traffic at drop off in the last year. The materials say 'it will be considered at a later date'. Ever since the accident a few years back and changes to the front of the school, the saint Mary's road drop off has been very difficult and backed up on a daily basis. The proposed changes might indirectly help the Saint Mary's road drop off but I don't know to what extent.

We don't do much dropping off or picking up here because we live close by but we see all the issues related to school drop off/pick up and also related to sports, especially on the weekend. Drivers do some very crazy behavior around the parking on the current gravel/dirt area. I like the idea of turning this into a sidewalk (so kids can get to parent cars safely) and parallel parking so that drivers aren't backing up into St. Mary's Rd on-coming traffic lane.
void dirt area given seasonality/ mud and fence entrance locations. During youth sports walking to and from this dirt parking is a nightmare as parent and coach with little ones.
Safety of walking from car to field
we have a student going to Stanely next year. however, we have 2 kids that use standby for LMYA sports and a safer street is definitely desired, and maybe more parking options.
No where to safely drop off without blocking traffic. Parking is minimal.
Traffic sucks on St Mary's during drop off and pickup, but the kids arent safe walking around over there because, again, drivers are irresponsible.
Not enough space during busy times to pull up to curb to pick up child. Congestion trying to leave curb after picking up child.
Need to turn around. A hassle to go around the block and doing a u turn on st. Mary's is unsafe. Need to alleviate congestion.
Safety
A dedicated drop off and pickup kane
No way to u-turn to return from starting point (I don't want to go through morning downtown traffic)
People use the red curb like a regular loading/unloading zone. Would be nice if there was an easier way to drop-off that didn't result in people blocking red zones.
Traffic may be redirected elsewhere which will reduce (hopefully) overall traffic congestion
N/a
Traffic jam
No issues.
Safety for kids and designated areas
/
Congestion
Too much congestion.
Lowering and enforcing the lower speed limit. Pulling out into traffic once parked is a nightmare.
We don't have students who go to Stanley yet but we drive past the area every day and cars are very aggressive about pulling in and out which is dangerous for the students walking. It would be better to have a formal drop off zone with one entry and one exit instead of cars pulling over along the entire street.
When my children attended Stanley, I used this area for pickup and drop off. The area for pickup and drop off should be expanded. There should be a way for drivers to be able to turn around on Saint Marys Rd. For those coming from further up Saint Marys Rd, the options are not great - 3 point turns, u-turns, going around a rather large block, going through downtown.
Parents back out onto St. Mary's after waiting for their student. I am concerned they will run someone over.
It is dangerous for peds crossing St Mary's at pick up
We used to use it. Mostly it was OK.
I would love a paved area off St Mary's Road to use to pick up my child from Stanley.
Congestion of parking. Safety for the kids walking/riding bikes

Better access from SMR to actual school grounds of asphalt hard scape or a defined pathway from SMR to the physical school classrooms. Currently , when students are dropped off they walk across the wet grass in the AM or cross the field of play in the PM or weekends when sports teams use the field at Stanley Middle School.
As a commuter I thing it si problematic that people drop kids off at Stanely in the morning on St Mary's and then flip a U-Turn on St Mary's. Very dangerous. Maybe you could put those little plastic posts along htere to prevent that?
it works fine for the occasional days when the kids are not biking to school. I have never had an issue dropping them off on St. Mary's in the current configuration.
No option for flow out traffic direction.
There is no flow or options and the lack causes congestion on moraga road.
high traffic speed
Can't get there. We live south west of downtown.
My kids are at Acalanes now, but we used to drop at Great Wall and have them walk down to Stanley from there. A lot of people do this. Might make sense to have a formal drop off pick up area up there too.
I did sometimes use St Mary's for drop off and it was very convenient and felt safe even as it is.
Excessive speed by through-traffic
Crossing guards enter the road and block traffic much earlier than students arrive at the crosswalk. It causes confusion for drivers and sometimes forces the students to run.
N/A
I used the St Marys paring area for three years for my Stanley student. Not enough parking (too much red curb). The side walk could be increased to the entire length of the St Marys Rd along the field fence line.

Do you have suggestions for future pedestrian and bicycle improvements which would improve mobility or close gaps between Lafayette's residential neighborhoods and key downtown destinations?

Form group which identifies potential projects and seek local resident input before putting significant efforts for low impact projects.

Please see above

Areas west of Moraga Road and south of St. Mary's road are largely ignored from a cycle/safety standpoint. The sidewalk on the west side of Moraga Road between School St. & Brook Street is dangerously narrow. The crossings at St. Marys & Moraga Road are too dangerous. Cars regularly exceed the speed limit by 20+ MPH (O'conner south to Siver Springs), make dangerous lane changes, and run the red light at St. Mary's. People west of Moraga Rd. (Tanglewood, E. View Drive, Herman Dr, O'Conner) have no safe sidewalk to get to Brook Street- nor a safe crossing at St. Mary's to Stanley. Traffic speeds on Moraga Rd need to be reduced via engineering (single lane each way with adequate shoulders for bike lanes/middle turn lanes for cars to ease auto congestion) instead of enforcement. Enforcement is inefficient and not working.

Complete and connect the pathway between Mt Diablo Blvd and 24. Even connecting from Oak Hill to Risa would be great. And in an ideal world extend all the way East to Carol Ln as well.

Green paint striping in heavy traveled bike areas.

Keep maintaining and adding trails!!! Make more connections to downtown from the trails. Slow traffic down to 15 mph. Fight Moraga diverting all their traffic through Lafayette (it's cheaper for them to have Lafayette solve their traffic issues). Ban e-bikes on trails, sidewalks and paths as the kids that are driving them aren't doing so safely, and they make it dangerous for small kids, moms pushing babies, little kids on trikes and bikes, and the elderly. The trail is becoming just like the roads, with the e-bikes encouraging bad behavior and keeping many of us off the trails during after school hours. If Lafayette ever has an emergency evacuation event, we will all die trying to get out, as traffic comes to a standstill now just for school drop off and pick up times, especially with all the traffic coming into downtown and Burton Valley from Moraga. Put WIDE sidewalks and bike paths into all the city street plans. Why did you allow new buildings on Mt. Diablo to build out to the sidewalk, which means streets can't be widened to allow for bikes? Also, this idea that everyone can bike everywhere so no parking is required downtown is laughable when about half the population is now over 60. What makes sense for the 20-somethings won't work for moms with kids, the elderly, etc. Let's try to be more realistic. Don't allow any more building to the street as this limits what can be done later. Lafayette would be better with more parklets downtown, but the narrow street, fast driving and distracted drivers has kept me from enjoying them as I'm afraid I'll be mowed down. This is especially true whenever the freeway backs up - is there a way to slow traffic down so much that it's not attractive to use Mt. Diablo as an alternative to the freeway? Also, do more surveys like this! Ask for our ideas! We want to be involved!

Lower speed limits around Lafayette, max 25mph.

My suggestion is that IT IS ALREADY SAFE! Why don't you spend time looking at how many bicycles kids ride to school and see if the bike lanes that are there are adequate to accommodate them? Then you might see that they are; so leave it alone, already! Lafayette should be proud of how safe it is, rather than thinking up ways to waste the taxpayers' money on frivolous concerns that do not exist.

Street lighting on trails.

Make the cyclists use the streets correctly instead of the sidewalks.

Allow right turns from School St onto Moraga Road from the left lane

Hoping to see the proposed sidewalks for the Burton Valley neighborhood come to fruition! I'd also like to see a plan for increasing walkability/bikability in all neighborhoods. Ideally all neighborhoods of

<p>a significant size would have a park, some sort of convenience store (a deli or small grocery), and maybe a cafe within walking distance. There is a lot of concern over increased traffic as we look to increase housing. But rather than fight housing, we could look to make all neighborhoods more walkable and reduce the need for getting in the car as often.</p>
<p>I would LOVE the city to increase accessibility to Buckeye/Chaney ballfields to pedestrians and bikers. Right now the Lafayette Little League advises families who are unable to park in the parking lots (because they fill up easily) to park near Las Trampas Pool and walk on St. Mary's Road to Buckeye/Chaney. It's SO DANGEROUS! Esp since pedestrians have to share the road with oncoming car traffic, and there are NO SAFETY measures in place for pedestrians. Please consider building a shared pathway from Las Trampas Pool to Buckeye Fields!</p>
<p>Brook St sidewalks are fairly hazardous/uneven. Seems like putting pedestrians/bikers on one side might also work? 3-way intersection of Brook and Hough can be dangerous. At night, not enough lighting. I've almost got pedestrians and almost been hit as a pedestrian. Traffic needs to be slowed as well, many run the stop signs.</p>
<p>- I'd love to add sidewalks to Avalon Ave. - I'd love to add sidewalks to Solana Dr. - The traffic light schedule at the intersection of School St. & Moraga Rd. doesn't make any sense. It contributes to traffic congestion along Moraga Rd. & needs to be rethought.</p>
<p>The shared bike/pedestrian path along School street is great but one house always parks their car partway into the path. Would be great if that could be kept clear.</p>
<p>A safer pathway from the Lafayette/Moraga trail to Bart would be a great addition. Or a pathway connecting the Lafayette Moraga trail to the iron horse trail.</p>
<p>It needs to be safer to get between the Lafayette trail and Bart. I take School St to Brook St and turn right on Hough to get to Bart. Brook St is not safe for cyclists due to high car speeds and cars parked on the side of the street. Brook St should have a multi-use pathway to safely connect to Bart. If that's not possible, there needs to be traffic engineering/speed bumps to slow car traffic and create a safe space for bikes and pedestrians.</p>
<p>More sidewalk on St. Mary's to make Lafayette-Moraga trail more accessible!</p>
<p>N/a</p>
<p>I live on the trail and would love to ride my bike to Safeway, etc. But there is no way to secure my bike safely down town!</p>
<p>School street light should have a cycling light that gets you all the way to Brook street, kinda like those pedestrian scrambles, combine this with the path going in and that would help.</p>
<p>Ppl can't walk/bike if the facilities aren't built. If you build it, ppl will use it. Let's make Lafayette more accessible and welcoming of all modes of transit, not just cars.</p>
<p>Yes. Please give the local residents adequate time to learn about the proposal before it is implemented. The School St residents were not informed in a timely manner. Issue was voted on very quickly. Would prefer to have a less totalitarian city government and city council.</p>
<p>Do not mix bikes and people on the same trail or lanes.</p>
<p>No</p>
<p>MORE BIKE LANES! Riding a bike on Mt. Diablo Blvd. is treacherous. I've almost been hit by cars several times. It would be so nice to be able to get across town without fearing for my life or giving up and getting back into my car.</p>
<p>A bike lane on Hidden Valley Rd connecting the bike lane coming from Orinda and the bike lane on Acalanes Blvd would be great. It's a major bike route, but the stretch on Hidden Valley has no bike lane and it's narrow. Also, Mt Diablo BLVD had a bike lane from Acalanes to downtown, but it's just alongside traffic and much of that stretch is a 45mph road. A separated bike path would be much safer. A safer bike route through downtown would also be great.</p>

My family lives in Acalanes Ridge and I don't feel safe for my kid to cross over freeway exit/entrance by himself so I don't let him bike to school.
n/a
better access under the freeway to Acalanes for biking -- and walking (the poles in the middle of the sidewalk do not help, not does the bike lane in the middle of the street with cars on both sides)
The pedestrian/ bike approach to downtown or school street between St Mary's and School street / Brook street along Moraga Rd. would benefit from decent bike / ped. ways like those proposed (including landscaping). You would get more kids / people out of cars en route to school or downtown if it were a more safe and pleasant experience.
Please look at improving Brook Street for bikes between St Marys Road and Hough Ave. This is used by bicyclists accessing BART and downtown. It is challenging on a bike, and i typically have to jump up onto the sidewalk at the intersection to be safe from turning cars (right turning cars from Brook turning right onto Moraga Rd). Most of us bicyclists are using the sidewalk there to stay safe.
None needed. We have had practically no accidents over the entire history of this town. Why are you wasting city dollars on an imaginary problem
The area of MT Diablo and St. Marys Rd. Would a pedestrian bridge be feasible?
1)work with parks and fix the closed trail to downtown. i have heard over and over "connecting the trail to town," that already exists but is closed. 2) after the new build is made maintain it. The current bandaid is not maintained well enough 3) address the drop off pick up for Stanley school.
Sidewalk across from lamorinda music (Lafayette circle)
Michael Lane, Lucas Drive, and Burton Drive could use some help to make it safer for all to access the trail. Lots of families in that area.
Moraga Blvd would greatly benefit from a path or sidewalk.
I would love to see the trail repaired along the creek that connected Moraga Blvd and Mt Diablo Rd (by the gazebo).
sidewalk on First St. adjacent to Taco Bell and Great Wall. Improve Brook St for bicycles.
No cars period on School Road on school days except home owners.
see above
a dedicated bike or pathway around all the schools would be great.
Sidewalk all the way down Brook street (specifically Dewing to Mt View Dr)
school bus
?
Add more Sidewalks. Especially down Solana around the blind corner from St. Perpetua
Better/safer bike corridor along Brook Street from Mountain View Terrace to Moraga Road - would make it possible to bypass much of the congested and less safe Mt Diablo Blvd corridor to get to school from the West side of Lafayette.
1st street is a great example of functionality and aesthetics. The more streets/neighborhoods that can connect via a 1st street like pathway would be awesome.
Other cities have explored things like sky walks. Why can't we consider that concept?
Protected bike lanes connecting all schools. Slow down traffic on MT diablo.
Pedestrian-activated bright blinking lights that are clearly visible to cars at pedestrian crosswalks serving children walking to LES and Stanley.
Anything we can do to keep cars and kids separate will be appreciated.
Considering the density of schools and preschools in the area, the think all of the footpaths should be made to be walkable and or bikeabke.

Is a pedestrian bridge at Acampo Drive and Saint Mary's Road an option? Also, not allowing a left turn from Acampo Drive onto Saint Mary's road during school drop off hours could be helpful.
more sidewalks
As stated above, those students who are coming to school from the West of Moraga Road do not have safe access or a bike path. If using the path between Risa Road and Dolores Drive, they still need to cross Mt. Diablo twice, and from Mountain View to Moraga Road there is not a safe option for biking. I would LOVE to see a path created for those residents.
it would be great if there was a better bike lane / dedicated cycle track from the west side of Lafa to LES. as it is, kids need to ride on the sidewalk which is actually dangerous from Trader Joes all the way down to getting across Moraga Rd. a dedicated/ separated path would make a world of difference. Other ideas - connect the end of sundale road on a walking path back to mariposa which would be a safe walking path to school (though brook st needs some sidewalk added). Please connect the multi use path that starts at the vets hall but stops before bart. would be ideal for that pathway to connect all the way through to oak hill.
I would like to see the following items added to what is being considered: 1) adding a flashing pedestrian crossing sign at the Solana cross walk, exactly like what was added at Acampo crosswalk. The Solana cross-walk is used by students and neighbors and we need help getting drivers to stop and slow down at this crossing too. 2) we need a way to keep cars off of the pedestrian pathway on the lower section of Acampo (near St. Marys Rd). During school drop off and especially during pick up, parents are parking cars ON the pedestrian pathway which impedes both pedestrians and bikes. Students have to walk/bike into the middle of the street to get around the parked cars - this is completely unsafe.
Sidewalks on Hamlin and Solana.
There is not currently a safe way to bike from residential Lafayette into downtown. As it stands, if coming from the east side of Lafayette, the only into downtown is through roads crowded by cars, and we don't feel safe biking into town as a family. We need a safe path - ideally down Moraga Blvd. - that would allow families to connect safely from the east side of town through downtown. Which could include a path from Moraga Blvd. to First Street or Moraga Rd. That would also enable safe downtown access from the trail from both the Foye Dr. and School St. exit points.
we need the city to be more proactive in calling out and perhaps maintaining more easements to encourage different access points into the trail. also a better path from LES school to downtown, either Brook street, or the pathway next to the Lafayette United Church should be more developed and encouraged to get to/from downtown.
a safer way for kids to walk/bike to Acalanes from downtown Lafayette. The middle-of-the-road bike lane design seems too cumbersome. Need to just improve the current sidewalks and make crossing the freeway entrance/exits safer.
Better crosswalks that let people walk all ways when light is red
Safer, better marked cross walks across St. Marys Road
Protected bike lane and lots of bike parking on Golden Gate Way.
A safe bike path should continue into and around downtown.
Fix the trail along Leigh creekside gardens which provides a sage connection to downtown. Right now kids need to travel along moraga road— not safe.
I would love to see ideas to create safer routes from Happy Valley Road / Dolores Drive / Mountain View Drive to Stanley Middle School. Cycling through downtown is still very problematic.
Need a safer way for bikes to navigate the crossing of Moraga rd from school to brook streets. Also, need additional bike parking downtown.

Better notifications for trail crossing.. we live on the north side of the trail on Santa Maria and no delivery and ride share drivers ever slow down or stop when crossing trail. It's not if, but when, someone gets hit by a car. We need much clearer signage and even better, stop Signs for drivers
Paved And sidewalk areas getting to Buckeye fields
Look at the decorative metal barriers used in South Korea to encourage pedestrian safety and flow of where pedestrians cross the road
The giant trail that already exists behind Veteran's Memorial and runs all the way to Safeway should be improved, expanded and made useful and safe for kids to come from other end of town. Pedestrian bridge across the Moraga Rd/Mt Diablo intersection or a diagonal crosswalk and all-traffic stop periods to allow kids to cross quickly and efficiently. Sidewalks on Brook Street.
Run a single shuttle around town from school sites to downtown to large apartment complexes. Find the key pick up and drop off times for the shuttle. Call it the Lafayette jitney or something nice quality-sounding. Offer healthy snacks for purchase on it. Not kidding, I think it would be great.
Moraga Road and Mt. Diablo!
Adding Avalon Avenue
I walk or bicycle from Burton Valley to downtown semi-regularly, but I find that I only bike as far as Safeway/Whole Foods. Getting further west requires riding my bike on Mt. Diablo Blvd. which feels super dangerous. It would be great to have a safer channel for bicyclists to get from Moraga Rd. further west, toward the reservoir, without having to ride directly on Mt. Diablo.
Brook street could use a sidewalk. There is no sidewalk from Dewing to Mt. View Drive, which makes it a dangerous street to walk. A bike or walking path would be great there. Cars use it as through street, and I see lots of people walking on it on both sides of the street.
Keep building more linked paths like this
Would love to have the kids be able to safely cross mt Diablo
We live off Deer hill road up laurel drive. We walk downtown but do not bike because there's no safe access on first street unless you bike on the sidewalk because the cars come around the corner so fast. We would love a safer option, possibly a bike lane with safety posts that could provide safer access to downtown.
Bus for schools
fix the potholes and uneven roads in Lafayette
Sidewalks on Avalon. Only a couple houses do not have the sidewalks, also power poles are in the middle of several.
There is a section of Carol lane (just past the preschool) that does not have a sidewalk that could really use it. So many people walk with stroller and long dog leashes... there's not enough of a shoulder for pedestrians to walk safely (especially with little kids)
We need more bike lanes downtown and streets leading to downtown
Lower speed in the streets
God, no. Leave us alone.
no need for Topper Rd change. Connection to regional trail from School St already exists.
More sidewalks please!!!
Please open the bike trail connecting the gazebo with Moraga Blvd! It's been down for so long.
/
Slow people down with speed bumps, flashing signs, or police presence
Sidewalks, speed calming measures, and protected bike paths.
Carol Lane - it would be so nice if there were a pedestrian/bike connection for residents along/off Carol Lane, and to connect the trail back up to Mt Diablo Blvd. I also wish we'd improve the

crosswalks at the freeway exits/onramps along PHR. Flashing lights, better striping, etc, would make me more comfortable there.
Make Moraga Road safer for bikers and pedestrians. Complete trail along highway 24. complete bike/pedestrian trail on Deer Hill Road.
Repairing the path from my Diablo gazebo to Leigh's Creekside park.
N/A
Connecting Moraga Road to St.Marys to the regional trail.
Please consider protected sidewalks all along St. Mary's road and Glenside Road. There is currently a 20-yard gap on Glenside at Glenside Circle that forces pedestrians to walk out into traffic. When I was pushing babies in strollers, this was an especially frightening experience.
Thank you for all of your work! These projects will help a lot of Lafayette residents!
The mixing of bicycles and pedestrians on these multi use paths is not great and should be reconsidered - 1st street and school streets in particular. Having a two-way bike path and decent sized sidewalks would be much better.
I'd like to see barriers put up along Moraga Rd. (if you're driving from Moraga toward Lafayette Elementary) and extend all the way to downtown so that kids can bike safely to school/downtown and also connect to the Trail system. The Moraga Rd traffic is quite scary sometimes as people race toward the freeway entrance at 70 mph, and there are many kids on bike or in strollers that are essentially exposed to that traffic when using the sidewalks. Moraga Rd is the only road heading in that direction, and have only partial barriers.
Create bikeway on Mt. Diablo that is safe.
Better bike access on Mt D please
In addition to seeing a bike or shared pathway along Pleasant Hill Road to get to Acalanes High School (this also helps Springhill folks achieve downtown access), I would LOVE to see a better shared path design along Mt. Diablo Blvd -- from Oakwood to Pleasant Hill Road. We saw electric trams with shared walkways in Barcelona, Spain bypass car traffic congestion on either sides, running in the middle of the road. Even saw protected bike paths in the middle of the road with cars going in opposite directions on both sides. Would love to see more safe mobility options so people can easily get to places in downtown easily without a car!
The real issue is Mt. Diablo and Moraga Rd. I wish the City would focus on access along those road instead of Topper.
A path from st Perpetua to stanley.
On Mt. Diablo blvd from the reservoir to Downtown and bart.
No, it's fine the way it is. My kids biked to Stanley without a problem.
Stop all these so called improvements and save the money.
My only suggestion is to stop. At least \$1/2 million has been spent on traffic design consultants, pilot studies, etc.. Please accept that Lafayette is not designed for wide or separate bike paths, and that people will continue to drive.
Yes, close down certain downtown streets during weekends to make it a family friendly destination. Finish the viaduct pathway project. Make Moraga Rd more easy to cross for pedestrians and bikes.
Stop all pedestrian and bicycle improvements and help motorists navigate instead.
Cyclist need to follow the rules, by calling out, using a bell, and maintaining a safe speed. They post the greatest hazard on the bike trail
YES: Better access from SMR to Stanley School on school grounds. The back of Stanley School play field has 3 / 4 access locations thru the fence line. Stanley School should pave or install a walkway beside each fenceline of Stanley School on the NORTH / SOUTH fence line axis of the current field of

<p>play. It would not eliminate any field of play and would create better access for all who use Stanley School during the week and on weekends. Additionally, Stanley could easily provide clear / safe human access along this location for students even attending LES. Parents could clearly come from LES to Stanley, thru the play yard to the SMR and across the Hamlin or other SMR destinations.</p>
<p>Add more sidewalk along St. Mary's connecting along the entire northside of Stanley middle school and extending along the north edge of St Marys past the streets of the trail neighborhood. There are often pedestrians walking along St. Marys</p>
<p>Brook street is also a problem area (insufficient/dangerous sidewalks) Also, Moraga Blv and Moraga Rd crossing is very dangerous with cars and trucks frequently idling IN the cross walk forcing pedestrians around the cars. School area need better police enforcement of existing laws</p>
<p>Fourth Street should have a pedestrian bridge over the creek to connect neighborhoods. Moraga Blvd should have sidewalks on both sides for the entire length. The Lafayette PD should enforce traffic laws, especially the red light running. BEFORE someone gets killed. Plaza Way should be closed to cars. It's 100% unnecessary for car circulation. There should be a sidewalk on the west side of First Street. Second Street should NOT have street parking on both sides. Currently it's a hazard for everyone involved. ALL crosswalks should be raised crosswalks to slow down drivers and make pedestrians more visible. Including the trail crossings. Lafayette Circle should be one way from Mt Diablo to Whitten Solana Drive needs sidewalks. The St Mary's Rd and Moraga Rd intersection is terrible for pedestrians traveling on the east side. The left turn off Moraga onto St Mary's is going to get someone killed.</p>
<p>There is a gap from Buron Valley Elementary to the Laf-Moraga trail.</p>
<p>continue the important efforts that are happening with this project to knit all of the communities/schools to the trail/downtown/bart via low stress/high comfort ped/bike connections. We have several more gaps to close; this is a critical one and has been called for by numerous studies.</p>
<p>Please improve Moraga Rd. My 4 year old and I were almost run over by a car on Moraga turning left into Rosedale. The driver couldn't see us because of the congestion on Moraga and almost ran right into us. Moraga Rd. needs better pedestrian safety and wider bike/pedestrian lanes. Thanks.</p>
<p>no</p>
<p>No</p>
<p>More sidewalks</p>
<p>more protected pedestrian lanes or ways to decrease vehicle speed on these very busy roads next to the schools</p>
<p>We desperately need a sidewalk on ALL of Carol lane. We also need signage that reminds drivers to share the road with cyclists. More and more people want to be able to walk downtown (we live on Katherine Lane, just off of Carol), but it's just too dangerous with all the distracted and inexperienced drivers on the roads.</p>
<p>Bridge over Moraga Rd should be prioritized. City should seek funding from the City of Moraga as it would improve flow for their residents even more so than ours.</p>
<p>Moraga road. There isn't a safety barrier (fence along the sidewalk) the entire way and motorists speed and drive aggressively. Pls protect pedestrians, especially kids commuting to and from school.</p>
<p>Improve and widen sidewalks on the major roads so that they can become official bike paths. For example many residents of Happy Valley would like to see our sidewalk become something better, but it would require. Lot of coordination to take a couple of feet from the front yard of every house along the way. But that said, in almost all cases, those couple of feet are not really utilized for any purpose by those homeowners.</p>
<p>The city should prioritize the most urgent traffic safety improvements in downtown Lafayette: those along Moraga Road. Between the Mt Diablo intersection and St Marys intersection, traffic calming,</p>

lane narrowing, and traffic law enforcement is needed; and sidewalk widening and barriers to separate pedestrians from traffic is needed to restore pedestrian safety. As cars get bigger, car speeds rise, and car traffic gets heavier, I want the city of Lafayette to reserve more space as protected areas for pedestrians. There are many other streets where pedestrians have no dedicated safe space.
More green paint to caution and alert drivers as to bike areas.
Pathways between the more outer lying areas of Moraga Rd.... like Rimrock, Nephi, Tofflemire, Sky Hy Ranch toward Moraga but still Lafayette addresses. It would be great to connect these areas via walkway to the lower neighborhoods like Silver Springs so that kids can walk to school.
Yes, we can bike to downtown but find it extremely unsafe biking on Mt. Diablo. Would be lovely to have a dedicated bike lane so that we don't need to use our cars. Furthermore, all bike lanes should be protected and for bikes only, not pedestrians. Also, informing the public, prior to applying for grants would help to be more transparent as a city, and would help mitigate "upset" residents.
Getting across moraga rd. We need a better way to connect this new path on school street to downtown west of 1st street.
Reduce street parking in favor of new, wide bike lanes.
Please focus on Brook Street next. It should be better paved and have traffic calming to manage speeds at a minimum. This is the key connection to get people to restaurant row and the BART station by bike since we don't have any bike facilities on Mt. Diablo Boulevard.
See above. It applies all over the city.
I am concerned about Brook Street between Mt. View and Dewing. Without a sidewalk or shoulder, it's not very safe to walk or bike. Providing some sort of protected pathway would help more kids get to LES and Stanley from the west side of town.
Cut through on Birdhaven to the trails (use the Topper Lane money to buy an easement.)