





A background photograph of a residential street. A person is walking on a sidewalk on the right side of the road. There are large trees lining the street, and a street sign for 'Brown Ct' is visible. The image is slightly faded to allow text to be overlaid.

D Street Traffic Calming & Active Transportation Quick-Build Project

SURVEY #2 RESULTS

JULY 3, 2023

Who We Heard From

	261 responses
	57 (22%) live <u>on</u> D Street; 103 (39%) live <u>near</u> D Street
	82% drive on D Street
	70% use multiple modes of travel on D Street

[CLICK HERE TO VIEW PREVIOUS SURVEY RESULTS](#)

Comment Box Themes



Broad support for proposed pedestrian and traffic calming enhancements



Mixed opinions regarding the creation of bike lanes, which would require parking consolidation to one side of the street



Interest in preserving/enhancing corridor aesthetics

Traffic Diverter



- **Purpose:** Prohibit drivers from crossing D Street or making left turns onto or off D Street while also providing a refuge island for people crossing on foot or bike
- **Proposed Location:** 5th Street

Are You in Favor of Testing a Traffic Diverter at 5th Street?



Yes: 64.2%

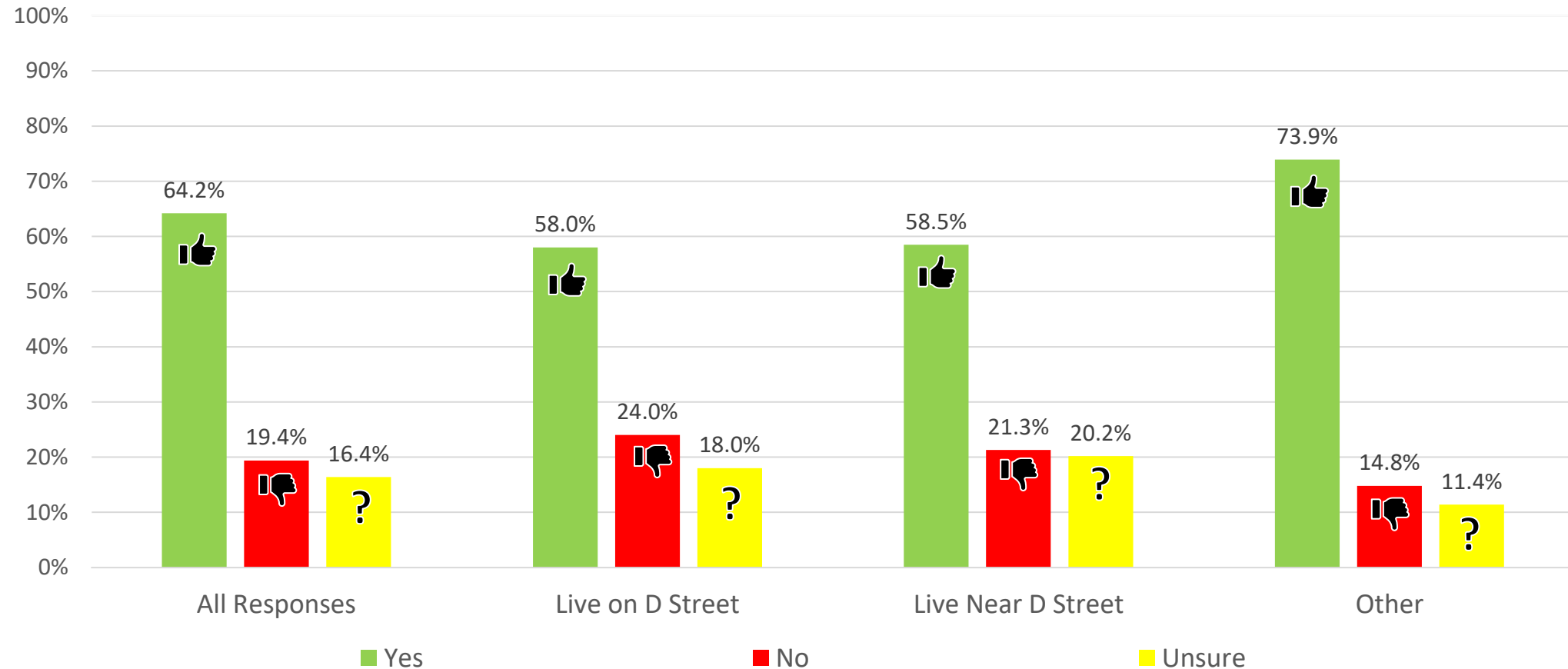


No: 19.4%

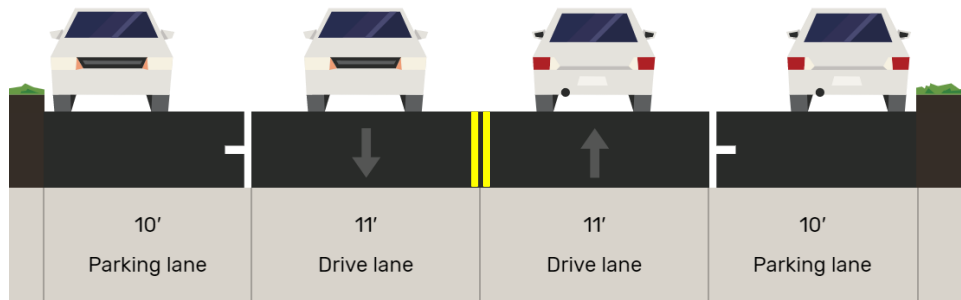


Unsure: 16.4%

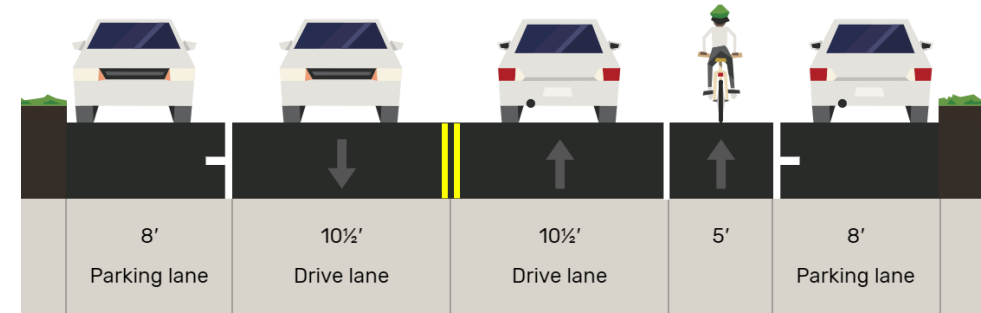
Are You in Favor of Testing a Traffic Diverter at 5th Street?



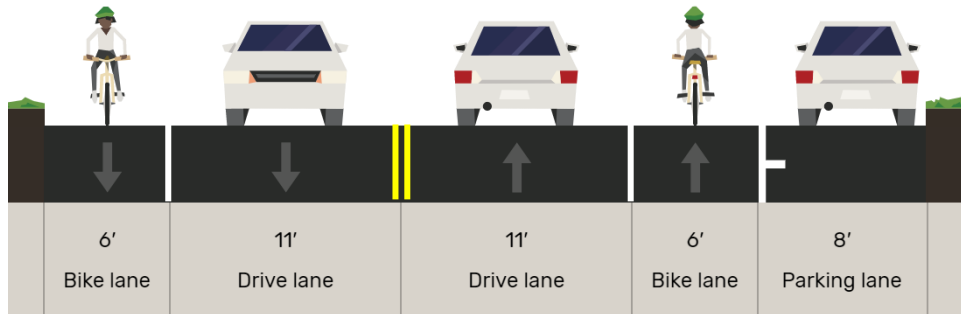
Bike Lane/Parking Options



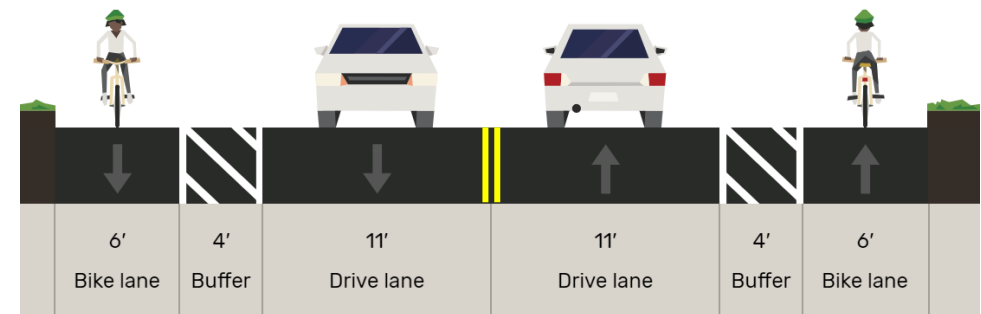
No bike lanes; parking in both directions



Bike lane in one direction; parking in both directions







Bike lanes in both directions; parking in one direction



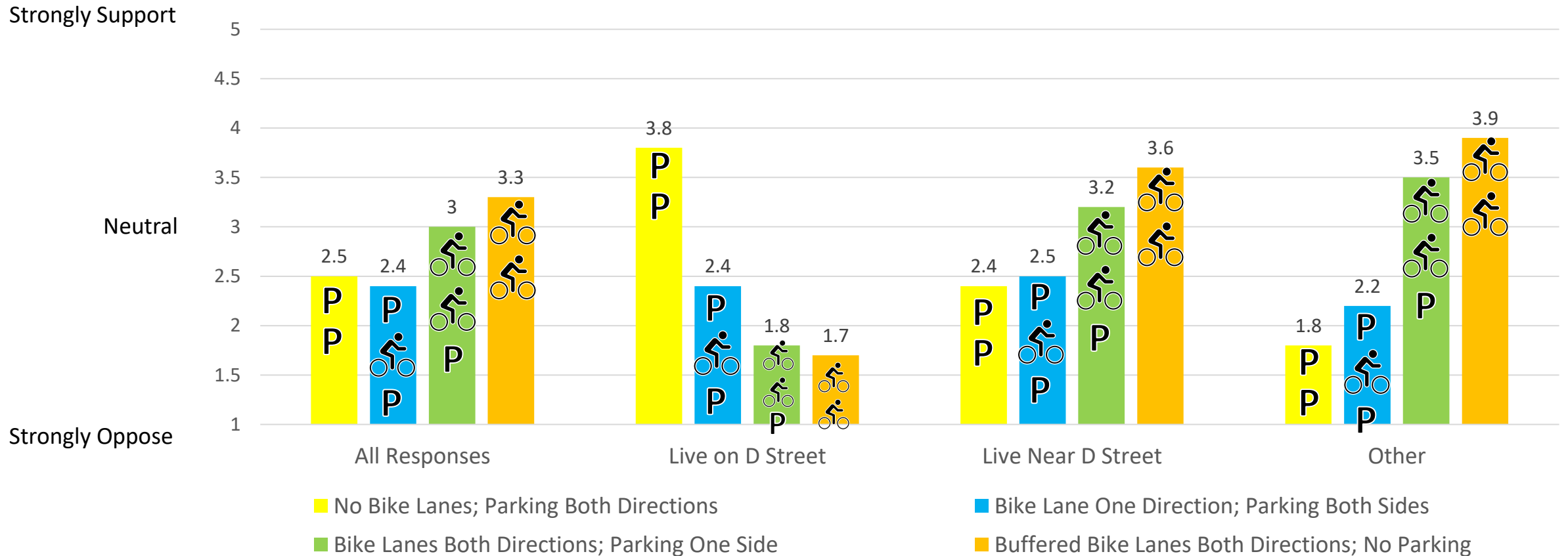
Buffered/protected bike lanes in both directions; no parking

Bike Lane/Parking Options (Ranked; All Responses)

	1. Buffered/protected bike lanes in both directions; no parking
	2. Bike lanes in both directions; parking in one direction
	3. No bike lanes; parking in both directions
	4. Bike lane in one direction; parking in both directions

Bike Lane/Parking Options

Scale of 1 (Strongly Oppose) to 5 (Strongly Support)



Bicycle Route Comparisons

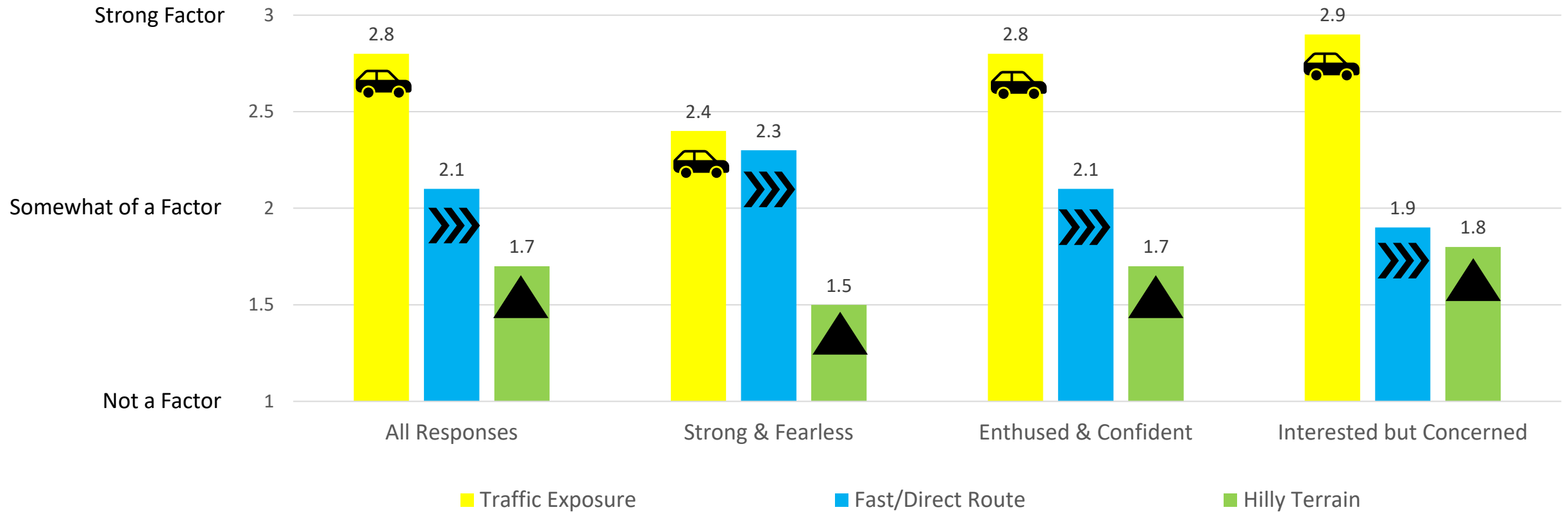
- The following questions sought to understand route preferences among people who currently bike or are interested in bicycling north-south between downtown and El Rose Dr/Sunnyslope Ave.
- B, D, and G Streets were identified as bike routes in the City's *Bicycle & Pedestrian Master Plan* (adopted 2008). The City is currently updating this plan. For more information, visit cityofpetaluma.org/active-transportation-plan

Bicycle Route Comparisons

- The responses are filtered by bicycling confidence levels. Respondents were asked to self-identify using the “Four Types of Cyclists” categories developed by [Roger Geller and Jennifer Dill](#):
 1. **Strong and fearless:** I am comfortable riding in the road with traffic.
 2. **Enthused and confident:** I am relatively comfortable riding in the road with traffic, but would prefer having my own dedicated/separated space to ride.
 3. **Interested but concerned:** I am not comfortable riding in the road with traffic and would strongly prefer having my own dedicated/separated space to ride.
 4. **No way, no how:** I am not interested in bicycling under any conditions.

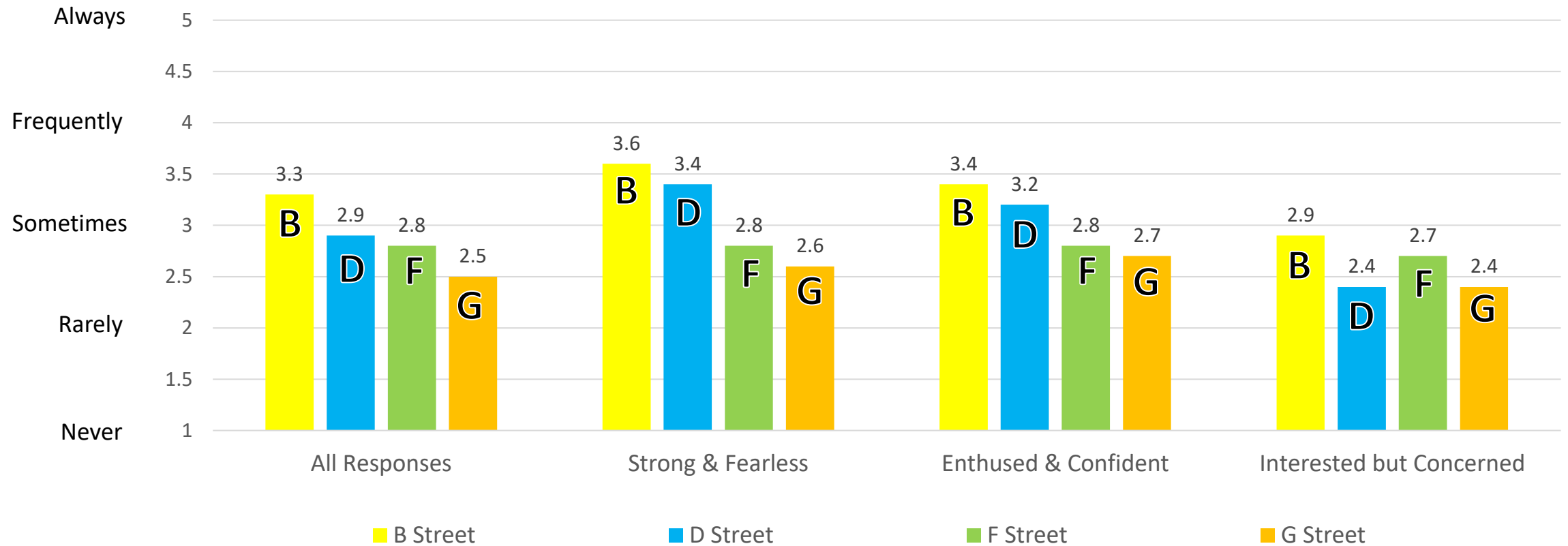
How important are the following factors when determining where to bike?

Scale of 1 (Not a Factor) to 3 (Strong Factor)

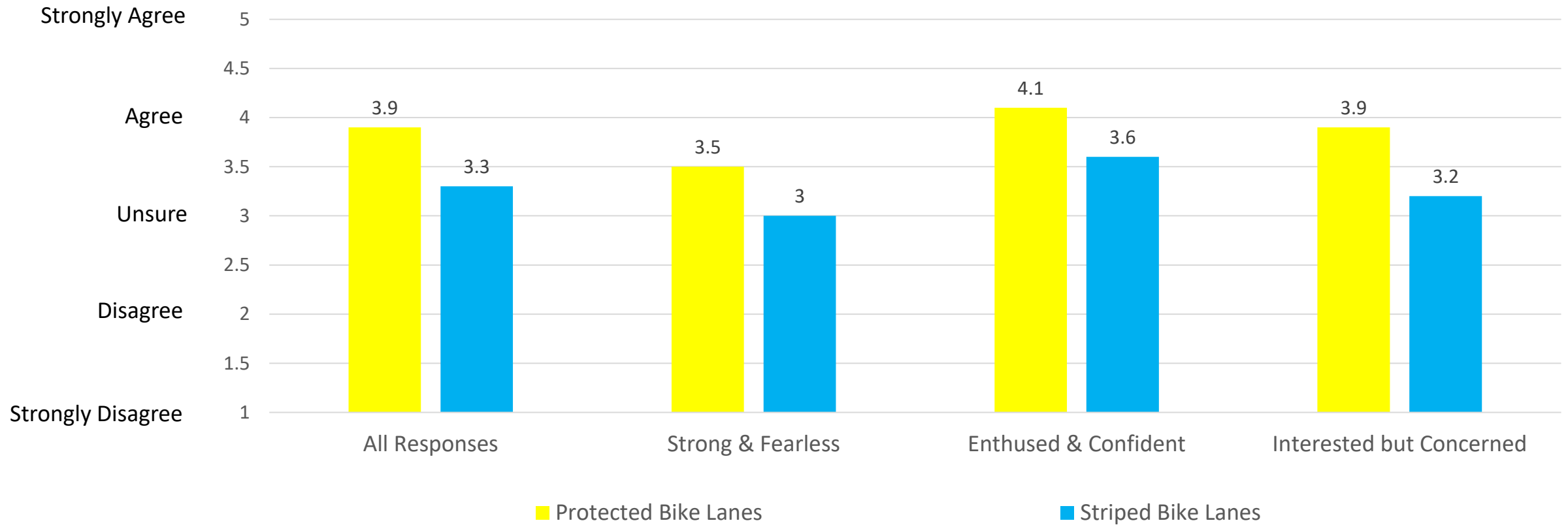


How frequently do you bike B, D, F, & G streets?

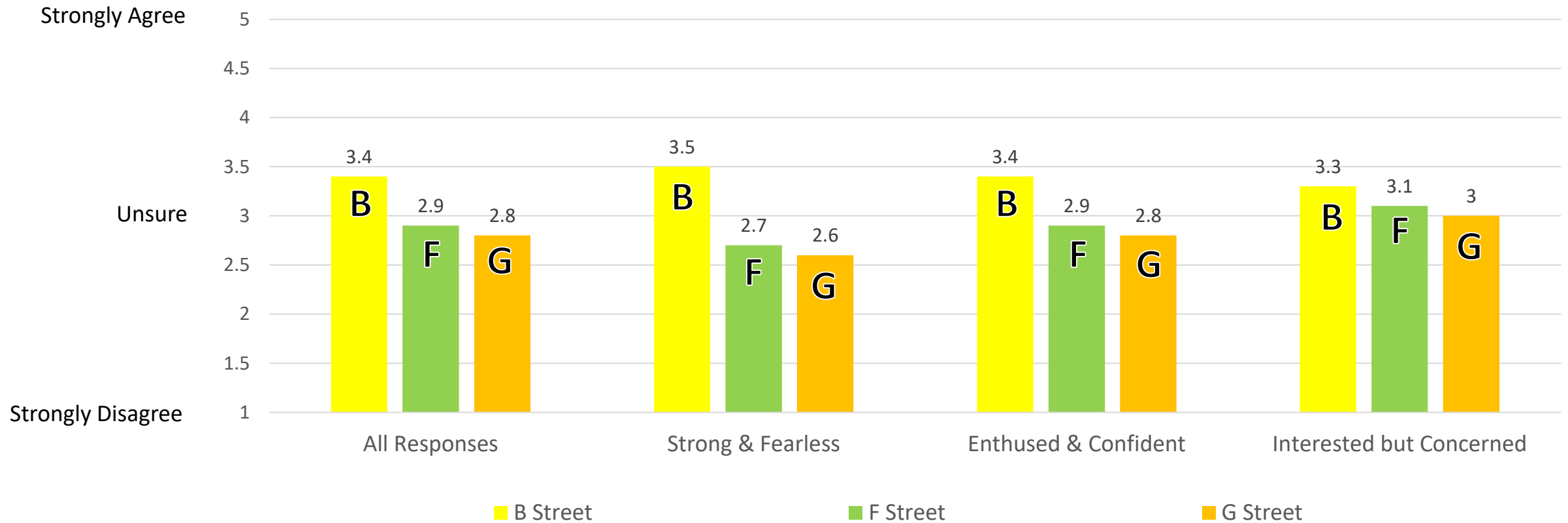
Scale of 1 (Never) to 5 (Always)



I would be more likely to bike on D Street and less likely to bike on alternative routes if _____ were provided on D Street.
Scale of 1 (Strongly Disagree) to 5 (Strongly Agree)



Absent bike improvements to D Street, I consider _____
to be an acceptable alternative route.
Scale of 1 (Strongly Disagree) to 5 (Strongly Agree)



Project Webpage:

cityofpetaluma.org/DStreetTrafficCalming

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