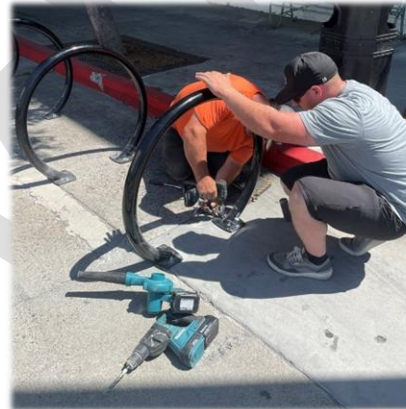




CLIMATE READY
2030

CITY OF PETALUMA ACTIVE TRANSPORTATION PLAN

DRAFT – APRIL 2025



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ACKNOWLEDGMENTS

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CONTENTS

INTRODUCTION	2	IMPLEMENTATION	46
Plan Purpose & Context	2	Project Delivery	46
Relation to Other Plans & Policies	2	Funding Sources	47
Plan Development & Community Engagement	3		
Why Should Petaluma Invest in Active Transportation?	4		
VISION & GOALS.....	6		
Vision.....	6		
Goals	6		
BASELINE REPORT	8		
Existing Conditions.....	8		
Travel Behavior	9		
Collision Data	11		
ACTION PLAN	16		
Infrastructure Planning & Design.....	17		
Infrastructure Buildout	18		
Infrastructure Maintenance.....	22		
Education & Encouragement	23		
Public Safety.....	26		
Capacity Building & Professional Development.....	27		
Evaluation	28		
PROPOSED INFRASTRUCTURE IMPROVEMENTS.....	30		
Proposed Bikeway Improvements	32		
Proposed Pedestrian Improvements	39		

INTRODUCTION



INTRODUCTION

Plan Purpose & Context

The Active Transportation Plan (ATP) is the City’s “action plan” for all things related to active transportation — mobility via walking, biking, and other wheeled and self-powered means. The Plan identifies and prioritizes infrastructure projects, as well as education, encouragement, and enforcement programs aimed at improving active transportation. While the Plan includes near, mid, and long-term efforts, updates are recommended approximately every five years.

It is important to note that active transportation is only one part of a complete and balanced transportation system. The ATP is written with the expectation that the Vision, Goals, Actions, projects, and programs included herein will be thoughtfully integrated with other related policy and planning efforts. It is recognized that improving active transportation will contribute to broader goals, including, but not limited to:

- Providing mobility for people of all ages, incomes, and physical abilities, including “first and last mile” connectivity with transit,
- Eliminating severe injuries and deaths from traffic collisions (Vision Zero),
- Reducing traffic congestion and greenhouse gas emissions from transportation,
- Promoting efficient and sustainable land use patterns,
- Creating and maintaining “living” or “green” streets that mitigate and are resilient to the impacts of climate change (e.g. increased tree canopy, stormwater infiltration, etc.),
- Connecting all neighborhoods with parks, trails, and open spaces, and

- Creating vibrant streets and public spaces that encourage people-to-people connections and support thriving economic and cultural centers.

Relation to Other Plans & Policies

The ATP is an update to the City’s Bicycle and Pedestrian Master Plan, which was adopted in 2008 by City Council as an appendix to General Plan 2025.

The ATP was developed concurrently and in close coordination with the City’s General Plan Update (GPU), which is a long-range plan guiding Petaluma’s physical development, including in transportation. While the GPU provides high-level and long-range policy and planning guidance, the ATP goes into greater detail regarding specific actions to improve active transportation. The ATP was also developed in coordination with the City’s Climate Action Plan, the Blueprint for Climate Action.

The ATP seeks to build upon several previous planning efforts with active transportation components:

- Petaluma River Access and Enhancement Plan (1996)
- Central Petaluma Specific Plan (2003)
- Petaluma SMART Rail Station Areas: TOD Master Plan (2013)
- City of Petaluma Climate Emergency Framework (2021)
- City of Petaluma Local Road Safety Plan (2022)
- City of Petaluma Blueprint for Climate Action (2024)



Petaluma Equitable Climate Action Coalition presentation

Plan Development & Community Engagement

In addition to incorporating community input received through the plans noted above, the ATP was developed through several community engagement inputs that have included the following:

- Reviews of comments received through the Local Road Safety Plan, Safe Streets Nomination Program, US-101 Bicycle/Pedestrian Crossings Study, and Safe Routes to School parent surveys, walk audits, and task force meetings
- Partnership with the Petaluma Equitable Climate Action Coalition's (PECAC) 2023 cohort, which conducted its own focus groups and provided recommendations related to active transportation, with a focus on equity
- Partnership with CityThread, a transportation nonprofit which conducted its own focus groups and provided recommendations related to active transportation, with a focus on project delivery
- Tabling at community events related to active transportation, such as Ciclovía, a SMART pathway ribbon cutting, and Bike to Work Day
- A mapping exercise involving local bicycle and pedestrian advocacy groups
- An online map feedback tool
- A community workshop
- Numerous presentations to the Pedestrian and Bicycle Advisory Committee and input from ad hoc committees

Why Should Petaluma Invest in Active Transportation?

To reduce greenhouse gas emissions.

- Transportation is the leading source of activity-based greenhouse gas emissions in Petaluma, at 66.5 percent.¹

To improve mobility for people of all ages, physical abilities, and incomes.

- Nearly one-fifth of Petaluma's population is under the driving age.²
- 5.2 percent of households in Petaluma do not have access to a car, and nearly one in three households (32.8 percent) have access to one or fewer cars.³
- The average annual cost to own and operate a new vehicle is \$12,297 (\$1,025 monthly).⁴

To improve the health and happiness of our community.

- People who walk or bike daily reduce their risk of an early death, heart disease, cancer, and mental health problems.⁵

To reduce traffic congestion & parking demand.

- 34 percent of trips that originate within Petaluma are under two miles, a distance that can be covered by bike in ten minutes.⁶
- A national survey of people in the 50 largest metro areas found that 51 percent of people consider themselves to be interested in bicycling, but only if high-quality infrastructure is in place.⁷
- A typical parking space takes up 160 square feet, an area in which 12 parked bikes can fit.

To reduce wear and tear on our roadways.

- The average vehicle weight in 2022 was 4,303 pounds.⁸. Even the heaviest electric cargo bike would need to make 413,020 trips to do the same damage to roads that a large SUV makes in a single trip of the same distance.⁹

To support our economy.

- Less money spent on transportation means more money to spend elsewhere.
- A study of 14 street projects with bicycle and pedestrian improvements found that the investments generally had either positive or non-significant impacts on corridor employment and sales, with a positive impact on food service in nearly all cases.¹⁰

¹ [Sonoma County Greenhouse Gas Inventory – 2022 Update, pg. 8](#)

² 2022 American Community Survey 5-Year Estimates, S0101

³ 2022 American Community Survey 5-Year Estimates, B08201

⁴ [American Automobile Association 'Your Driving Costs' Study for 2024](#)

⁵ [Health benefits of pedestrian and cyclist commuting: evidence from the Scottish Longitudinal Study](#)

⁶ [Sonoma County Travel Behavior Study \(2020\), pg. 50](#)

⁷ [Revisiting the Four Types of Cyclists: Findings from a National Survey](#)

⁸ [The 2023 EPA Automotive Trends Report, pg. 22](#)

⁹ [The Road Damage Calculator](#)

¹⁰ [Understanding Economic and Business Impacts of Street Improvements for Bicycle and Pedestrian Mobility - A Multi-City Multi-Approach Exploration](#)



VISION & GOALS

VISION & GOALS

Vision

Petaluma is a world-class active living city where walking, biking, and rolling are a celebrated 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.

Goals

Vision Zero: 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).

Build the Network: By 2030, build a safe, integrated, and seamless active transportation network that encourages people of all ages and abilities to conveniently travel from anywhere in the City to schools, parks, community gathering spaces, transit connections, services, dining, shopping, and jobs.

Beautiful, Inviting, and Comfortable Streets, Sidewalks, and Trails: Maintain and continually enhance streets, sidewalks and multi-use trails with elements and amenities that make them more beautiful, inviting, and comfortable, such as trees, lighting, seating, water fountains, and public art.

Promote and Celebrate: Make active transportation an integrated, celebrated part of everyday life through education and encouragement.



BASELINE REPORT

BASELINE REPORT

Existing Conditions

Mobility challenges in Petaluma are largely defined by its three dividing east-west barriers: the Petaluma River, SMART tracks, and US-101.¹¹ Limited crossing opportunities (“crosstown connectors”) result in higher vehicle congestion and constrained roadway width on key connectors, such as East Washington Street, Lakeville Street, and East D Street. These barriers and the busy conditions along crosstown connectors are particularly challenging for people walking and biking.

Most neighborhoods west of US-101 have characteristics that could favor walking and bicycling for everyday needs. These characteristics include 1) good street connectivity (thanks to a grid layout), 2) walkable distances to dining, shopping, transit connections, etc., and 3) pedestrian-scaled streets (as opposed to car-oriented streets defined by multiple lanes of traffic, off-street parking along property frontages, car-oriented signage, etc.). Outer-lying areas of the west side tend to be hillier, with poor street connectivity, and are further away from non-residential land uses. In these areas, bikes—and especially e-bikes—offer the greatest potential among active, car-free modes.

Most neighborhoods east of US-101 have more significant barriers to walking and bicycling. East Petaluma’s street network and land use are typical of a post-1950s suburb, with poorer street connectivity that forces people to travel greater distances and along busier, car-oriented streets when leaving their neighborhoods. Non-

residential land uses are spaced further apart in large shopping centers located along these busy streets. The east side is flat and has a good network of off-street trails and pathways. Because of the longer distances people must travel, bikes offer the greatest potential among active, car-free modes, especially as arterial streets are retrofitted with crossing and bike lane improvements.

Large swaths of City streets were built prior to accessible sidewalk design. Accessible sidewalk elements—such as wide sidewalks, smooth curb ramps, and driveways with minimal cross slopes—seek to provide navigable streets and sidewalks for people with impairments. These features have become more commonplace in recent decades and especially since the passage of the Americans with Disabilities Act (ADA) in 1990. Unfortunately, many neighborhoods in Petaluma were built prior to these developments and lack accessible features. Petaluma’s sidewalk program is complaint-driven and responsibility is placed on the adjacent property owner to maintain accessibility. Damaged sidewalks with tripping hazards are common throughout the City. Non-compliant curb ramps are upgraded by the City during paving projects.

A majority of Petaluma’s multi-lane arterial roadways are under capacity, presenting opportunities to implement lane reductions and reallocate roadway space for other uses, including walking, bicycling, and greenery. The City’s recent lane reduction on Petaluma Boulevard South is a good example, where the former four lane road was reduced to three, allowing bike lanes to be added south of H Street. On Rainier Avenue, the City used a quick-build pilot lane reduction project featuring parking-protected bike

¹¹ US-101 runs northwest-southeast. However, Petalumans have long referred to either side of the freeway as “east” and “west,” which will be used in this document.

lanes. Lane reductions create safer road conditions for all users, as they reduce speeds, create easier crossing conditions, and reduce potential conflict points. Notable examples of multi-lane streets that are far below capacity include Casa Grande Road, Caulfield Lane, Ely Boulevard South, Payran Street, and Rainier Avenue.

Petaluma's off-street trail network is well-utilized and has immense potential as new trails are built, but amenities and better integration with the City's street network are needed to improve user experience and encourage even greater usage.

Petaluma has several existing and planned off-street trails along creeks, the Petaluma River, and SMART right-of-way. Existing trails generally lack amenities, such as lighting, water fountains, seating, bike repair stations, etc., as well as trail markings and signage to encourage safe trail etiquette. Trail surfaces vary, with many unpaved sections. In recent years, the City has focused on paving its primary east-west trail, the Lynch Creek Trail, with concrete, which has much better longevity than asphalt on Petaluma's expansive Adobe clay. Many trails lack convenient crossings where they intersect arterial streets, forcing users to detour along sidewalks to access a safe crossing. Wayfinding signage and trail access improvements are needed to better integrate trails with the street network.

Neighborhood greenways can unlock additional potential in Petaluma's active transportation network. Petaluma has several low-traffic neighborhood streets that can play a role in its active transportation network. Neighborhood greenways can be

formalized with wayfinding signage and roadway markings, and enhanced with traffic calming elements. The primary barriers to overcome are at major street crossings, where improvements are typically needed to facilitate safe and convenient crossings.

Travel Behavior

Available data suggests most trips in Petaluma are currently made by private vehicle, reflecting the suburban nature of the city, the distance between Petaluma and major job centers, and improvements needed to make walking and bicycling more appealing to people of all ages and abilities. Nearly half (48.7 percent) of Petaluma residents who are employed also work in Petaluma, but just 1.9 percent walk or bike to work.^{12 13}

Most students in Petaluma live within walking or bicycling distance of a nearby school, but 70 percent of parents who responded to a Safe Routes to School survey say they frequently drive their children to school in their own vehicle (non-carpool). 44 percent report walking and at least occasionally and 16.7 percent report biking at least occasionally. However, 73 percent of parents say they wish their students could walk or bike to school more often. Parents ranked concerns about vehicle traffic as their top barrier to walking and bicycling more often.¹⁴

Education and encouragement programs provided by Sonoma County Safe Routes to Schools have been effective. 40 percent of students at participating schools walked or biked to school on International Walk and Roll to School Day in October 2023. On Bike to School Day in May 2024, participating Petaluma schools saw a

transit, which are typically made by foot or bike. It also excludes trips made for other purposes, such as shopping, dining, or exercise.

¹⁴ Sonoma County Safe Routes to Schools Parent Survey, 2023-24 School Year

¹² 2022 American Community Survey 5-Year Estimates, S0801

¹³ Commute data is somewhat limited, in that it only captures the primary mode taken, thus failing to account "first and last mile" connections to

230 percent increase in the number of students who biked to school, the largest increase in Sonoma County.

Open enrollment within Petaluma has also reduced the percentage of students who attend their neighborhood schools; according to Petaluma City Schools, roughly one out of every five students within the district do not attend their neighborhood school, increasing trip lengths and adding to congestion. While no study has been done for Petaluma, in Marin County, it was estimated that as much as 27 percent of morning peak hour traffic is attributed to school drop-offs.¹⁵

The average trip length made within City limits is 2.9 miles and 34 percent of trips that originate within Petaluma are under two miles, highlighting the potential for active transportation for many daily trips.^{16 17} At short distances, biking can be competitive with and sometimes even more time efficient than driving, especially given the ability to avoid congested crosstown arteries or time spent searching for parking; a 2.9-mile bike ride can be accomplished in under 15 minutes.



Petaluma schools saw a 230 percent increase in the number of students who biked to school on Bike to School Day in May 2024, the largest increase in Sonoma County.

¹⁵ <https://www.saferoutestoschools.org/about/>

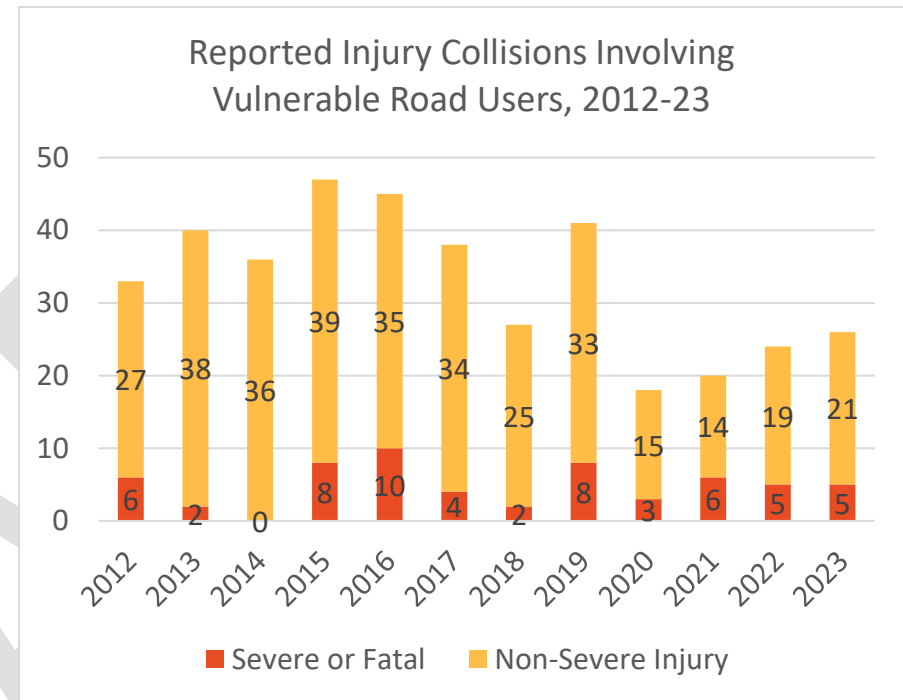
¹⁶ [Sonoma County Travel Behavior Study Addendum: 2017 to 2022, pg. 52](#)

¹⁷ [Sonoma County Travel Behavior Study \(2020\), pg. 50](#)

Collision Data

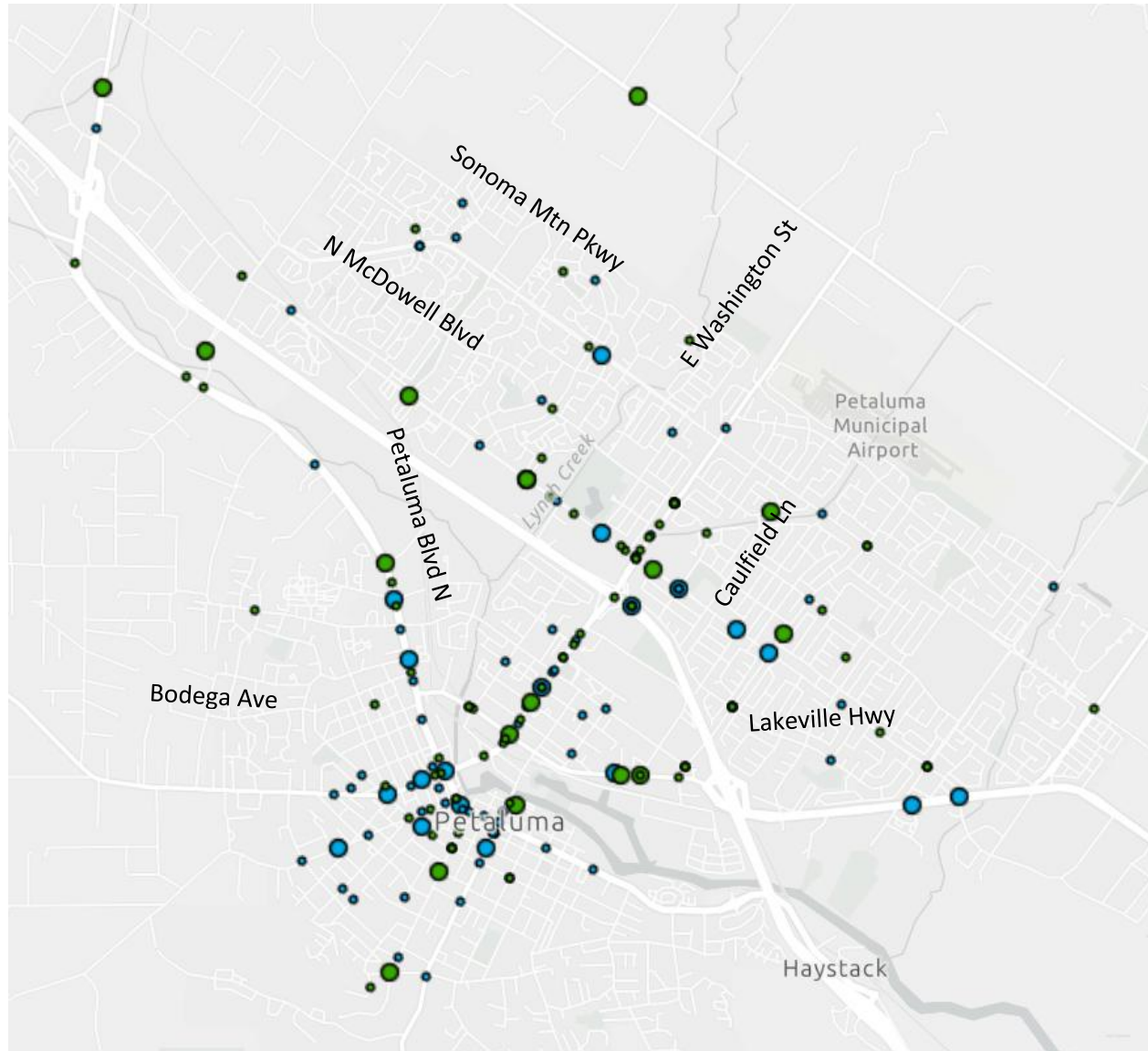
From 2012-2023, there were an average of 33 reported injury collisions involving vulnerable road users per year, split roughly even between people biking and walking. Fatal collisions occur slightly more than once every two years (0.58/year), and nearly five collisions per year result in severe injuries.¹⁸

73 percent of these collisions occurred along streets with three of more lanes, and 76 percent occurred within 100 feet of an intersection

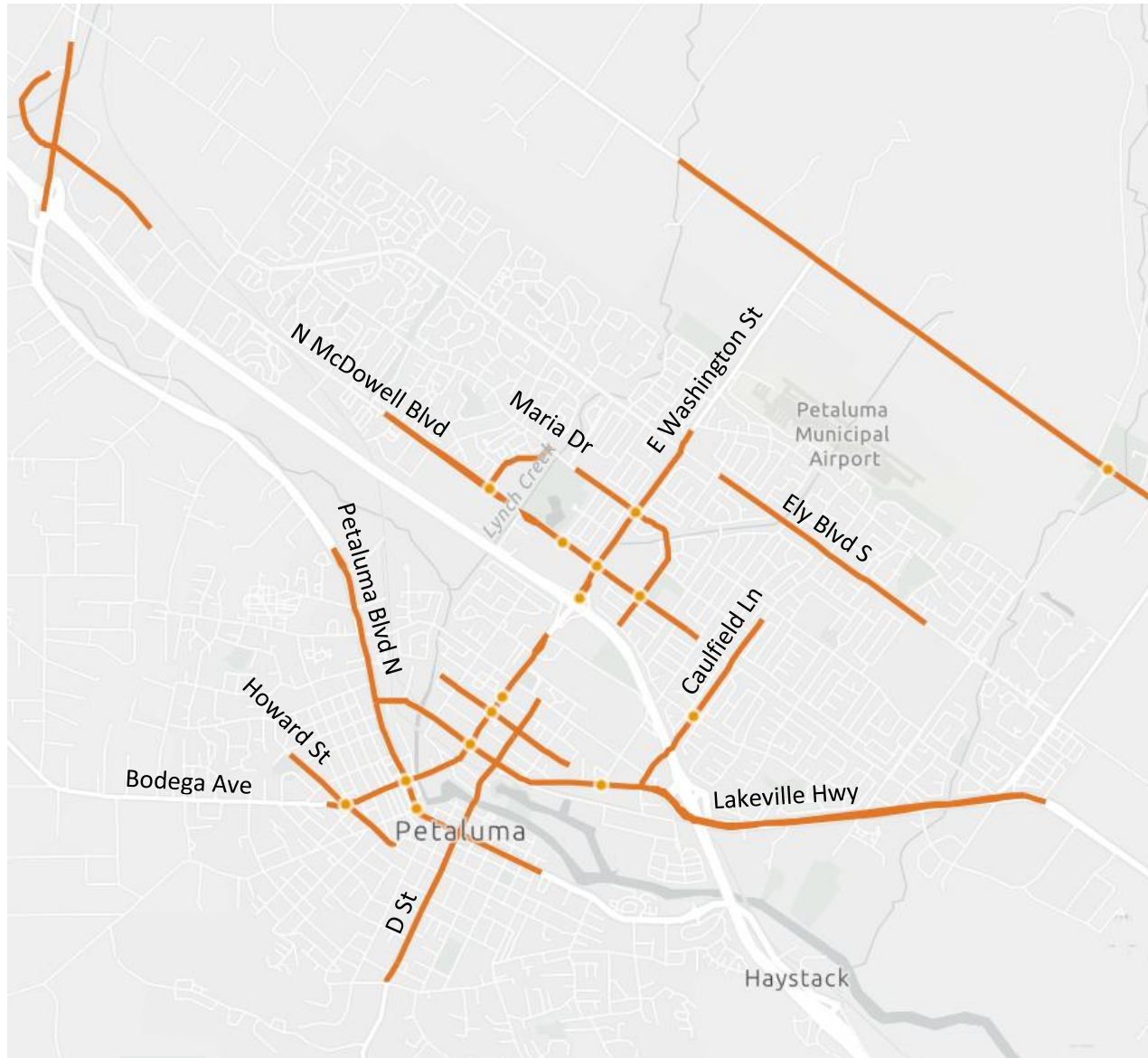


¹⁸ [UC Berkeley Transportation Injury Mapping System](#)

Reported collisions involving vulnerable road users, 2012 – 2023 (Source: Sonoma County Vision Zero Data Dashboard)



High-injury network and intersections (all modes), 2012 – 2023 (Source: Sonoma County Vision Zero Data Dashboard)



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ACTION PLAN



ACTION PLAN

The Action Plan is intended to help define, prioritize, and track progress on discrete efforts not related to a specific infrastructure project that will advance this Plan's Vision and Goals. While implementation of this Plan and most items below fall under the purview of the Public Works Department, other departments, committees, and local organizations are noted where relevant. Many are multi-disciplinary efforts that will involve multiple stakeholders.

The Action Plan is broken up into the following categories:

1. Infrastructure Planning & Design (IP)
2. Infrastructure Buildout (IB)
3. Infrastructure Maintenance (IM)
4. Education & Encouragement (EE)
5. Public Safety & Enforcement (PS)
6. Capacity Building & Professional Development (CB)
7. Evaluation (EV)

Each action item is assigned a target year for completion, or noted as an “ongoing” or “annual” effort. The actual timing and implementation of action items may depend on staffing and funding levels, City Council priorities, as well as City Council approvals through the annual operating and capital budgets. The target years included here assume current staffing and funding levels.

Items included in or related to items included in the ***Blueprint for Climate Action*** are highlighted.

Staff will maintain a spreadsheet of the Action Plan that tracks progress on each item and is shared in an annual presentation to the Pedestrian and Bicycle Advisory Committee.

Infrastructure Planning & Design

IP-1. Complete Streets Policy Update

Blueprint for Climate Action Cornerstone Action AT-1

Update the City's Complete Streets Policy (adopted by City Council Resolution 2016-004 N.C.S.) 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.

Timing: 2025-26

Lead: City - Public Works

Status: Incomplete

IP-2. Street & Trail Design Standards Update

Update City Standards to incorporate best practices in safe, green, and accessible street and trail design. Establish quick-build and hardscape standard details for safe streets elements.

Timing: 2026-27

Lead: City - Public Works

Status: Incomplete

IP-3. Safe Routes to School Audits

Complete safe routes to school audits at all public K-12 schools in Petaluma and maintain a list of recommended improvements at and around each school for consideration in future quick-build and paving projects.

Timing: 2024-25

Lead: City - Public Works (in partnership with Sonoma County Safe Routes to School and Police Department)

Status: 100% (17/17)

IP-4. Transit-Oriented Communities (TOC) Compliance

Achieve compliance with the transit access and circulation component of MTC's TOC Policy requirement, which applies to the half-mile area around both SMART stations and will require the City to 1) prioritize active transportation improvements in the TOC area, 2) complete a station access analysis and improvement plan, and 3) complete a "mobility hub" plan to bring travel options like car, bike, and scooter share to the stations. TOC Compliance will be needed by 2026 for full funding eligibility for the One Bay Area Grant.

Timing: 2025-26

Lead: City - Public Works (in partnership with Community Development)

Status: Incomplete

Infrastructure Buildout

IB-1. Priority Bikeway Network

Complete priority bikeways identified in Chapter 5.

Timing: 2030-31

Lead: City - Public Works

Status: Incomplete (mileage to be provided when project maps are finalized)

IB-2. Priority Sidewalk Gaps

Complete priority sidewalk gaps identified in Chapter 5.

Timing: 2030-31

Lead: City - Public Works

Status: Incomplete (mileage to be provided when project maps are finalized)

IB-3. Lane Reductions

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/policies and best practices.

Note: This is not intended to dismiss the potential for lane reductions on streets carrying over 18,000 vehicles per day. However, streets carrying over 18,000 vehicles per day may require more extensive analysis and community engagement prior to implementation.

Timing: 2029-30

Lead: City - Public Works

Status: Incomplete (mileage to be provided when project maps are finalized)

IB-4. Safe Streets Nomination Program

Continue to promote, implement, and refine the Safe Streets Nomination Program to provide a means through which people can request safety improvements. Maintain a prioritized database of nominations for consideration in future quick-build and paving projects.

Timing: Annually

Lead: City - Public Works

Status: First round of projects to be implemented in 2025

IB-5. Uncontrolled Crosswalks

Inventory and bring uncontrolled crosswalks on collector and arterial roadways in compliance with design guidance included in Chapter 5, prioritizing those on the high-injury network.

Timing: 2029-30

Lead: City - Public Works

Status: Incomplete (percentage to be provided pending inventory)

IB-6. Intersection and Crosswalk Daylighting

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, on all arterial and collector roadways. Consider also updating Petaluma Municipal Code 11.40.050 ("No parking areas designated") for consistency with AB 413 requirements.

Timing: 2029-30

Lead: City - Public Works

Status: Incomplete (percentage to be provided pending inventory)

IB-7. Signalized Intersection Improvements

Where feasible, upgrade signalized intersections to include protected left turn phases or split phases (without conflicting movements), camera detection (including for bikes), reflective backplates, and 5 second leading pedestrian intervals. On busy arterial roads, add bike boxes on the minor approaches to facilitate two-stage left turns.

Timing: 2029-30

Lead: City - Public Works

Status: Incomplete (percentage to be provided pending inventory)

IB-8. No Right on Red

Evaluate 'no right on red' at signalized intersections throughout the downtown business district and in locations with right on red collision history.

Timing: 2027-28

Lead: City - Public Works

Status: Incomplete

IB-9. Curb Ramps

Create and maintain a curb ramp inventory to help identify citywide needs and prioritize investments.

Timing: 2027-28

Lead: City - Public Works

Status: Incomplete

IB-10. Reduced Speed Limits

Blueprint for Climate Action Cornerstone AT-1c

Reduce speed limits in accordance with AB 43 at rural/urban gateways, on designated "safety" corridors, in school zones, and in business districts with high levels of pedestrian activity.

Timing: 2026-27

Lead: City - Public Works

Status: Incomplete

IB-11. Bicycle & Pedestrian Wayfinding

Blueprint for Climate Action AT-4f

Implement a citywide bicycle and pedestrian wayfinding signage program.

Timing: 2026-27

Lead: City - Public Works

Status: Incomplete

IB-12. Multi-Use Trail Crossings

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' guidance. Uncontrolled at-grade crossings should also include enhancements noted under **IB-5**.

Timing: 2029-30

Lead: City - Public Works

Status: Incomplete (percentage to be provided pending inventory)

IB-13. Multi-Use Trail Lighting & Visibility

Install vandal-proof, pedestrian-scale lighting on the Lynch Creek Trail and Petaluma River Trail, and reflective edgelines and on all paved multi-use trails. Centerlines should be implemented on an as-needed basis depending on the level of trail usage.

Timing: 2029-30

Lead: City - Public Works

Status: 0%

IB-14. Multi-Use Trail Etiquette & Speed Limit Signage

Update signage on multi-use trails to educate users on proper trail etiquette, emphasizing safe operation of electric mobility devices. Consider establishing and signing a 15 MPH posted speed limit on multi-use trails, with lower advisory speeds posted in areas with high pedestrian activity, limited sight distance, or where trails narrow.

Timing: 2026-27

Lead: City - Public Works

Status: Incomplete

IB-15. Bike Parking Requirements

Update the City's Zoning Code to require development projects to implement bike parking that is accessible, secure, convenient, and accommodates a wider variety of bikes, including e-bikes and cargo bikes. Review building permit requirements to ensure appropriate projects that do not trigger zoning approvals provide adequate bike parking.

Timing: 2026-27

Lead: City - Community Development Department (in partnership with Public Works)

Status: Objective Design Standards complete; Zoning Code amendment still needed

IB-16. Bike Racks in City Right-of-Way

Continue to promote the City's Bike Rack Request form. Publish an online map showing open and closed request locations. Continue to install bike racks at all requested locations deemed appropriate and feasible.

Timing: Ongoing

Lead: City - Public Works

Status: 59 racks installed in 2024

IB-17. Bike Parking & Access Incentives for Existing Businesses

Explore ways to incentivize upgraded bike parking that is accessible, secure, convenient, and accommodates a wider variety of bikes, including e-bikes and cargo bikes, at existing businesses not subject to zoning or building approvals. Emphasis should be placed on grocery stores and shopping centers with inadequate bike parking.

Timing: 2029-30

Lead: City - Public Works

Status: Incomplete

IB-18. Street Murals

Create City and community-initiated processes through which street murals can be implemented.

Timing: 2026-27

Lead: City - Community Development Department (in partnership with Public Art Committee & Public Works)

Status: Incomplete

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Infrastructure Maintenance

IM-1. Trail Maintenance

Perform regular litter, graffiti, and vegetation removal on multi-use trails using City staff or contractors. Consider augmenting through the creation of an “Adopt-a-Trail” program and/or regular trail cleanup events.

Timing: Ongoing

Lead: City - Public Works

Status: N/A

IM-2. Pedestrian Beacon Maintenance

Conduct preventative maintenance of pedestrian beacons annually and prioritize their repair expeditiously when issues arise.

Timing: Ongoing

Lead: City - Public Works

Status: N/A

IM-3. Protected Bike Lane Sweeper

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.

Timing: 2024-25

Lead: City - Public Works

Status: Complete

IM-4. Thermoplastic Roadway Marking Equipment & Training

Purchase thermoplastic roadway marking equipment and train staff accordingly, enabling Public Works to implement and maintain more visible and durable roadway markings.

Timing: 2026-27

Lead: City - Public Works

Status: Incomplete

IM-5. Sidewalk Repair & Frontage Improvements

Explore ways to reduce or eliminate property owner barriers to frontage improvements, including sidewalk repairs, street trees, and curbcuts for stormwater retention.

Timing: 2026-27

Lead: City - Public Works

Status: Incomplete

IM-6. Bike-Friendly Temporary Traffic Control

Update encroachment permitting requirements to require temporary traffic control plans to exhaust all available alternatives before obstructing bike lanes and sidewalks with traffic control signage and other warning devices.

Timing: 2025-26

Lead: City - Public Works

Status: Incomplete

Education & Encouragement

EE-1. Safe Streets & Mobility Webpage & Newsletter

Create a Safe Streets & Mobility page on the City's website linking to resources, maps, plans, projects, meetings, etc., as well as a periodic email newsletters and social media posts promoting active transportation and sharing updates on City projects and relevant events.

Timing: 2025-26

Lead: City - Economic Development & Open Government (in partnership with Public Works)

Status: Incomplete

EE-2. Active Transportation Maps

Create and promote printed and online maps featuring Petaluma's multi-use trail and all ages and abilities bikeway networks.

Timing: 2025-26

Lead: City - Public Works

Status: Incomplete

EE-3. Vision Zero Education

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.

Timing: Ongoing, starting in 2025-26

Lead: City - Economic Development & Open Government (in partnership with Police and Public Works)

Status: Incomplete

EE-4. Safe Routes to School

Blueprint for Climate Action AT-4a

Seek participation in Sonoma County Safe Routes to School programming from all public K-8 schools within city limits.

Timing: Ongoing

Lead: Sonoma County Safe Routes to School

Status: 87% (13/15) for 2024-25 school year

EE-5. Bike-Friendly Businesses

Encourage the 10 largest employers in Petaluma to apply to and become League of American Bicyclists' Bike-Friendly Businesses; promote Petaluma-based businesses of all sizes that receive certification.

Timing: 2029-30

Lead: City - Pedestrian & Bicycle Advisory Committee

Status: 0% (0/10)

EE-6. Bike Month Activities (May)

Participate in and promote Bike Month activities, including but not limited to: Bike to School Day, Bike to Work/Wherever Day, and Bay Area Bike Challenge.

Timing: Ongoing

Lead: City – Public Works (in partnership with Sonoma County Bicycle Coalition, Sonoma County Safe Routes to School, Economic

Development & Open Government, Pedestrian & Bicycle Advisory Committee)

Status: Participated in and promoted Bike to Wherever Day and Bike to School Day in 2024

EE-7. City E-Bike Fleet

Create a City e-bike fleet for use by City employees. Continue to promote and grow the fleet.

Timing: 2024-25

Lead: City - City Manager's Office

Status: Complete

EE-8. E-Bike Promotion

Promote opportunities for community members to test ride e-bikes and apply for e-bike incentives as they arise.

Timing: 2025-26

Lead: City - City Manager's Office (in partnership with Economic Development & Open Government)

Status: N/A

EE-9. E-Bike Subsidies

Blueprint for Climate Action AT-2a

Evaluate the feasibility of a local e-bike subsidy program. If implemented, the program should also help subsidize useful bike accessories.

Timing: 2027-28

Lead: City - City Manager's Office

Status: Incomplete

EE-10. Shared Micromobility

Blueprint for Climate Action AT-2

Pending results of the Sonoma-Marín Bike Share pilot launched in 2024, consider whether to extend or augment shared micromobility.

Timing: 2027-28

Lead: City - City Manager's Office

Status: Incomplete

EE-11. Open Streets & Demonstration Projects

Blueprint for Climate Action AT-4c & AT-4d

Review and, if necessary, refine permitting requirements to provide clear processes for community-driven open streets events and street demonstration projects.

Timing: 2027-28

Lead: City - Public Works

Status: Incomplete

EE-12. Electric Micromobility Education & Enforcement

Perform annual educational events at Petaluma middle and high schools regarding safe and legal operation of electric bikes, scooters, and other motorized, wheeled micromobility devices. Create and/or compile helpful resources for students and parents.

Timing: Annually starting in 2025-26

Lead: City - Police Department (in partnership with Sonoma County Safe Routes to School)

Status: Incomplete

EE-13. Safe Streets Toolkit & Educational Signage

Develop online and printed materials explaining the goals, benefits, and operational changes associated with new safe streets elements. Post signage at and near sites where installations are proposed or completed.

Timing: Annually starting in 2025-26

Lead: City – Public Works

Status: Incomplete

EE-14. Mobility Options for Large Events

Provide resources and case studies to large event hosts to encourage them to provide valet bike parking and promote non-SOV trips to events. Consider requiring transportation demand management (TDM) strategies as part of the event permit application process for events over a certain size.

Timing: Annually starting in 2025-26

Lead: City - Police Department (in partnership with Sonoma County Safe Routes to School)

Status: Incomplete

Public Safety

PS-1. Vision Zero Traffic Enforcement

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.

Timing: Ongoing

Lead: City - Police Department

Status: N/A

PS-2. Multi-Use Trail Patrols

Blueprint for Climate Action AT-4b

Deploy public safety staff to conduct regular patrols on multi-use trails to ensure safety and promote trail usage.

Timing: Ongoing

Lead: City - Police Department

Status: N/A

Status: N/A

Capacity Building & Professional Development

CB-1. Safe Streets & Mobility Division

Fully staff the Safe Streets & Mobility Division within the Public Works Department to oversee transportation planning, engineering, and operations (including active transportation and transit).

Timing: 2025-26

Lead: City - Human Resources (in partnership with Public Works)

Status: Traffic Engineer position unfilled; recruitment underway

CB-2. Professional Development

Empower and support all transportation planning and engineering staff to complete 32 hours of professional development and trainings regarding best practices in street and trail design.

Timing: Annually starting in 2025-26

Lead: City - Public Works

Status: Incomplete

CB-3. National Association of City Transportation Officials (NACTO) Membership

Become a NACTO Affiliate Member City, providing staff with technical assistance and peer-to-peer learning opportunities in street and trail design.

Timing: Annually starting in 2025-26

Lead: City - Public Works

Status: Incomplete

Evaluation

EV-1. Active Transportation Plan & Vision Zero Annual Report

Provide an annual report to the Pedestrian and Bicycle Advisory Committee that tracks progress toward implementing the Active Transportation Plan and achieving Vision Zero, including progress on action items, buildout of the City's envisioned bicycle and pedestrian networks, and bicycle/pedestrian count data.

Timing: Annually starting in 2025-26

Lead: City - Public Works

Status: N/A

EV-2. Safe Streets Case Studies

Collect and compile before and after collision and speed data to measure the efficacy of safe streets improvements. Conduct intercept surveys following implementation to gather community feedback.

Timing: Ongoing

Lead: City - Public Works

Status: Incomplete

EV-3. Bicycle & Pedestrian Count Program

Implement a bicycle and pedestrian count program, starting with streets and multi-use trails that cross US-101, to track growth in usership of active modes of travel. Incorporate count data in the Active Transportation Plan annual report referenced above in **EV-1**.

Timing: 2029-30

Lead: City - Public Works

Status: 12.5% (1/8 101 crossings)

EV-4. Bike-Friendly Community Designation

Blueprint for Climate Action Action AT-4e

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.

Timing: Biannually starting in 2027-28

Lead: City - Pedestrian & Bicycle Advisory Committee

Status: Incomplete

EV-5. Bikeway Pavement Condition

Track progress on the Pavement Condition Index of the City's on-street bike network. When available, incorporate in the Active Transportation Plan annual report referenced above in **EV-1**.

Timing: Biannually starting in 2026-27

Lead: City - Public Works

Status: Incomplete

A photograph of a construction worker in a red hard hat and a high-visibility yellow safety vest operating a white paint machine on a crosswalk. The machine is a small, wheeled unit with a tank and a spray nozzle. The worker is standing on the machine, which is positioned over a crosswalk on a paved road. The background shows a clear blue sky, green trees, and some residential buildings. The scene is brightly lit, suggesting a sunny day. A large, faint, stylized 'B' watermark is visible across the image.

INFRASTRUCTURE IMPROVEMENTS

PROPOSED INFRASTRUCTURE IMPROVEMENTS

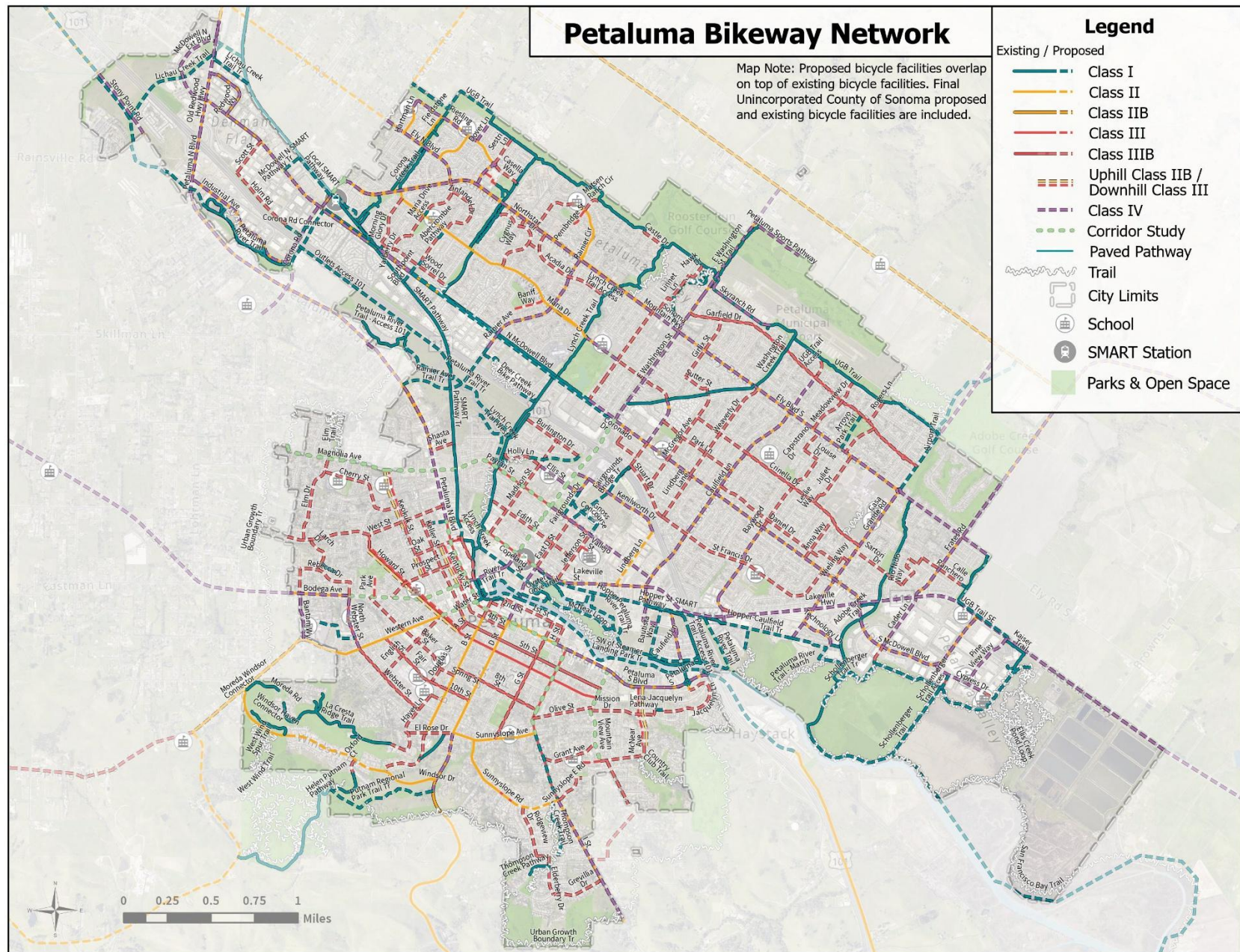
This chapter includes maps and project lists that identify proposed bikeway, sidewalk, trail, and intersection/crossing improvements, as well as design guidance. While the maps and project lists will help determine the locations and types of improvements needed, design guidance will describe the recommended design criteria and elements that should be applied to these projects. These design guidelines should be taken into careful consideration when the City updates its street standards.

City staff should make every effort to closely monitor street and trail design best practices, which have evolved significantly in recent years and are expected to continue to do so. For example, it is expected that the proliferation of electric bikes and other micromobility devices, in particular, will lead to increased speed differentials among people using bike lanes and multi-use trails that may require greater separation between slower and faster-moving active transportation users.

Not included in this section, but nonetheless important to street and multi-use trail design, are efforts to promote active transportation by making streets and trails beautiful, inviting, and comfortable through increased tree canopy, landscaping, lighting, seating, public art, and other amenities.

It should be understood that all proposed projects are subject to further consideration and analysis prior to implementation, with potential factors that may influence feasibility and design including right-of-way availability, environmental constraints, budget availability, and community engagement.

The envisioned bikeway map proposes **corridor studies** on several streets where bikeway implementation may be challenged by limited right-of-way availability. In these cases, it is recommended that the City conduct more detailed technical analyses and community engagement before determining a recommended bikeway type. Corridor studies should be conducted in anticipation of implementation opportunities, such as upcoming paving projects.



[CLICK MAP FOR ENLARGED VERSION](#)

Proposed Bikeway Improvements

Bikeway Types



Multi-Use Trail: A paved off-street pathway of at least 8' width that accommodates people walking, bicycling, and rolling. Multi-use trails should provide safe and convenient **trail crossings** where they intersect streets.



Protected Bike Lane: An on-street bike lane that is physically protected or separated from vehicle traffic by some sort of vertical element, such as parked cars, curbs, or bollards.



Buffered Bike Lane: An on-street bike lane that is separated from vehicle traffic by a painted buffer of at least 1.5' wide, but no vertical elements.



Bike Lane: An on-street bike lane that is immediately adjacent to vehicle traffic, separated by a painted line.



Neighborhood Greenway: A low traffic, low speed street that has been enhanced for use by people walking, bicycling, and rolling. Due to the low level of traffic stress, bike lanes are not considered necessary and people bicycling are empowered to share the street with slow moving vehicle traffic.

Bikeway Prioritization

Rank	Corridor Name	Location	Project Type	Length
1	Petaluma River Trail - East Bank	Bautista Wy - Petaluma Marina	Multi-Use Trail	0.5
2	D St	Petaluma Blvd S - Lakeville St	Protected Bikeway	0.3
3	SMART Pathway	Lakeville St - N Water St	Multi-Use Trail	0.1
4	N / S McDowell Blvd	Lynch Creek Tr - Cypress Dr	Protected Bikeway	2.8
5	N McDowell Blvd	Sunrise Pkwy	Crossing Improvement	N/A
6	N McDowell Blvd	Candlewood Dr - Commerce St	Multi-Use Trail	0.1
7	N McDowell Blvd	Sunrise Pkwy - Lynch Creek Tr	Rehabilitate Multi-Use Trail	0.8
8	E Washington St	Petaluma Blvd N - Lakeville St	Protected Bikeway	0.3
9	Lakeville St / Hwy	E D St - City Limits	Protected Bikeway	3
10	E D St	Lakeville St - Payran St	Neighborhood Greenway	0.3
11	Fairgrounds	Payran St - McKenzie Overcrossing	Multi-Use Trail	0.4
12	Lynch Creek Trail	N McDowell Blvd	Trail Crossing	N/A
13	Lynch Creek Trail	Sonoma Mtn Pkwy	Trail Crossing	N/A
14	Caulfield Ln	Hopper St - Garfield Dr	Protected Bikeway	1.7
15	Sonoma Mtn Pkwy / Ely Blvd S	Corona Rd - Frates Rd	Protected Bikeway	4.2
16	Petaluma River Trail - East Bank	Baywood Dr - Casa Grande Rd	Multi-Use Trail	0.4
17	Petaluma River Trail - East Bank	Bautista Wy - D St (via Petaluma River Park)	Multi-Use Trail	0.9
18	Corona Rd	Petaluma Blvd N - N McDowell Blvd	Protected Bikeway	0.5
19	Payran St	Caulfield Ln - E Washington St	Protected Bikeway	0.7
20	Copeland St	D St - Petaluma River Trail	Multi-Use Trail	0.3
21	E Washington St	Sonoma Mtn Pkwy - Executive Dr	Protected Bikeway	0.4
22	Petaluma Blvd N / Old Redwood Hwy	City Limits - Lakeville St	Protected Bikeway	3.6

Rank	Corridor Name	Location	Project Type	Length
23	Petaluma Blvd S	City Limits - H St	Protected Bikeway	1
24	Petaluma River Trail - West Bank	E Washington St	Trail Crossing	N/A
25	Petaluma River Trail - West Bank	E Washington St - C St (via Water St/ Trestle)	Multi-Use Trail	0.3
26	5th / Keller St Neighborhood Greenway	E Washington St	Crossing Improvement	N/A
27	Adobe Creek Trail	Lakeville Hwy	Trail Crossing	N/A
28	Lakeville St	Petaluma Blvd N - E D St	Corridor Study	0.6
29	E Washington St	Lakeville St - Sonoma Mtn Pkwy	Corridor Study	1
30	Bodega Ave / Washington St	N Webster St - Petaluma Blvd N	Corridor Study	0.7
31	Payran St / Magnolia Ave	E Washington St - City Limits	Corridor Study	1.6
32	Petaluma Blvd N / S	Lakeville St - H St	Corridor Study	1

Prioritization Criteria: The following scoring criteria was used to identify corridors with the greatest potential for mode shift benefits. Projects were then identified on top scoring corridors and manually prioritized based on corridor rankings and their role in the network.

- **Crosstown Connectors:** 5 points per major barrier crossed (Freeway, River, SMART tracks), 3 points for Caltrans State Highway 116 crossed, 2 points per creek crossed
- **Street Classification:** Trail = 5 points; Arterial = 5 points; Collector = 3 points; Local = 1 point
- **Connections:** 2 points per transit hub, library, community center, regional/community park, middle school, high school, shopping centers w/grocery stores, medical center; 1 point per elementary school, local park
- **High-Injury Network (HIN) Multiplier:** 1.5x points if located on HIN; 1.25x points if parallel to HIN

Bikeway Design Guidance

On-Street Bikeways

Wherever feasible, bikeways should meet National Association of City Transportation Officials (NACTO) “All Ages and Abilities” (AAA) guidance, which identifies the bikeway type needed to accommodate people of all ages and abilities based on street characteristics. Put simply, as the traffic speed and volume increase, so does the need for greater separation between people biking and vehicular traffic.

This principle also applies to intersections, where potential conflict points with vehicle traffic increase with volume and speed, especially for those wishing to turn left or cross major streets. The “right hook” conflict, which occurs when right-turning drivers merge into the bike lane or turn across the bike lane, is prevalent at busy intersections and driveways.

There will be cases in which implementation of bikeways requires removal of parking, lane conversion, and/or street widening due to limited width. In updating its Complete Streets Policy, the City may consider establishing guidance on how to reconfigure streets when width is constrained. For example, City Council may consider establishing a parking occupancy threshold that helps determine whether to install a new bikeway or retain on-street parking when forced to choose between the two.

NACTO acknowledges that, when it comes to bikeway implementation, the perfect should not be the enemy of the good. Some bikeways may fall short of AAA criteria but still increase safety and comfort levels. NACTO recommends that cities “should not use an inability to meet the [AAA] criteria as reason to avoid implementing a bikeway, and should not prohibit the construction of facilities that do not meet the criteria.”

NACTO All Ages & Abilities Bikeway Guidance

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts ¹	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500		Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way		Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			
	Greater than 6,000	Multiple lanes per direction		Protected Bicycle Lane
Greater than 26 mph ¹	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
	Greater than 6,000	Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts	Any	Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Left Turn Boxes

On busier streets where people bicycling would be expected to merge into or across vehicle lanes to make a left turn, it is preferable to instead provide a bike box that allows them to cross in two stages without merging. This should be done at all signalized intersections along designated bikeways, as well as locations where bikeways intersect one another. Exceptions can be made on Neighborhood Greenways, where people bicycling are expected to use the full lane and thus do not need to merge into traffic, or at all-way stop-controlled intersections on one and two lane streets with bike lanes.

Signalized Intersections

All signalized intersections along designated bikeways should provide bike boxes, which can facilitate the two-stage left turns noted above and provide an advanced waiting area at signals for people bicycling, thus putting them in a more visible location. The City is working to convert all signalized intersections to use camera detection, which are more reliable than magnetic loop detectors and allow people bicycling to get a green light without using a curbside push button.



Left turn box on Mt. View Avenue at 5th Street.



Bike box on Petaluma Boulevard South at Mt. View Avenue.

Multi-Use Trails

Multi-use trails serve a wide variety of trip types and user groups, ranging from casual walkers, to runners, to people riding bikes or other mobility devices, and as such, must be designed to be accessible for all physical abilities and wide enough to accommodate slower and faster moving trail users. Most of Petaluma's existing and planned multi-use trails run along waterways and provide connections with the natural environment and parks.

Multi-Use Trail Width & Materials

The Caltrans Highway Design Manual (Topic 1003.1) provides detailed design guidance for multi-use trail widths. Notably, it calls for the following:

- **Paved trail width:** 8' minimum, 10' preferred
- **Unpaved trail shoulders/distance to vertical obstructions:** 2' minimum, 3' preferred

Use of concrete is highly recommended due to the poor performance of asphalt on Petaluma's expansive Adobe clay soil, which causes cracking of the asphalt surface.

Multi-Use Trail Access Points

Most multi-use trails include some form of bollards or gates at access points that are intended to 1) manage the interaction of bicycle and pedestrian movements, 2) provide warning of nearby vehicle cross traffic, and 3) restrict motorized vehicle access onto the trails. **However, in recent years, there has been pushback against these bollards and gates due to obstructed trail access, especially for wider or longer bikes, strollers, etc., and concerns around the potential for trail users to collide with them.**

In 2023, Sonoma County Regional Parks (SCRP) developed the Sonoma County Class I Trail Entry/Exit Design Standards. SCRPs Design Standards offers other design alternatives to achieve the goals noted above without compromising trail access and safety.

Multi-Use Trail Crossings

Where trails intersect streets, it is important to provide safe and convenient crossings to avoid diminishing the trail experience. At major streets, grade separated under or overcrossings may be preferred, but these typically present significant engineering and environmental challenges and are more costly to construct than at-grade crossings. At-grade crossings should be signalized or, if not, follow the uncontrolled crosswalk guidance included on page 43.



Absence of a trail crossing on Lynch Creek Trail at North McDowell Boulevard. This is also a location where the City removed the middle bollard to improve trail accessibility.

Multi-Use Trail Amenities

Amenities that make trails more inviting include the following:

- Lighting
- Trash cans
- Wayfinding
- Benches
- Water fountains
- Advisory signage clarifying trail etiquette
- Interpretive signage
- Mile markers
- Bike repair stands

Every effort should be made to incorporate the amenities above in trail improvement projects. Lighting and wayfinding, in particular, have been highlighted by PBAC as priorities.

Proposed Pedestrian Improvements

Pedestrian Facilities



Sidewalk Gaps: A street segment lacking a sidewalk on one or both sides of the street. Sidewalk gaps were inventoried on arterial and collector roadways using remote sensing early in this plan process.



Marked Crosswalks: Crosswalks indicated by street markings and signage. These can be located at stop and signal-controlled intersections, as well as locations where traffic is “uncontrolled” and drivers are expected to yield to people waiting to cross. Crosswalk elements are shown on page 42 and recommended applications are included on page 43. While key trail crossing improvements are highlighted along with bikeway priorities on page XX, it is recommended that the City undertake a comprehensive inventorying process to identify and prioritize needed crosswalk improvements.



Accessible Curb Ramps: Curb ramps provide an accessible transition between sidewalks and crosswalks. While critical to promoting walkability, their granularity at a citywide scale does not lend itself toward identification and prioritization of needed improvements in this Plan. It is recommended that the City undertake an inventorying process to identify and prioritize needed curb ramp improvements.

Sidewalk Gap Priorities

Rank	Street Name	Limits	One or Both Sides	Length
1	Lakeville Hwy	Casa Grande Rd – Marina Ave	Both	0.2
2	Corona Rd	Petaluma Blvd N – N McDowell Blvd	Both	0.5
3	Petaluma Blvd N	Sycamore Ln – Corona Rd	Both	1.2
4	Copeland St	E Washington Street – Petaluma River Trail	Both	0.2
5	Western Ave	Hill Dr – City Limits	Both	0.2
6	Lakeville Hwy	SB 101 ramps – NB 101 ramps	One	0.2
7	Magnolia Ave	Petaluma Blvd N – Liberty St	One/ Both	0.1
8	Lakeville St	Jefferson St – D St	One	0.1
9	Weller St	D Street – Turning Basin Dock	Both	0.1
10	F St	Petaluma Blvd S – 2nd St	Both	0.1
11	E St	1st St – 2nd St	Both	0.1
12	Bantam Way	Western Ave – Hilligoss Ct	Both	0.1
13	Magnolia Ave	Paula Ln – Elm Dr	One/ Both	0.2
14	McNear Ave	Grant Elementary – Country Club Dr	One/ Both	0.4
15	1st St	F St – H St	One/ Both	0.2
16	Riesling Rd	Fieldstone Ln – Hartman Ln	One	0.1
17	Grant Ave	View Oak Ct – I St	One	0.1
18	I St	Olive St – Sunnyslope Ave	One	0.1
19	1st St	D St – E St	One	0.1
20	2nd St	E St – G St	One	0.2
21	H St	2nd St – H St Pocket Park	One	0.2
22	Payran St	Jefferson St – Lindberg Ln	One	0.2

Rank	Street Name	Limits	One or Both Sides	Length
23	Windsor Dr	W Haven Wy – Cambridge Ln	Both	0.3
24	Windsor Dr	D St – B St	Both	0.3
25	D St	Michelle Ln – Windsor Dr	One	0.2
26	Redwood Way	N McDowell Blvd – Old Redwood Hwy	One	0.3

Prioritization Criteria: 1 point each if located within or along SCTA High-Injury Network (HIN), MTC Transit-Oriented Community (TOC), Safe Route to School (SR2S), Petaluma General Plan Update Recommended Disadvantaged Communities (DAC). 1.5x multiplier if sidewalk gap is on both sides of the street or 1.25x if part, but not all, of the segment is missing sidewalks on both sides of the street.

Pedestrian Design Guidance

Sidewalks & Curb Ramps

While minimum accessible widths for sidewalks are 4', every effort should be made to provide sidewalks that are at least 6', which is the minimum needed for two people to comfortably walk side-by-side. Sidewalks should be even wider where pedestrian activity levels are high, such as in commercial areas. Where width is available, the landscaping zone of the sidewalk can buffer the sidewalk from vehicle traffic and create a more appealing and comfortable walking environment.

The Public Right-of-Way Accessibility Guidelines (PROWAG) provide guidance on all aspects of accessible sidewalk and curb ramp design.

Signalized Intersections

The City has begun implementing **five second leading pedestrian intervals, which provide people using the crosswalk with a head start in which the “walk” signal is given before the vehicle signal (in this case by five seconds) in the same direction.** Additional signal treatments that may improve pedestrian safety include **prohibiting right on red** or **protected left turns that do not overlap with a pedestrian “walk” signal**, especially in congested areas with lots of pedestrian activity.



Leading pedestrian intervals give pedestrians a short head start over vehicles travelling in the same direction.

Crosswalk Placement

Unless otherwise signed, people walking have a right to cross at any intersection regardless of whether a crosswalk is marked. However, **marked crosswalks should be provided in locations where crossing demand exists or is anticipated in order to guide pedestrians and alert people driving to the potential for crossings. Crosswalks should be provided frequently and strive to accommodate the most direct path of travel.** If crosswalks require detours, people are less likely to use them, and more likely to cross along more direct and less safe routes.

Crosswalk Features

As with bikeway design, the level of protection and countermeasures provided at uncontrolled crosswalks should increase with traffic speed and volume.

Daylighting prohibits parking near crosswalks in order to ensure adequate sight distance for people driving and those waiting to cross. A new state law, Assembly Bill 43, prohibits parking within 20' of intersections or 15' if a bulbout is present. **Bulbouts, also known as curb extensions**, extend the sidewalk into the street near intersections in order to improve visibility, shorten pedestrian crossing distances, and slow vehicle turning movements. **Median islands** provide an additional visual cue for drivers while also providing a place of refuge so that pedestrians may cross one direction of traffic at a time. **Rapid flashing beacons** are pedestrian-activated warning lights that help alert drivers to their presence. **Pedestrian hybrid beacons** are a form of traffic signal that waits in "dark" mode until activated by a pedestrian, at which point drivers will receive a flashing yellow light, followed by a red light.



An uncontrolled crosswalk with bulbouts and rapid flashing beacons.



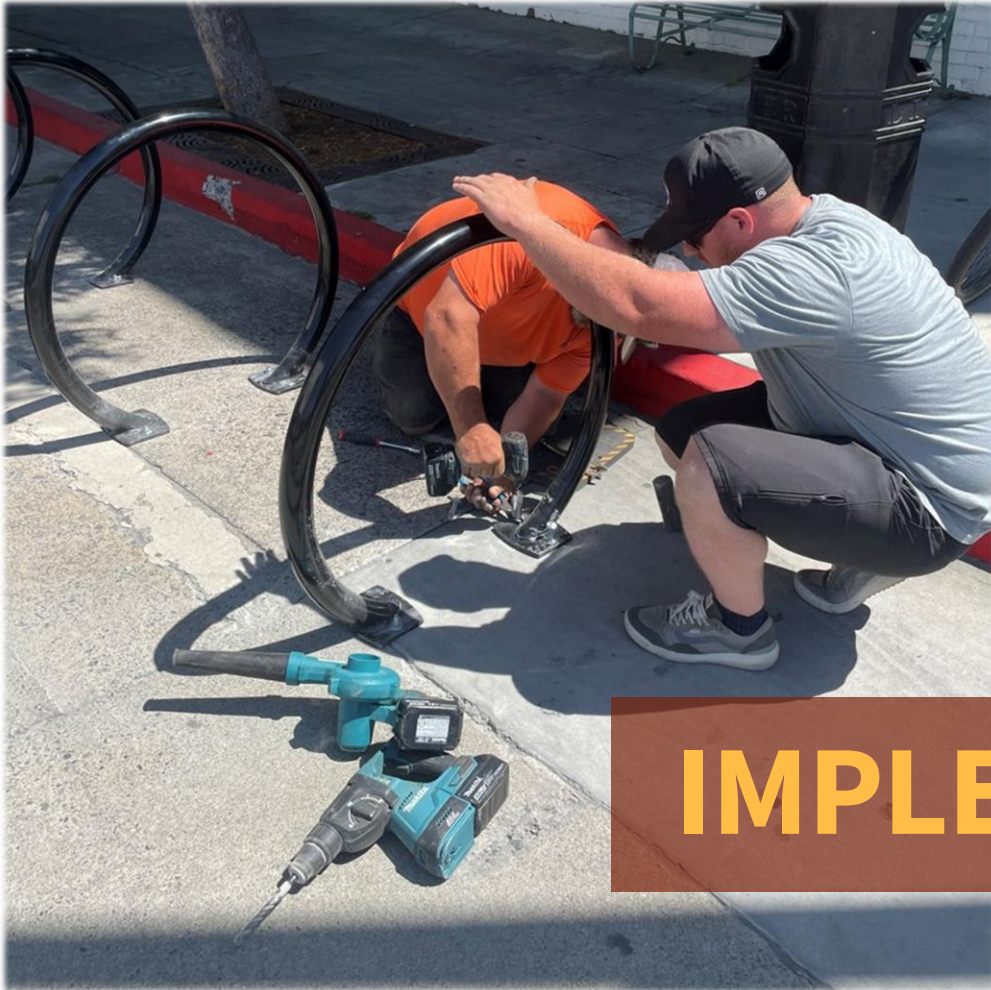
An uncontrolled crosswalk with a median refuge island and rapid flashing beacons

The table on page 43 is intended to provide City staff with recommended countermeasures at uncontrolled crosswalks based on street characteristics.

Recommended Countermeasures for Uncontrolled Crosswalks, Based on Street Characteristics

# Lanes	Posted Speed Limit	Street Classification	Recommended Crosswalk Features
≤2	≤25	Local	Pedestrian Warning Signs
	≤25	Collector	Rectangular Rapid Flashing Beacon OR Median Island OR Raised Crosswalk
	≤35	Arterial	Rectangular Rapid Flashing Beacon AND Median Island
3	≤35	Arterial	Rectangular Rapid Flashing Beacon AND Median Island OR Overhead Flashing Beacon
	40+	Arterial	Rectangular Rapid Flashing Beacon AND Median Island OR Overhead Flashing Beacon AND Median Island
4+	≤40	Arterial	Rectangular Rapid Flashing Beacon AND Median Island OR Overhead Flashing Beacon AND Median Island OR Pedestrian Hybrid Beacon AND Median Island
	45+	Arterial	Pedestrian Hybrid Beacon AND Median Island

Notes: Bulbouts are recommended wherever on-street parking is present, especially on collector and arterial streets. This table is for guidance purposes only. Actual features implemented will be determined by street characteristics, feasibility, funding, and prioritization.



IMPLEMENTATION

IMPLEMENTATION

Project Delivery

Active transportation infrastructure projects can range from small quick-build projects to large, multi-year capital projects. Paving projects generally offer the most cost-effective and efficient delivery method for a wide range of long-term on-street bicycle and pedestrian improvements, including new or upgraded sidewalks, bikeways, and crosswalks. The City has also begun utilizing “on-call” construction contracts that expedite smaller scale projects, such as curb ramp upgrades or signage/striping improvements. Developers are required to provide public improvements, which can include street, sidewalk, trail, and intersection improvements through and/or adjacent to their project. However, it can be difficult to anticipate the timing of these public improvements.

The most common pathways to delivery are outlined in the table to the right:

Pathways to Project Delivery

Project Type	Public Works Crew / On-Call Construction Contracts	Capital Project (Incl. Paving)	Development Project Public Improvements
New or Upgraded On-Street Bikeway	✓	✓	✓
New or Upgraded Multi-Use Trail		✓	✓
New or Upgraded Sidewalk	Curb ramps or small sections only	✓	✓
New or Upgraded Crosswalk (No Overhead Beacon or Signal)	✓	✓	✓
New or Upgraded Crosswalk (With Overhead Beacon or Signal)		✓	✓

Funding Sources

City Funds

As noted above, active transportation improvements are often delivered through larger street maintenance efforts, which are typically funded by some combination of the California gas tax (Senate Bill 1), Sonoma County's quarter cent transportation sales tax (Go Sonoma), and Petaluma's one cent Measure U sales tax. Traffic Impact Fees collected from development projects may also be used for up to 32.8 percent of active transportation project costs, as determined by a nexus study.

Wherever possible, the City leverages these local funds to secure grant funding for active transportation projects. Grant funding sources are outlined below.

Sonoma County Transportation and Climate Authority (SCTCA) "Go Sonoma" Funding Program

As the Congestion Management Agency for Sonoma County, SCTCA acts as the countywide planning and fund programming agency for transportation and performs a variety of functions related to project management, planning, finance, grant administration, and research.

"Go Sonoma" Transportation Sales Tax

In November 2020, Sonoma County voters extended the County's quarter cent transportation sales tax 20 years from its previous sunset date of 2025. Effective April 2025, the "Go Sonoma" sales tax has a new expenditure plan that increases funding availability for street and pathway projects, with criteria favoring those that help improve mobility options and safety. Of note, the "Move Traffic and Improve Safety" program will provide an estimated \$7m annually countywide for street projects that reduce congestion and improve safety, while the "Build Bikeways and Pathways" program will

provide an estimated \$3.1m for dedicated bicycle and pedestrian projects.

SCTCA Funding Program

SCTCA issues a competitive call for projects (called the SCTCA Funding Program) every five years that seeks the top five street and pathway project priorities from each jurisdiction. The Funding Program is used to determine which projects are selected for the competitive Go Sonoma funding described above. Additionally, SCTCA uses the Funding Program to select projects to submit for upcoming regional and state grants. Funding Program priorities should be reserved for large projects over \$1m.

Grant Opportunities Outside the SCTCA Go Sonoma Funding Program

There are several regional and state grant opportunities outside the SCTCA Go Sonoma Funding Program that are open to the City. Federal funding is currently in flux due to a change in leadership and priorities.

The two most reliable grants are Transportation Development Act, Article 3, which provides the City approximately \$70-75k annually for active transportation projects, and Transportation Fund for Clean Air, which is a small competitive grant administered by SCTCA for projects that promote improved mobility options. Other grants included in the table on page 48 can fund bigger projects, but require significantly more robust applications and are much more competitive.

Not included in the table are planning and technical assistance grants administered by MTC and Caltrans that can provide funding for corridor studies and conceptual design development. The City has been successful applying for and receiving these in recent years.

Active Transportation Grant Funding Opportunities Not Included in the SCTCA Go Sonoma Funding Program

Funding Source	Administering Agency	Funding Type	Frequency	Funding Notes	Eligible Project Types
Active Transportation Program	California Transportation Commission & Metropolitan Transportation Commission (MTC)	Competitive	Biannual (next cycle in 2026)	Funding availability varies depending on state budget; highly competitive	New bikeways and/or pedestrian improvements; education/encouragement activities
Local Highway Safety Improvement Program	Caltrans	Competitive	Biannual (next cycle in 2027)	Estimated \$300m available statewide	New bikeways and/or pedestrian improvements
Regional Measure 3 – Safe Routes to Transit & Bay Trail	MTC	Competitive	Final cycle anticipated in 2026	\$50m available regionwide (nine county Bay Area)	New bikeways and/or pedestrian improvements with linkages to the Bay Trail and/or transit
Transportation Development Act, Article 3	SCTCA	Formula	Annual	Roughly \$70-75k available to City annually; funds can be accrued over multiple years	New bikeways and/or pedestrian improvements, bike and/or pedestrian amenities, bikeway and pathway maintenance
Transportation Fund for Clean Air	SCTCA	Competitive	Annual	Estimated \$650k available annually countywide	New bikeways, bike parking, bike share

Note: Due to recent changes in federal leadership and uncertainty around the availability of federal funding for active transportation, federal grant programs available under the previous administration have not been included. Staff will continue to monitor grant opportunities as they arise.

Regional Funding Requirements

Metropolitan Transportation Commission Funding Requirements

As the Metropolitan Planning Organization for the nine county San Francisco Bay Area, Metropolitan Transportation Commission (MTC) distributes regional, state, and federal funding to local agencies for transportation improvements. In order to maintain eligibility for certain grant funding opportunities, MTC requires local agencies to comply with policies that advance regional goals around sustainable land use and transportation. Relevant policy requirements are outlined below.

Complete Streets Requirement

“Complete Streets” are those that meet the needs of all road users, whether they walk, bike, roll, drive, or ride transit. MTC's One Bay Area Grant (OBAG) requires agencies to have a General Plan that complies with the California Complete Streets Act of 2008 (AB 1358), which required agencies to consider the needs of all road users when updating their General Plan transportation element, and an adopted Complete Streets Resolution. On January 4, 2016, Petaluma's City Council adopted Resolution No. 2016-004 N.C.S., Resolution Adopting a Complete Streets Policy.

MTC also requires agencies to submit a Complete Streets Checklist for projects pursuing funding. MTC updated its Complete Streets Policy and Checklist in 2022 (MTC Resolution No. 4493), which requires projects to demonstrate compliance with “All Ages and Abilities” design guidance.

Transit-Oriented Communities Requirements

MTC's Transit-Oriented Communities (TOC) Policy aims to create communities around transit stations that promote greater transit use, but also serve as places where people of all physical abilities and income levels can live, work, and access services. Petaluma has

two designated TOCs, both of which are comprised of the half-mile areas surrounding the Petaluma Downtown and North SMART Stations.

Starting with the next OBAG cycle in 2026, agencies will be expected to demonstrate compliance with TOC Policy in several areas, including transit access and circulation. The transit access and circulation component will require agencies to prioritize active transportation improvements in the TOC area, complete a station access analysis and improvement plan, and complete a “mobility hub” plan to bring travel options like car, bike, and scooter share to the stations.

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