

Responses to Council Questions and Comments

4/8/2024

Item #13: Resolution Selecting Design Alternatives for the D Street Traffic Calming and 5th Street Neighborhood Greenway Pilot Projects

- Question: The report calls out collision incidents. How many bicycle incidents were there?
 - Response: From 2012-23, there were two collisions involving people colliding with fixed objects and one person hit by a driver while crossing 4th Street (UC Berkeley Transportation Injury Mapping System).
- Question: What are the cross section dimensions with Median Refuge Islands at Laurel and Tenth? On Slide 28, Option 1, I don't see the parking.
 - Response: This is correct. In Options 1 and 2, there is no parking on either side of the street approaching the uncontrolled crosswalks for approximately 120' feet in order to accommodate the lane shift/transition around the median. This also provides significant sight distance for people driving and crosswalk users.
- Question: What happens to the bike lane in places where there is a bulb out? Please show a cross section.
 - Response: The bulb-out occupies the same width as the parking lane (8 ft.).
- Question: 6.5 ft bike lane wide bike lanes are proposed on D St. What is bike lane width on B St?
 - Response: The bike lanes on B Street are 5' wide, which is the minimum width for a bike lane located between a vehicle and parking lane. On D Street between Laurel Avenue and 4th Street, the proposed bike lanes exceed minimum widths by 1'6" and recommended widths by 6".
- Question: How was it decided NOT to have a 1.5 ft buffer stripe and 5 ft lanes? Wouldn't that add safety?
 - Response: Doing this would force people bicycling closer to the curb on the side of the street without parking and closer to parked cars in the "door zone" on the side with parking. The former also presents a hazard at intersection approaches due to the presence of culverts where stormwater is routed underneath the roadway. Best practices are to provide 4' of uniform surface (not including curb and gutter) when installing curbside bike lanes, which would not be feasible with a 1.5' buffer. If bike lanes are implemented, staff will explore ways to eliminate or mitigate the stormwater culverts and reduce the gutter width as part of the reconstruction project, which could lead to buffered, protected, or raised bike lanes in the future.
- Question: Speeding issues and safety issues are noted (10/23). What are the address of these issues?
 - Response: Generally, speeding issues occur south of 6th Street, where top speeds exceed the 30 MPH posted speed limit by 13 MPH and 85th percentile speeds exceed the posted speed limit by six MPH. Dating back to 2012, 71 percent of collisions on the project corridor have occurred between Petaluma Boulevard South and 6th Street (UC Berkeley Transportation Injury Mapping System).
- Question: Community engagement notes a request for reduced congestion and for slowing traffic. How does this project achieve these goals?
 - Response: It is challenging to address congestion through a striping and signage project like this one, as most congestion on the corridor is generated at the Petaluma Boulevard and 6th Street signals. To that end, staff hopes to upgrade the signal hardware in the

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reconstruction project to improve detection and dynamic timing capabilities. We will also explore the impacts of adding a left turn lane and signal to the 6th Street intersection.

The proposed traffic diverter at 5th Street should help address backups related to vehicles waiting to turn left onto 5th Street. The alternative countermeasure suggested by the Local Road Safety Plan was the implementation of an all-way stop, which would have worsened congestion in the area.

- **Question:** Does the proposal trigger ADA issues? There are no D St ADA spots. The Church has one ADA spot on Fourth St.
 - **Response:** In accordance with the Department of Justice (DOJ) and the Department of Transportation (DOT), a pavement resurfacing constitutes a pavement alteration which triggers ADA compliance. The pilot project is not a pavement alteration. See: <https://archive.ada.gov/doj-fhwa-ta.htm>. For the pilot project implementation, staff is assessing ADA compliance at the new crosswalk locations where no curb ramps currently exist. ADA compliant curb ramps – either permanent or temporary – are under consideration for these locations.

Regarding on-street ADA parking stalls, these are not required on D Street from 5th street to the city limits, as these spaces are not metered or designated by signs or pavement markings. Staff is assessing whether modifications to the block between 4th and 5th Street trigger on-street ADA parking requirements and, if so, whether those requirements can be met using the block perimeter (e.g., 4th, 5th, and C Street). Source: [Public Right Of Way Accessibility Guidelines \(PROWAG\)](#)

- **Question:** How does the new daylighting law change the parking study?
 - **Response:** Staff is incorporating the new AB413 requirements in all street projects, including this one. Many of the intersections and crosswalks along D Street already have red curb areas in place. Both Options involve parking removal where needed to meet AB413 requirements, with additional parking removal needed at uncontrolled crosswalks (Laurel, 10th, 7th, 5th) to accommodate the lane shifts/transitions around the median refuge islands.
- **Question:** Is Post office D St parking 12 minutes at all times?
 - **Response:** Thank you for raising this. Staff can add signage to clarify that the time-limited parking should only be in effect Monday-Saturday (excluding holidays) during our parking enforcement hours (currently 8 AM-6 PM). We will also review this area closely through the upcoming Downtown Area Parking Management Plan to optimize curb management strategies to best meet the needs of the Post Office and other uses in the area.
- **Question:** If given direction, how soon could the quick build Pilot project be complete?
 - **Response:** This is subject to Council's approval of the proposed On-Call Striping Contract (item 4) and, if approved, the Contractor's availability. We anticipate the project could be implemented early this summer.
- **Question:** Water and sewer are noted for replacement. What is the schedule for that work?

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- Response: The utility and paving project is expected to be constructed in 2026, which would include replacement of water and sewer from Petaluma Blvd South to El Rose / Sunnyslope and paving would be extended to the City Limits. The Davidon development (1860 D Street) is hoping to start construction on the roundabout and frontage improvements in 2025.
- Question: Pavement replacement is scheduled. When will that be?
 - Response: The utility and paving project is expected to be constructed in 2026, which would include replacement of water and sewer from Petaluma Blvd South to El Rose / Sunny Slope Road and paving would be extended to the City Limits. The Davidon development (1860 D Street) is hoping to start construction on the roundabout and frontage improvements in 2025. The City is exploring the potential to expedite pavement reconstruction between El Rose/Sunnyslope and City Limits in collaboration with Davidon.
- Question: When will Fifth St complete?
 - Response: This is subject to Council's approval of the proposed On-Call Striping Contract (item 4) and, if approved, the Contractor's availability. We anticipate the project could be implemented early this summer.
- Question: Do we have any speed data? Avg mph? Outlier speeds?
 - Response: The posted speed limit is 30 mph and the 85% is 36 mph with outlier speeds 13+ mph higher than the posted speed limit. See study below:

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City of Petaluma Engineering and Traffic Survey

Street: D Street

From: 6th Street

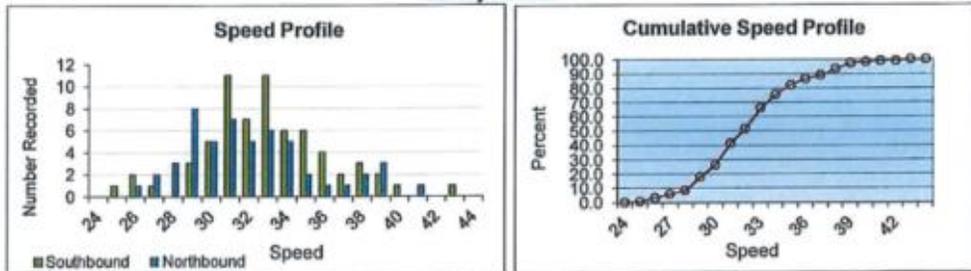
To: Sunnyslope Avenue/EI Rose Dr

Street Conditions and Evaluation

Posted Limit:	30 mph	Volume (ADT):	9,500 vpd	Vehicles Sampled:	118
Width:	40 feet	Segment Length:	0.53 miles	85th Percentile Speed:	36 mph
Lanes:	2	Collisions:	1 crash	Mean (50th Percentile) Speed:	32 mph
Configuration:	Undivided	Evaluation Period:	2 years	Pace:	29-38 mph
Parking:	Both Sides	Collision Rate:	0.27 c/mvm	Percent in Pace:	85.0%
Bike Facility:	Bike lane both sides	Statewide Average Rate:	1.80 c/mvm	Date Data Collected:	1/7/2020
Sidewalks:	Both Sides			Day of the Week:	Tuesday
Land Use:	Residential			Survey Time:	2:30 PM
Classification:	Minor Arterial			Weather:	Clear/Dry
Character:	Suburban				
Terrain:	Flat				

Conditions Not Readily Apparent to the Driver:
Adjacent land uses are residential with frequent driveways and pedestrian activity.

Survey Results



Conclusions and Recommendations

In light of the pedestrian activity and residential nature of the street, retention of the existing 30-mph speed limit appears most reasonable despite the 36-mph 85th percentile speed.

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for the street segment identified above.

30 mph

 Recommended
 Speed Limit

 March 5, 2020
 Date


Dalene J. Whitlock
 Dalene J. Whitlock, P.E.

Jeff Stutsman
 Jeff Stutsman, P.E.

- **Question:** The Resolution calls for the work to be done by "on call contractor." Does that contractor have bid items for all tasks - Circles, bulb outs, speed bumps refuges, etc?
 - **Response:** Yes. The proposed On-Call Contract (item 4) was cross-referenced with the D and 5th Street projects to ensure all bid items were included.
- **Question:** It is mentioned that there were 63 collisions over 5 years on the section of D St under discussion. Do we have data, or even any idea, as to how many of these collisions involved trucks?
 - **Response:** We do not have record of any reported collisions involving trucks between 2012-2023 (the years currently available on the UC Berkeley Transportation Injury Mapping System).

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- **Question:** Some commenters have quoted traffic engineers as saying "bike lanes on truck routes are a bad idea", but I have not seen any actual data on this for specific jurisdictions. Are we aware of any Federal, CalTrans, or MTC verbiage in this regard?
 - **Response:** The Caltrans Highway Design Manual (HDM) to which the City adheres (through the California Streets and Highways Code) for public right of way improvements, does not restrict the implementation of bike lanes on truck routes. Section 1000 of the HDM provides the information for the implementation of bike lanes and does not identify restrictions of bike lanes on truck routes. The primary concern between truck traffic and people walking and bicycling involves the "right hook" conflict, in which right turning trucks turn across people walking or bicycling in their blind spot. However, that is less of a concern on this stretch of D Street, as trucks travelling along the corridor are not turning onto side streets.
- **Question:** One of the most quoted studies, by Chang in Denver, finds bike lanes to be associated with twice as many collisions as shared roadways, but does not attempt corrections for traffic volumes (cars or bikes), and admits that bike lanes are most often used on high volume, high speed, and high accident streets. They end by advising that future studies compare collisions before and after installation of bike lanes. To me, this project, in addressing this deficiency while also reducing speeds in a temporary quick-build, leads the way! Do you agree?
 - **Response:** According to the [Federal Highway Administration \(FHWA\)](#), adding bike lanes to two-lane roads can reduce total crashes by up to 30 percent, and there is no evidence that adding bike lanes increases collisions.
- **Question:** Did staff do a D St. parking study after dark, when people return home?
 - **Response:** Yes. Two counts were conducted to attempt to capture overnight parking use by residents and visitors: one at 7 AM and one at 12 AM. Both were on weekdays outside of holidays and while school was in session. Utilization during these two periods were 12 and 15 percent, respectively.
- **Question:** B St is 3 feet wider than D St. Did staff do measurements? There is existing bike lanes and parking on B St. Did anyone do a comparison between the 2 streets?
 - **Response:** Staff has looked very closely at dimensions and design options for both streets. Because of its additional width, B Street is able to accommodate parking and bike lanes in both directions, albeit using minimum widths for the bike and vehicle lanes. On D Street, if parking were to be provided in both directions, a minimum width bike lane would only be feasible in one direction. Option 1 would provide 6.5' bike lanes in both directions that exceed minimum and recommended widths to try to maximize comfort for people biking. It should be noted that both streets were included as bike routes in the 2008 Bicycle & Pedestrian Master Plan.
 - Other comparisons between the two streets are noted below for the stretch between Laurel Avenue and 4th Street:

	B Street & Laurel Avenue	D Street
Bike Lane Width	5'	6.5'
Highest 85% Speed Segment*	36 MPH	35 MPH
Highest Traffic Volume*	3,306	9,227
Steepest Grade	4.4%	2.3%

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*Source: Streetlight Data

- Question: Was any survey done for bike and non-bike riders for D St?
 - Response: Two rounds of surveys were open to all community members, with summaries of the results shared in Attachments 3 and 4. Additionally, the second survey included handful of questions for people who said they currently bike, or are interested in biking on D Street or nearby parallel streets in order to better understand route preferences and the role bike lanes, traffic exposure, hills, and convenience play into people's route preferences.
- Question: If D St. is a designated truck route, do we have any data of accidents involving trucks on D St?
 - Response: We do not have record of any reported collisions involving trucks between 2012-2022 (the years currently available on the UC Berkeley Transportation Injury Mapping System).
- Question: Where would the parishioners of church park? Many are handicapped. Church is used 7 days a week, 9 am to 9pm.
 - Response: Both options involve parking removal on D Street between 4th and 5th Streets. Option 1 would remove all four spaces along the church's frontage, while Option 2 would remove two spaces along the church's frontage to accommodate the proposed 5th Street crossing improvements. On-street parking would remain on the other side of D Street, as well as on 4th, 5th, and C Streets. None of the spaces proposed for removal along the D Street frontage are currently reserved for people with disabilities. Staff is willing to meet with Church leadership and consider reserving some of the fronting spaces on 5th Street for use by people with disabilities and/or as a part-time loading zone.
- Question: Does the City have any data on traffic circle accidents since they were installed?
 - Response: There have been no reported crashes reported at the traffic circle implemented at Bassett/Upham. Traffic circles and roundabouts are widely recommended as an intersection safety countermeasure because they reduce conflict points and vehicle speeds (and thus, the likelihood and severity of collisions).
- Question: Flashing lights at crosswalks seem to be the best for pedestrians to alert drivers. Do we have any data?
 - Response: According to the [\(FHWA\)](#), flashing beacons can reduce pedestrian crashes by up to 47 percent and motorist yielding rates by up to 98 percent.
- Question: Photos show garbage cans on the sidewalk? I thought the garbage cans needed to be on the street? If on sidewalk it is crowding pedestrians etc. (slide 30)
 - Response: Our understanding is that Recology is able to pick up bins if they are placed at the edge of the curb. These do not impede sidewalk accessibility as long as the bins are within the area of the sidewalk typically reserved for landscaping, utilities, etc. of and leave at least 36" of clear space on the sidewalk.
- Question: Does the city have Strava bike count data for B and D Streets? If so, were the counts?
 - Response: Data obtained through Strava Metro shows bike counts as high as 4,140 trips on D Street (on the block between Laurel Avenue and 10th Street) in 2023. On the same

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stretch of B Street, 1,675 trips were recorded over the same time period. It should be noted that this data includes Strava users only; total overall biking activity is likely much higher on both corridors, depending on the percentage of people who bike these streets who use Strava. Staff plans to collect manual counts before and after the pilot implementation for a more accurate comparison.

- Question: What percentage of non-D Street residents favored bike lanes?
 - Response:

Survey #1: Filtering for responses from people who did not identify as D Street residents

	Support	Strongly Support	Total
No Bike Lanes; Parking in Both Directions	9.0% (8)	14.6% (13)	23.6% (21)
Bike Lane in One Direction; Parking in Both Directions	12.4% (11)	6.7% (6)	19.1% (17)
Bike Lanes in Both Directions; Parking in One Direction	20.2% (18)	24.7% (22)	44.9% (40)
Protected Bike Lanes in Both Directions; No Parking	10.1% (9)	40.5% (36)	50.6% (45)

Survey #2: Filtering for responses from people who did not identify as D Street residents

	Support	Strongly Support	Total
No Bike Lanes; Parking in Both Directions	5.7% (10)	15.3% (27)	21.0% (37)
Bike Lane in One Direction; Parking in Both Directions	15.9% (28)	5.1% (9)	21.0% (37)
Bike Lanes in Both Directions; Parking in One Direction	30.6% (54)	23.3% (41)	53.9% (95)
Protected Bike Lanes in Both Directions; No Parking	13.1% (23)	52.3% (92)	65.4% (115)