

**Draft Vision:** Petaluma is a world-class active living city where walking, biking, and rolling are a normal part of everyday life; where safe and inviting streets and trails form the fabric of a thriving, connected community; where people of all ages and physical abilities prefer to use active transportation.

**Draft Goals:**

- 1) **Vision Zero by 2030:** By 2030, reach the City's Vision Zero goal of eliminating fatalities and severe injuries among vulnerable road users (people traveling outside of motorized vehicles).
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#	Action	Status	Completi on %	Target Year	Goals				Category	PBAC COMMENTS
					Vision Zero	Complete Network	Beautiful & Inviting	Normalize &		
1	Provide an annual report to the Pedestrian & Bicycle Advisory Committee and City Council that tracks progress toward achieving Vision Zero. Report should include collision data from the most recent year for which collision data is available, as well as progress updates on all Vision Zero-related actions included in this plan.		NA	Ongoing	1	0	0	0	Evaluation	
2	Provide an annual report to the Pedestrian & Bicycle Advisory Committee and City Council that tracks progress toward implementing the Active Transportation Plan, including progress on actions and buildout of the City's envisioned bicycle and pedestrian networks.		NA	Ongoing	1	1	1	1	Evaluation	
3	Implement a bicycle and pedestrian count program focused on crosstown connectors (streets and multi-use trails that cross the freeway, river, and/or train tracks) to track growth in usership of active modes of travel.				0	1	1	1	Evaluation	worth doing esp. if it will confirm use and assist in pursuing grants
4	Apply to and become a League of American Bicyclists' Bike-Friendly Community. Upon receiving the designation, implement recommendations and re-apply every two years to improve the City's designation.				0	1	1	1	Evaluation	will need to earn this and such a designation with help with grants too
5	Reduce vehicle lanes to one per direction (not including turn lanes) on all multi-lane roadway segments that carry fewer than 18,000 vehicles per day and implement complete streets improvements in accordance with City plans and policies.				1	1	1	0	Network Buildout	important for traffic calming esp on wide streets; should be accompanied by more bike lanes
6	Complete the City's near-term all ages and abilities bike network (WILL REFER TO PROJECTS IDENTIFIED ON SEPARATE MAP & TABLE - UNDER DEVELOPMENT)				1	1	0	0	Network Buildout	suggest we identify a schedule of implement for full adoption by 2030
7	Complete sidewalk gaps on arterial and collector roadways. (WILL REFER TO PROJECTS IDENTIFIED ON SEPARATE MAP & TABLE - UNDER DEVELOPMENT)				1	1	0	0	Network Buildout	
8	Complete the City's long-term all ages and abilities bike network. (WILL REFER TO PROJECTS IDENTIFIED ON SEPARATE MAP & TABLE - UNDER DEVELOPMENT)				1	1	0	0	Network Buildout	
9	Update the City's Complete Streets Policy to align with Metropolitan Transportation Commission's and incorporate best practices, including those identified by the National Association of City Transportation Officials. Notably, this includes making all ages and abilities bikeway design the default practice wherever feasible.				1	1	1	0	Complete Streets Design	emphasize protected bike lanes and incorporate in all new restriping / road improvements, and new development approvals
10	Update Street Standards to incorporate best practices in accessibility and complete street design, including lane and sidewalk widths, green infrastructure, all ages and abilities bikeway design, and other traffic calming and safe streets elements. Where relevant, establish quick-build and "hardened" standard details.				1	1	1	0	Complete Streets Design	prioritize quick builds in the implementation plan
11	Continue to implement the Safe Streets Nomination Program, providing community members with an accessible, transparent, and data-driven way to request infrastructure and enforcement toward achieving safe streets.				1	1	0	0	Safe Streets, Traffic Calming, & Vision Zero	
12	Implement AB 43 (Speed Limits), reducing speed limits within business districts, near schools, and on designated "safety" corridors that meet AB 43 requirements.				1	0	0	0	Safe Streets, Traffic Calming, & Vision Zero	reducing speeds to 25 mph will save lives and encourage more cycling to everywhere
13	Install traffic calming measures and speed feedback signs at all rural/urban gateways, entering school zones, and entering business districts with high levels of pedestrian activity.				1	0	0	0	Safe Streets, Traffic Calming, & Vision Zero	
14	Continually collect speed data to measure the efficacy of traffic calming improvements, with a goal of reducing 85th percentile speeds to or below desired speed limits.		NA	Ongoing	1	0	0	0	Safe Streets, Traffic Calming, & Vision Zero	
15	Align traffic enforcement efforts with the behaviors (such as drunk driving) and corridors or intersections (including the High-Injury Network) most likely to contribute to severe injuries and deaths. The traffic enforcement strategy should be regularly updated based on recent collision data and trends.		NA	Ongoing	1	0	0	0	Safe Streets, Traffic Calming, & Vision Zero	running red lights/distracted driving should be monitored at busy intersection/schools
16	Implement a Rapid Response Program in which PD & PWU review all collisions resulting in severe injuries and deaths and seek to implement engineering and enforcement countermeasures. Include a summary of activities in the Vision Zero annual report.		NA	Ongoing	1	0	0	0	Safe Streets, Traffic Calming, & Vision Zero	
17	Implement a multimedia messaging campaign to raise public awareness around behaviors associated with severe injuries and deaths, focusing on both the behaviors and locations where severe and fatal collisions have occurred or are more likely to occur, and memorializing victims. Messaging should be regularly updated to reflect recent collision trends.				1	0	0	0	Safe Streets, Traffic Calming, & Vision Zero	

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18	Implement protected left turn phases (without conflicting movements), camera detection, reflective backplates, 5 second leading pedestrian intervals, and walk phases of 7 seconds plus 1 second per 3 feet of crossing distance at all signalized intersections.				1	1	0	0	Intersections & Crosswalks	when possible create protected bike boxes for left turns
19	Prohibit right-on-red at signalized intersections throughout the downtown business district, in school zones, and at signalized intersections where severe and fatal collisions involving right turns have occurred or are likely to occur.				1	0	0	0	Intersections & Crosswalks	
20	Improve pedestrian circulation downtown by placing signalized intersections in pedestrian recall (eliminating the need for pedestrians to use push buttons) and/or implementing pedestrian scrambles, which allow pedestrians to cross in all directions during a dedicated signal phase.				0	1	0	0	Intersections & Crosswalks	this change should be messaged to the public
21	Implement AB 413 (Daylighting), prohibiting parking within 20 feet of the vehicle approaches of all intersections and crosswalks, or 15 feet if a bulbout is present. Consider also updating Petaluma Municipal Code 11.40.050 ("No parking areas designated") to address AB 413 requirements.				1	1	0	0	Intersections & Crosswalks	
22	Conduct a roundabout assessment and feasibility study that identifies and ranks intersections where roundabouts (or mini-roundabouts/traffic circles) are recommended, with rankings prioritizing those with the greatest collision reduction benefit. Seek opportunities to implement recommended roundabouts through ensuing CIP projects.				1	0	0	0	Intersections & Crosswalks	
23	Inventory and provide the appropriate level of enhancement at all uncontrolled crosswalks depending on number of lanes, speed, and volume. Depending on roadway characteristics, treatments may include pedestrian warning signs, ladder crosswalks, bulbouts, refuge islands, flashing beacons, hybrid beacons, and raised crosswalks.				1	1	0	0	Intersections & Crosswalks	should be a priority to add protection for peds in wide - beacons are very noticeable (make sure to fix the beacons quickly when they malfunction), paint is cheap and quick
24	Develop a Crosswalk Policy that identifies criteria for where to install new marked crosswalks, with an emphasis on facilitating direct and convenient paths of travel that promote walking. Seek opportunities to implement new crosswalks through ensuing CIP projects.				0	1	0	0	Intersections & Crosswalks	
25	Add staff to implement minor sidewalk repairs, such as grinding. Alternatively, implement minor sidewalk repairs through an annual CIP project.				0	0	1	0	Sidewalk Accessibility	
26	Inventory, rank, and upgrade curb ramps through an annual CIP project, as well as through paving projects.				0	1	0	0	Sidewalk Accessibility	
27	Explore ways to reduce or eliminate property owner barriers to frontage improvements, including sidewalk repairs, street trees, and curbcuts for stormwater retention.				0	0	1	0	Sidewalk Accessibility	can city assist property owners by offering to complete the work by city staff at little or no charge where sidewalk displacement is an safety concern
28	Upgrade all multi-use trail crossings and access points with accessible curb ramps, direct crossings, and by removing or modifying vehicle exclusion treatments consistent with Sonoma County Regional Parks' standards/guidance (under development). Uncontrolled at-grade crossings should also include enhancements noted under Action #23.				0	1	1	0	Multi-Use Trails	
29	Install vandal-proof, pedestrian-scale lighting on all multi-use trails, as well as reflective edgelines and centerlines.				0	1	1	0	Multi-Use Trails	
30	Establish and sign a 15 MPH posted speed limit on all multi-use trails, with lower advisory speeds posted in areas with limited visibility, curves, where trails narrow, etc.				0	1	1	0	Multi-Use Trails	
31	Develop City Standards for multi-use trails that include minimum and preferred widths, materials and surface types, structural details, striping, trailhead design, and provide guidance on the placement of amenities (lighting, benches, water fountains, bike fix-it stations, trailhead signage, etc.).				0	1	1	0	Multi-Use Trails	
32	Update signage on multi-use trails to educate users on proper trail etiquette, emphasizing safe operation of electric mobility devices.				0	0	0	1	Multi-Use Trails	
33	Inventory, rank, and upgrade multi-use trails to standards noted above through an annual CIP project.				0	1	1	0	Multi-Use Trails	
34	Add staff to perform regular litter and graffiti abatement on multi-use trails. Consider supplementing through the creation of an "adopt-a-trail" program and/or regular trail cleanup events.				0	0	1	0	Multi-Use Trails	great way to involve a neighborhood
35	Install bike racks at all City facilities, parks, transit hubs, and within the public right-of-way throughout business districts.				0	1	0	1	Bike Parking	
36	Explore ways to incentivize upgraded bike parking on private property that is not subject to zoning or building approvals, such as existing grocery stores and shopping centers.				0	1	0	1	Bike Parking	racks must accommodate e bikes and cargo bikes esp at grocery stores

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37	Update the City's Zoning Code to require bike parking that is more accessible, secure, convenient, and accomodates a wider variety of bikes, including e-bikes and cargo bikes.				0	1	0	1	Bike Parking	
38	Purchase and operate a small sweeper, or ask the City's street sweeping contractor to do so, to sweep protected bike lanes and multi-use trails. Closely monitor the City contractor's performance sweeping unprotected and, if relevant, protected bike lanes and multi-use trails.				0	0	1	0	Operations & Maintenance	
39	Update encroachment permitting requirements to require traffic control measures that exhaust all available alternatives before obstructing bike lanes and sidewalks with traffic control signage and other warning devices.				0	0	1	0	Operations & Maintenance	is this to include getting waste cans out of the bike lane?
40	Create and track progress toward a Pavement Condition Index goal for the City's on-street bike network.				0	0	1	0	Operations & Maintenance	
41	Prioritize the repair of flashing pedestrian beacons as critical infrastructure.				1	0	1	0	Operations & Maintenance	when these go unrepaired motorists are confused and will ignore.
42	Implement a citywide bicycle and multi-use trail wayfinding signage program.				0	1	0	1	Promotion	
43	Encourage employers in Petaluma to apply to and become League of American Bicyclists' Bike-Friendly Businesses; promote those that are certified.				0	0	0	1	Promotion	
44	Create an active transportation landing page on the City's website linking to resources, maps, plans, projects, meetings, etc.				0	0	0	1	Promotion	
45	Create and promote printed and webmaps featuring Petaluma's multi-use trail and all ages and abilities bikeway networks.				0	0	0	1	Promotion	yes and don't forget about way finding and suggesting destinations
46	Create a City e-bike fleet for use by City employees.				0	0	0	1	Promotion	
47	Create a periodic active transportation email newsletter with information about plans, projects, and community events, as well as Vision Zero-related education.				0	0	0	1	Promotion	
48	Equip and train Public Works staff to install and maintain quick-build safe streets elements.				1	1	1	0	Capacity Building/Training	
49	Implement annual on-call construction contracts to help streamline and deliver safe streets and accessibility projects.				1	1	0	0	Capacity Building/Training	
50	Increase staff capacity to implement the Active Transportation Plan.				1	1	0	0	Capacity Building/Training	need more staff, is this a grant opportunity
51	Empower and support all transportation planning and engineering staff to complete 40 hours of professional development and trainings regarding best practices in complete streets design.		NA	Ongoing	1	1	0	0	Capacity Building/Training	
52	Become a National Association of City Transportation Officials Member City.				1	1	1	1	Capacity Building/Training	
53	Continue to participate in the Safe Routes to School Task Force.		NA	Ongoing	1	1	0	1	Schools	
54	Complete walking audits at all K-12 schools in Petaluma, implementing quick-build projects where possible and maintaining a list of recommended improvements at and around each school.				1	1	0	0	Schools	
55	Seek full participation in Safe Routes to School programming by all K-12 schools in Petaluma.				1	1	0	1	Schools	
56	Review and, if necessary, refine permitting requirements to provide clear processes for community-driven open streets and street demonstration projects.				0	0	0	1	Miscellaneous	demo projects help the public to quickly see neighborhood differences
57	Partner with the Public Art Committee to create a process through which street murals can be incorporated in roadway projects.				0	0	1	0	Miscellaneous	yes- promotes goal 3 above; and partner with tree committee for greater canopy cover too